14 CFR 158

Application for Authority to Impose a Passenger Facility Charge and to Use Passenger Facility Charge Revenue at Redmond Municipal Airport (RDM)



Prepared by Morrison-Maierle, Inc. and City of Redmond – Redmond Municipal Airport

Redmond, Oregon

December 22nd, 2025

APPLICATION TO IMPOSE AND USE AT REDMOND MUNICIPAL AIRPORT



Passenger Facility Charge Application, Form 5500-1

Paperwork Reduction Act Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0557. Public reporting for this collection of information is estimated to be approximately 5 to 80 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. All responses to this collection of information are required to obtain FAA approval of authority to collect PFC revenue (49 U.S.C. 40117(c)). Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

Instructions for Preparation of Passenger Facility Charge (PFC) Application, Form 5500-1

- 1. **Application Type** (Check all that apply)
 - a. Impose PFC Charges. Check this box when applying for authority to impose.
 - b. **Use PFC Revenues**. Check this box when: (1) applying for authority to use where the authority to impose a PFC has previously been approved or (2) applying for authority to impose and authority to use concurrently.
 - c. **Amend PFC No.** Check this box when proposing to amend an approved PFC. Enter the PFC number for the original application assigned by the Federal Aviation Administration (FAA).



PASSENGER FACILITY CHARGE (PFC) APPLICATION					
1. Application Type (Check a	all that apply	·)		FAA USE ONLY	
a. Impose PFC Charges		Data Danaharah			
b. Use PFC Revenue			Date Received:		
c. Amend PFC No.			PFC Number:		
517 11161111 1 1 1 1 1 1 1		P	ART I - General		
2. Public Agency Name, Add	dress, and		3. Airport(s) to Use	4. Consultation	Dates
Agency Name:				a. Date of Written Notice to Air Carriers:	
Address:				b. Date of Cor	sultation Meeting with
City, State, ZIP:				Air Carriers	
Contact Person:			c. Date of Public Notice:		lic Notice:
		P <i>F</i>	ART II - Charges		
5. Charges					
a. Airport to Impose:	b. Level		c. Total Estimated	d. Proposed Effective Date:	e. Estimated Expiration Date:
	\$1.00	\$2.00 \$3.00	PFC Revenue	Bute.	Buto.
	\$4.00) \$4.50	Impose:		
		•	Use:		
		PAR	T III - Attachments		
6. Attachments (Check all the	at Apply)				
a. Airport Capital Improveme		Att	tached Submitted with	n Application Number:	
b. Application Project Informa		Att	ached Submitted with Application Number:		
				n Application Number:	
c. Air Carrier Consultation and Public Notice Information Attached				n Application Number:	
_ ()				n Application Number:	
f. Competition Plan/Update				n Application Number:	
g. ALP/Airspace/Environmen	atol.				
				Application Number:	
h. Notice of Intent Project Info	ormation			Application Number:	
I. Other: Attached Submitted with Application Number:					
= M***			T IV - Certification		
7. With respect to this PFC a	• •				
,	U	, , , , , , , , , , , , , , , , , , , ,	lication are true and correct; body of the public agency;		
			dix A to Part 158) if the applic	cation is approved;	
			s requested, all applicable Al		eterminations, and
			ntal Policy Act have been cor		
			olan in accordance with 49 U		
 If required by 49 U.S.C. 40117(d)(4), adequate provision for financing the airside needs, including runways, taxiways, aprons, and gates, has been made by the public agency. 					
a. Name of Authorized Repres		b. Title		c. Telephone Nu	mber
d E mail Address					
d. E-mail Address					
Please read the following in					
and consent to transact busing signatures in lieu of using pap					
not to do so, you may request					o clock of houry. If you profer
e. Signature of Authorized Representative f. Date Signed					

ATTACHMENT A AIRPORT CAPITAL IMPROVEMENT PLAN

	Airport Name (LOC ID), ST: RDM			CIP START YEAR:		2027				
	\$3,456,445	2025 Passenger & Cargo (Expires FY27) 2026 Passenger & Cargo (Expires FY28) 2026 Passenger & Cargo (For planning through 2031) 2026 AIG (Expires FY29) 2026 AIG (Expires FY29)		xpires FY28)	Passenger and Cargo Mat AIG Mate		Cargo Match AIG Match			
- 1	Avai	lable	F		F-titd			Funding Plan		
Fed FY	Passenger &	AIG	Funding Source	Data sheet - Project Component/Phase	Estimated Cost	AIP	AIG	Additional AIP	Other	Match
	Cargo		AIP	Terminal Expansion - Construction Phase 1.4	\$3,686,875	\$3,456,445				\$230,430
				ARFF Truck (Part 139 Recommendation)	\$1,250,000			\$1,171,875		\$78,125
2027	\$3,456,445									
	Total = \$	3,456,445								
			Remaining F			\$3,456,445		\$1,171,875		\$308,554
			Local	Terminal Expansion - Construction Phase 1.5 ALP Update (Deicing Apron Site Selection Study)	\$3,686,875 \$200,000	\$3,456,445				\$230,430 \$200,000
			Local	ALF Opdate (Detailing Apron Site Selection Study)	\$200,000				-	\$200,000
2028	\$3,456,445									
										K
	Total = \$:	3,456,445						+	-	
			Remaining F	unds 2028 Annual Subtotals:	\$3,886,875	\$3,456,445				\$430,429
			AIP	Deice Apron Design and Construction	\$15,000,000	\$3,456,445		\$10,606,055		\$937,500
2029	\$3,456,445									
	Total - ¢	3,456,445								
	Total - 5	3,430,443			447.000.000	40 450 445				
			Remaining F	unds 2029 Annual Subtotals: TW 'B' South Pavement Rehabilitation	\$15,000,000 \$1,700,000	\$3,456,445 \$1,593,750		\$10,606,055		\$937,500 \$106,250
				TW 'B' South Electrical Rehabilitation	\$400,000	\$375,000				\$25,000
				RW 11 Run-Up Area	\$1,700,000	\$1,487,695		\$106,055		\$106,250
2030	\$3,456,445			RW 5-23 Blast Pads RW 11-29 Blast Pads	\$1,600,000 \$1,200,000			\$1,500,000 \$1,125,000		\$100,000 \$75,000
		2 452 4:5								
	Total = \$3	3,456,445								
			Remaining F	unds 2030 Annual Subtotals: Master Plan Update	\$6,600,000 \$1,200,000	\$3,456,445 \$1,125,000		\$2,731,055		\$412,500 \$75,000
				Master Plan Opdate TW 'C* West Pavement Rehabilitation (TC01 & TC 02) PCI~51	\$1,200,000	\$1,125,000		+		\$75,000
			AIP	TW 'C" West Electrical Rehabilitation	\$350,000	\$328,125				\$21,875
2031	\$3,456,445		AIP	GA Concrete Apron Rehabilitation (ADA 15) ~PCI 62	\$936,805	\$878,254				\$58,550
	Total = \$3	3,456,445								
	\$66		Remaining F		. , ,	\$3,456,379	11			\$230,425
				5 Year CIP Totals:	\$34,110,555	##########		\$14,508,985		\$2,319,408

SPONSOR SIGNATURE:

DATE: 8/28/25

ATTACHMENT B

Project Information

PFC APPLICATION NUMBER: #8

ATTACHMENT B: PROJECT INFORMATION

1. Project Title: Terminal Expansion – Phase	e 1
2. Project Number (if applicable):	
3. Use Airport of Project: RDM	
 4. Type of Approval Requested: [] Impose Only: [X] Concurrent: [] Use Only: Link to application: 	
5. Level of Collection: [] \$1.00 [] \$2.00 [] \$3.00	[] \$4.00 [X] \$4.50
6. Financing Plan:	
PFC Funds: Pay-as-you-go \$	

Bond Financing & Interest \$89,318,618

Bond Capital \$95,955,000

Subtotal PFC Funds*: \$185,273,618

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing Airport Grant Funds:

Grant #	Grant Funds in Project
AIP 52 (ENT)	\$ 2,261,101.00
AIP 53 (AIG)	\$ 6,354,239.00
AIP 54 (ATP)	\$ 7,000,000.00
AIP 55 (ENT)	\$ 1,291,810.00
AIP 56 (ENT) (FY2025)	\$ 9,869,745.00
AIP 57 (AIG) (FY2025)	\$ 8,057,357.00
TOTAL	\$ 34,834,252

Subtotal Existing Airport Grant Funds: \$34,834,252

Anticipated Airport Grant Funds (List Each Year Separately):

Source	Entitlement / IIJA	Discretionary	TOTAL
AIP 58 (ENT) (FY2026)	\$ 3,456,445	\$0	\$ 3,456,445
AIP 59 (AIG) (FY2026)	\$ 3,828,852	\$0	\$ 3,828,852
AIP 60 (ENT) (FY2027)	\$ 3,456,445	\$0	\$ 3,456,445
AIP 61 (ENT) (FY2028)	\$ 3,456,445	\$0	\$ 3,456,445
TOTAL	\$ 14,198,187	<i>\$0</i>	\$ 14,198,187

Other Funds:
State Grants \$10,000,000 (Connect Oregon)
Local Funds \$40,505,746
Other (please specify) \$0
Subtotal Other Funds: \$ 50,505,746
Total Project Cost: \$189,538,185
For FAA Use
a. Does the project include a proposed LOI?
[]YES
[] NO
If YES, does the Region support?
[]YES
[] NO.
If YES, list the schedule for implementation:
b. For any proposed AIP discretionary funds, does the Region intend to support?
[] YES
[] NO
c. For any proposed AIP funds, is the request within the planning levels for the Region's
five year CIP?
[] YES [] NO
d. What percentage of the total project cost is funded through AIP?
List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates. [] YES [] NO [] N/A List the source(s) of data used to make this finding.
PFC Share of Total Cost Analysis
7. Back-up Financing Plan: If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.
No discretionary associated with the project.
For FAA Use If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.
8. Estimated Project Implementation Date (Month and Year): June 2025 Estimated Project Completion Date (Month and Year): October 2027
For FAA Use For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)? [] Yes [] No
For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first? [] Yes [] No
Is this project dependent upon another action to occur before its implementation or completion? Explain.
9. Project Description:

The current terminal facility at RDM was last expanded in 2008. After the 2008 terminal expansion project the terminal consisted of 145,119 square feet. The proposed terminal expansion will add 81,136 SF of new space primarily consisting of expanded airline operations areas, expanded baggage makeup areas, expanded hold rooms areas, expanded concession areas, and installation of 7 passenger boarding bridges.

The project largely consists of the expansion of the terminal to the west to provide additional hold room space on the 2nd level hold room space and to facilitate the use of passenger boarding bridges on gates 5-11. The level below the hold rooms will allow for expansion of the baggage makeup area and allow for the future installation of a in-line baggage screening system once justified. The expanded hold room space also allows for additional concession space to provide more food and beverage opportunities for passengers.

Terminal Information	Prior to Implementation of Project	At Completion of Project	Net Change Due to Project
Number of Ticket Counters	20	20	0
Number of Gates	6	11	5
Number of Baggage Facilities	2	2	0

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approve, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

10. Project Objective:

The objective of the project is to enhance capacity by adding additional hold room space, provide improved access to passengers with new passenger boarding bridges, to improve baggage makeup areas, and expand concession opportunities.

FOR FAA USE
Safety, Preserve [] Enhance []
Security, Preserve [] Enhance []
Capacity, Preserve [] Enhance []
Furnish opportunity for enhanced competition between or among air carriers at the
airport
Mitigate noise impacts resulting from aircraft operations at the airport
Project does not meet any PFC objectives (explain)
Finding
Current deficiency. List the source(s) of data used to make this finding if it is not a part
of the PFC application.
Address adequacy of issues.

11. Project Justification:

The Redmond Municipal Airport Master Plan was completed in 2018. The master plan identified terminal expansion as one of the proposed projects to start in 2021. In the masterplan, the FAA approved forecast projected 3.7% annual growth in enplanements from 298,322 in 2016 to 680,750 in 2036. Prior to the pandemic the airport passenger growth was outpacing the projections with placements in 2019 exceeding those that were anticipated sometime after 2024. After the pandemic the airport recovered to pre-pandemic levels in 2023. Growth since the pandemic has continued on the pre-pandemic trajectory. It is anticipated that RDM will exceed 650,000 enplanements for 2025, nearly surpassing the projections in the masterplan for 2036.

Due to the accelerated growth at the Redmond Municipal Airport, the airport developed a Terminal Area Concept Plan (TCAP) to take a fresh look at the proposed terminal development. The TCAP consisted of a review of the existing terminal building, validation of enplanement forecasts, provided recommendations, to accommodate the proposed growth. The TCAP was completed in November of 2021. The TCAP recommended the following improvements.

Ground Level:

- Replace Mech/Elec plant
- Enlarge ticket area
- Enlarge bag make-up area
- Enlarge/improve bag claim
- Relocate administration
- Change entry vestibules

Move rental cars to preserve SSCP expansion space

Upper Level:

- Enlarged departure lounge space
- Contact positions for all gates
- New mech/elec plant location
- New admin location

Due to rising construction costs during and after the pandemic, the proposed terminal expansion project could not address all the of proposed improvements to the terminal.

Phase 1 of the terminal expansion will consist of the following:

- Expanded airline operations areas (~2,300 SF).
- Expanded baggage makeup area. (~15,000 SF)
- Expanded hold rooms and circulation areas (~28,000 SF).
- Expanded concession areas (~6,100 SF).
- Installation of 7 passenger boarding bridges to accommodate the existing and future passenger growth anticipated for the airport.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:
Indicate project eligibility by checking the appropriate category below.
[] Development eligible under AIP criteria (paragraph of Order 5100.38_ or
PGL);
[] Planning eligible under AIP criteria (paragraph of Order 5100.38_ or PGL
);
Noise compatibility planning as described in 49 U.S.C. 47505;
[] Noise compatibility measures eligible under 49 U.S.C. 47504.

 [] Project approved in an approved Part 150 noise compatibility plan; Title and Date of Part 150: [] Project included in a local study.
Title and Date of local study: [] Terminal development as described in 49 U.S.C. 40117(a)(3)(C); [] Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier
If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.
Are any work elements or portions of the overall project ineligible? Provide associated costs.
12. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): NA
For FAA Use Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner? [] Yes [] No
Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?
13. List of Carriers Certifying Agreement: List of Carriers Certifying Disagreement: Recap of Disagreements: Public Agency Reasons for Proceeding:
14. List of Comments Received from the Public Notice: List of Parties Certifying Agreement. Recap of Disagreements Public Agency Reasons for Proceeding:
For FAA Use Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If

the comments from the consultation are repeated, state that.)

4/2025

ADO/RO ANALYSIS:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested if over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:		
[] Approve.		
[] Partially Approve. Summarize find issues that lead to determination.	dings from earlier in the A	ttachment B discussing
[] Disapprove. Summarize findings f that lead to determination.	from earlier in the Attachm	ent B discussing issues
Application Reviewed by:		
Name Item(s) reviewed.	Routing Symbol	Date
Name Item(s) reviewed	Routing Symbol	Date

ATTACHMENT C AIR CARRIER CONSULTATION INFORMATION

ATTACHMENT C-1

NOTICE OF INTENT LETTER AND AIR CARRIER **RESPONSES**

- Notice of Intent Letter
- Table A Projects
- Table B Cost Summary / Finacial PlanEligiblity Calculation
- Project Figures



Redmond Municipal Airport

2522 SE Jesse Butler Circle, #17 Redmond, OR 97756 (541) 504-3499 rdm@flyrdm.com www.flyrdm.com

December 22, 2025

Amy Fuller-Lyman Alaska Airlines Airport Affairs Portfolio Mgr 19300 International Blvd - SEAPZ Seattle, WA 98188

RE: Notice of Intent to Impose and Use PFC Revenue at Redmond Municipal Airport (RDM), Redmond, Oregon

Dear Ms. Fuller-Lyman,

The City of Redmond, Oregon (the City) intends to submit a Passenger Facility Charge (PFC) Application to the Federal Aviation Administration (FAA) for authority to impose and use PFC revenue at the Redmond Municipal Airport (RDM) (the Airport).

NEW APPLICATION

As required under Section 158.23 of Federal Aviation Regulations (FAR) Part 158, Passenger Facility Charges, the City hereby providing written notice to all domestic and foreign air carriers having a significant business interest at the Airport that the City intends to submit an Application to the FAA to impose and use PFC collections for projects, which are described below.

Section 158.23 (a) (1), Description of Projects

A description of the projects being considered for funding with PFC collections in the new Application to be submitted to the FAA for the Airport is provided in enclosed **Table A**.

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

PFC 08 Summary								
PFC Level	\$4.50							
Estimated New Application Charge Effective	June 1, 2026							
Date								
Estimated Charge Expiration Date	May 30, 2051							
Estimated Total PFC Revenue	\$ 185,273,618							

Section 158.23 (a) (3), Exclusion of Class or Classes of Carriers

Exemption #1

1. Exemption:

• ATCO-Nonscheduled/On-Demand Air Carriers, filing FAA Form 1800-31.

2. Names of carriers serving RDM in 2024 belonging to the exempted class: Advanced Air, LLC (AN)

Kenmore Air Harbor (M5)

Scott Aviation, LLC DBA Silver Air (3EQ)

Southern Airways Express, dba Mokulele Airlines (9X)

- 3. **Estimated number of passengers enplaned by exempted class:** In 2024 the number of passengers reported to the FAA and recorder on CY 2024 FAA ACAIS by the proposed exempt class was 33.
- 4. Justification for class exemption: The percentage of passengers represented by this class of carrier represents less than one percent of the total passenger traffic enplaned in 2024. We request this exception based on the complexity of record keeping, the cost of the implementation of collecting and monitoring the PFC program for small carriers, and again, the fact that air taxis account for such a small percentage of total enplanements. The management of Roberts Field Redmond Municipal Airport will closely monitor the enplanement activity of the proposed exempt class for any apparent changes.

Section 158.23 (a) (4), Consultation Meeting

The City will hold an air carrier consultation virtual meeting on **Monday**, **February 2**, **2026 at 1:00 p.m.(Pacific**). A separate email will be sent with a link to the meeting. We look forward to discussing these projects with you or your representative at the meeting. Interested parties can find additional information on this PFC application #8, including additional information about the terminal expansion, at the Redmond Municipal Airport's Website, https://flyrdm.com, under "Doing Business". Additional Information regarding the terminal expansion can be found on the Redmond Municipal Airport website https://flyrdm.com/terminal-expansion/.

Sincerely,

Zachary Bass

Director Redmond Municipal Airport

cc: PFC Correspondence

TABLE A

PROJECTS PROPOSED FOR FUNDING BY IMPOSING AND USING PASSENGER FACILITY CHARGES FOR DISCUSSION ON FEBRUARY 2, 2025 AIR CARRIER MEETING REDMOND MUNICIPAL AIRPORT REDMOND, OREGON

PASSENGER FACILITY CHARGE AMOUNT OF \$4.50

TOTAL PROPOSED PROJECTS: \$185,273,618

1. <u>Terminal Building Expansion (Debt Service)</u>

Request to Impose and Use: \$185,273,618

PFC Level: \$4.50

The Redmond Municipal Airport (RDM) is a small hub facility, owned and operated by the City of Redmond. It services Central Oregon and currently provides commercial service on Alaska, American, Avelo, Delta and United Airlines. Recent growth in and around the Central Oregon area has resulted in a significant increase in aircraft traffic since the completion of the most recent Master Plan in 2018. Prior to COVID, airport traffic was tracking much higher than the Master Plan forecasted. In 2019, the airport had 482,767 enplanements which was a level not anticipated until 2024. Even in recovery, the airport is exceeding the national average. Extrapolating both master plan and recent enplanement data, it is estimated that the airport could see over 830,000 enplanements by 2036.

The Airport has completed a Terminal Area Concept Plan (TACP) that has identified proposed improvements to the terminal building to meet the forecasted passenger demand. The overall program to meet the needs over the next 20 years is approximately \$200 million of improvements to the terminal building. However, the scope of the overall terminal project has been reduced to approximately \$180 million at this time unless additional funding can be secured for the project. This funding limitation will only address the most immediate needs of the terminal and defer the remaining elements of the project until funding can be secured.

This PFC application request is part of the overall funding strategy to construct the terminal expansion project for the Redmond Municipal Airport to meet the current and future growth in passengers using the airport. The project is currently under construction and the Construction Manager / General Contractor (CMGC) selected for the project has established a Guaranteed Maximum Price (GMP) for the expansion of the passenger terminal building. The proposed project will provide additional hold room space, ticketing space, baggage screening space, airline operations space, passenger boarding bridges, and associated building systems (HVAC) improvements. The anticipated overall project cost of this phase of the expansion is \$180 Million.

The terminal expansion project will provide 7 passenger boarding bridge contact positions, expand the second-floor hold room space, expand the baggage makeup area, expand airline operations space, expand airport concessions space, along with other miscellaneous improvement to improve passenger circulation. The attached figures show the final layout of the terminal and the proposed expansion. The project is expected to be completed by late 2027.

This PFC Application will cover the cost of the bonds and repayment of the principal. The remainder of the debt will be repaid by airport general funds. The bond revenue is more fully described in the following paragraph and the attached spreadsheet.

AIRPORT IMPROVEMENT FULL FAITH AND CREDIT OBLIGATION BONDS: The airport will bond for approximately \$90,000,000 to complete the estimated \$90,000,000 cost of construction. All of the bond funding, including interest, will be PFC eligible. The debt service is estimated to be \$185,273,618 over the 25-year period. The airport would like to impose and use PFC revenue for approximately 25 years to assist with the debt service. Since RDM is currently collecting at a rate of \$2,300,000 annually and projected to increase to \$12,000,000 over the 25-year period, the estimated PFC contribution for this would be \$185,273,618. Any shortfall in PFC collections to service the debt would be paid for under airport general funds.

PFC APPLICATION: The proposed total PFC application is estimated to be \$185,273,618 to be collected over a 25-year period.

The proposed effective date of this application would be June 1, 2026. The estimated expiration date of this application would be May 30, 2051.

TABLE 'B'

Redmond Municipal Airport Terminal Expansion Project Costs Funding Summary

		Square F	ootage	
Building Components	Total	(A) Eligible	(B)Non-Eligible	(C) Prorated
Basement - Level 0	-	-	-	-
Main Level - Level 1	32,693	25,502	2,887	4,304
Concourse - Level 2	46,909	33,444	6,695	6,770
TOTAL	79,602	58,946	9,582	11,074
101712	75,002	30,540	3,302	11,07
PFC Eligible % =A/(A+B)	86.0%]		

Construction	Sq. Feet	\$/sf	Cost		% Eligible	Eligible	Non-	Eligible
Building Construction	79,602	\$ 992.76	\$	79,025,535.00	86.0%		\$	11,063,574.9
Jtility Costs								
Mechanical Systems			\$	15,817,036.00	86.0%	\$ 13,602,650.96	\$	2,214,385.0
Electrical Systems			\$	21,331,219.00	86.0%	\$ 18,344,848.34	\$	2,986,370.6
Fire Protection			\$	1,265,853.00	86.0%	\$ 1,088,633.58	\$	177,219.4
Site			\$	6,271,034.00	86.0%	\$ 5,393,089.24	\$	877,944.7
Soft Costs								
Design and Construction								
RS&H - SD TO #1			\$	3,953,455.19	86.0%	\$ 3,399,971.46	\$	553,483.7
RS&H - DD TO #2			\$	7,611,510.81	86.0%	\$ 6,545,899.30	\$	1,065,611.5
RS&H - CA TO #3			\$	7,885,033.00	86.0%	\$ 6,781,128.38	\$	1,103,904.6
PV Consultant			\$	230,000.00	86.0%	\$ 197,800.00	\$	32,200.0
Commissioning Agent			\$	400,000.00	86.0%	\$ 344,000.00	\$	56,000.0
Permit and Fees			\$	2,645,076.00	86.0%	\$ 2,274,765.36	\$	370,310.6
Owner FF&E			\$	2,034,042.00	0.0%	\$ -	\$	2,034,042.0
Owner Contingency			\$	10,869,317.00	0.0%	\$ -	\$	10,869,317.0
Special Inspections			\$	775,000.00	86.0%	\$ 666,500.00	\$	108,500.0
Weather Barrier Consultant			\$	75,000.00	86.0%	\$ 64,500.00	\$	10,500.0
Equipment /Furnishings								
Furnishings			\$	2,068,221.00	0%	\$ -	\$	2,068,221.0
PBB, Elevators, Escalators			\$	12,785,842.00	100%		\$	-
Baggage & Secure Exit			\$	5,111,060.00	100%		\$	-
						, ,:::::		
Project Financing								
Capitalized Interest			\$	9,383,956.15	85%	\$ 7,985,746.68	\$	1,398,209.4
_	_	TOTAL	\$	189,538,190		\$ 152,548,395	Ś	36,989,79

TABLE 'B'

Redmond Municipal Airport Terminal Expansion Project Costs Funding Summary

AIP 53 (AIG) \$ 6; AIP 54 (ATP) \$ 7,4 AIP 55 (ENT) \$ 1,4 AIP 55 (ENT) \$ 9,4 AIP 56 (ENT) (FY2025) \$ 9,4 AIP 56 (ENT) (FY2025) \$ 8,6 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2027) \$ 3,4 AIP 60 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49,	261,101.00 354,239.00 000,000.00 291,810.00 869,745.00 057,357.00 456,445.00	PFC		BONDS		ОТН	ER GRANTS	LOCAL		TOTAL	
AIP 53 (AIG) \$ 6,3 AIP 54 (ATP) \$ 7,4 AIP 55 (ENT) \$ 1,3 AIP 55 (ENT) \$ 9,3 AIP 55 (ENT) \$ 9,3 AIP 57 (AIG) (FY2025) \$ 8,6 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,4 AIP 60 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 AIP 61 (ENT) (FY202	354,239.00 000,000.00 291,810.00 869,745.00 057,357.00 456,445.00										
AIP 53 (AIG) \$ 6,3 AIP 54 (ATP) \$ 7,4 AIP 55 (ENT) \$ 1,3 AIP 55 (ENT) \$ 9,3 AIP 55 (ENT) \$ 9,3 AIP 57 (AIG) (FY2025) \$ 8,6 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,4 AIP 60 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 AIP 61 (ENT) (FY202	354,239.00 000,000.00 291,810.00 869,745.00 057,357.00 456,445.00										
AIP 54 (ATP) \$ 7,1 AIP 55 (ENT) \$ 1,3 AIP 55 (ENT) \$ 1,3 AIP 55 (ENT) \$ 9,3 AIP 55 (ENT) (FY2025) \$ 9,3 AIP 57 (AIG) (FY2025) \$ 8,6 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2027) \$ 3,4 AIP 60 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49,	000,000.00 291,810.00 869,745.00 057,357.00 456,445.00									\$	2,261,101
AIP 55 (ENT) \$ 1,3 AIP 56 (ENT) (FY2025) \$ 9,3 AIP 57 (AIG) (FY2025) \$ 9,3 AIP 57 (AIG) (FY2026) \$ 8,4 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 AIP 61 (ENT	291,810.00 869,745.00 057,357.00 456,445.00									\$	6,354,239
AIP 56 (ENT) (FY2025) \$ 9,8 AIP 57 (AIG) (FY2025) \$ 8,8 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,4 AIP 50 (AIG) (FY2027) \$ 3,4 AIP 60 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49,	869,745.00 057,357.00 456,445.00									\$	7,000,000
AIP 57 (AIG) (FY2025) \$ 8,0 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,4 AIP 60 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49,	057,357.00 456,445.00									\$	1,291,810
AIP 58 (ENT) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,8 AIP 60 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING TO BALANCE LOCAL FUNDING TO BALANCE ICOAL FUNDING TO BALANCE LOCAL FUNDING TO STALANCE LOCAL FUNDING STALANCE LOCA	456,445.00	I								\$	9,869,745
AIP 59 (AIG) (FY2026) \$ 3,8 AIP 60 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49,										\$	8,057,357
AIP 60 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49,	220 052 00									\$	3,456,445
AIP 61 (ENT) (FY2028) \$ 3,4 Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49,	828,852.00									\$	3,828,852
Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP	456,445.00									\$	3,456,445
PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49,	456,445.00									\$	3,456,445
CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP								\$	3,170,583.65	\$	3,170,584
ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP		\$	_							\$	-
LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP											
CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP						\$	10,000,000.00			\$	10,000,000
LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP											
LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP								\$	26,989,794.75	\$	26,989,795
ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP								\$	10,345,372.75	\$	10,345,373
TOTAL CONSTRUCTION \$ 49, Debt Service AIP											
Debt Service AIP				\$	90,000,000.00					\$	90,000,000
	,032,439	\$	-	\$	90,000,000	\$	10,000,000	\$	40,505,751	\$	189,538,190
Principle		PFC		BONDS		ОТН	ER GRANTS	LOCAL		TOTAL	
		\$	95,955,000.0							\$	95,955,000
Interest		\$	89,318,618.0							\$	89,318,618
Total Debt Service \$	-	\$	185,273,618	\$	-	\$	-	\$	-	\$	185,273,618
AIP			PFC		BONDS	ОТІ	HER GRANTS		LOCAL	TOTA	
Total Sources of Funds \$ 49,		Ś		\$	90,000,000	Ś	10,000,000	Ś	40,505,751	\$	189,538,190

Calculate Principal and Intere	st Eli	gible for PFC Debt
Total PFC Eligible Costs	\$	152,548,395
Eligible Funding Received		
AIP/BIL/IIJA (AIP Grants)	\$	45,575,994.00
Match to AIP (Local)	\$	3,170,583.65
PFC Eligible Work (Pay as You Go)	\$	-
Subtotal	\$	48,746,577.65
Remaining Eligible Costs	\$	103,801,817.75
Bonded Amount	\$	90,000,000
% Eligible for PFC Debt		
Service Payment		100%
Amount Eligible for PFC		
Debt Service Payment	\$	185,273,618

Check Other Grants < Ir	Check Other Grants < Ineligible Amount								
Ineligible Amount	\$	36,989,795							
Other Grant Sources	\$	10,000,000	TRUE						



Redmond Municipal Airport

2522 SE Jesse Butler Circle, #17 Redmond, OR 97756 (541) 504-3499 rdm@flyrdm.com www.flyrdm.com

December 22, 2025

Staci Ell American Airlines Manager – Corporate Real Estate 1 Skyview Dr Ft Worth TX 76155

RE: Notice of Intent to Impose and Use PFC Revenue at Redmond Municipal Airport (RDM), Redmond, Oregon

Dear Ms. Ell,

The City of Redmond, Oregon (the City) intends to submit a Passenger Facility Charge (PFC) Application to the Federal Aviation Administration (FAA) for authority to impose and use PFC revenue at the Redmond Municipal Airport (RDM) (the Airport).

NEW APPLICATION

As required under Section 158.23 of Federal Aviation Regulations (FAR) Part 158, Passenger Facility Charges, the City hereby providing written notice to all domestic and foreign air carriers having a significant business interest at the Airport that the City intends to submit an Application to the FAA to impose and use PFC collections for projects, which are described below.

Section 158.23 (a) (1), Description of Projects

A description of the projects being considered for funding with PFC collections in the new Application to be submitted to the FAA for the Airport is provided in enclosed **Table A**.

<u>Section 158.23 (a) (2), PFC Level, Proposed Charge Effective Date, Estimated Charge</u> Expiration Date, and Estimated Total PFC Revenue

PFC 08 Summary								
PFC Level	\$4.50							
Estimated New Application Charge Effective Date	June 1, 2026							
Estimated Charge Expiration Date	May 30, 2051							
Estimated Total PFC Revenue	\$ 185,273,618							

Section 158.23 (a) (3), Exclusion of Class or Classes of Carriers

Exemption #1

1. Exemption:

• ATCO-Nonscheduled/On-Demand Air Carriers, filing FAA Form 1800-31.

2. Names of carriers serving RDM in 2024 belonging to the exempted class: Advanced Air, LLC (AN)

Kenmore Air Harbor (M5)

Scott Aviation, LLC DBA Silver Air (3EQ)

Southern Airways Express, dba Mokulele Airlines (9X)

- 3. **Estimated number of passengers enplaned by exempted class:** In 2024 the number of passengers reported to the FAA and recorder on CY 2024 FAA ACAIS by the proposed exempt class was 33.
- 4. Justification for class exemption: The percentage of passengers represented by this class of carrier represents less than one percent of the total passenger traffic enplaned in 2024. We request this exception based on the complexity of record keeping, the cost of the implementation of collecting and monitoring the PFC program for small carriers, and again, the fact that air taxis account for such a small percentage of total enplanements. The management of Roberts Field Redmond Municipal Airport will closely monitor the enplanement activity of the proposed exempt class for any apparent changes.

Section 158.23 (a) (4), Consultation Meeting

The City will hold an air carrier consultation virtual meeting on **Monday**, **February 2**, **2026 at 1:00 p.m.(Pacific**). A separate email will be sent with a link to the meeting. We look forward to discussing these projects with you or your representative at the meeting. Interested parties can find additional information on this PFC application #8, including additional information about the terminal expansion, at the Redmond Municipal Airport's Website, https://flyrdm.com, under "Doing Business". Additional Information regarding the terminal expansion can be found on the Redmond Municipal Airport website https://flyrdm.com/terminal-expansion/.

Sincerely,

Zachary Bass

Director Redmond Municipal Airport

cc: PFC Correspondence

TABLE A

PROJECTS PROPOSED FOR FUNDING BY IMPOSING AND USING PASSENGER FACILITY CHARGES FOR DISCUSSION ON FEBRUARY 2, 2025 AIR CARRIER MEETING REDMOND MUNICIPAL AIRPORT REDMOND, OREGON

PASSENGER FACILITY CHARGE AMOUNT OF \$4.50

TOTAL PROPOSED PROJECTS: \$185,273,618

1. <u>Terminal Building Expansion (Debt Service)</u>

Request to Impose and Use: \$185,273,618

PFC Level: \$4.50

The Redmond Municipal Airport (RDM) is a small hub facility, owned and operated by the City of Redmond. It services Central Oregon and currently provides commercial service on Alaska, American, Avelo, Delta and United Airlines. Recent growth in and around the Central Oregon area has resulted in a significant increase in aircraft traffic since the completion of the most recent Master Plan in 2018. Prior to COVID, airport traffic was tracking much higher than the Master Plan forecasted. In 2019, the airport had 482,767 enplanements which was a level not anticipated until 2024. Even in recovery, the airport is exceeding the national average. Extrapolating both master plan and recent enplanement data, it is estimated that the airport could see over 830,000 enplanements by 2036.

The Airport has completed a Terminal Area Concept Plan (TACP) that has identified proposed improvements to the terminal building to meet the forecasted passenger demand. The overall program to meet the needs over the next 20 years is approximately \$200 million of improvements to the terminal building. However, the scope of the overall terminal project has been reduced to approximately \$180 million at this time unless additional funding can be secured for the project. This funding limitation will only address the most immediate needs of the terminal and defer the remaining elements of the project until funding can be secured.

This PFC application request is part of the overall funding strategy to construct the terminal expansion project for the Redmond Municipal Airport to meet the current and future growth in passengers using the airport. The project is currently under construction and the Construction Manager / General Contractor (CMGC) selected for the project has established a Guaranteed Maximum Price (GMP) for the expansion of the passenger terminal building. The proposed project will provide additional hold room space, ticketing space, baggage screening space, airline operations space, passenger boarding bridges, and associated building systems (HVAC) improvements. The anticipated overall project cost of this phase of the expansion is \$180 Million.

The terminal expansion project will provide 7 passenger boarding bridge contact positions, expand the second-floor hold room space, expand the baggage makeup area, expand airline operations space, expand airport concessions space, along with other miscellaneous improvement to improve passenger circulation. The attached figures show the final layout of the terminal and the proposed expansion. The project is expected to be completed by late 2027.

This PFC Application will cover the cost of the bonds and repayment of the principal. The remainder of the debt will be repaid by airport general funds. The bond revenue is more fully described in the following paragraph and the attached spreadsheet.

AIRPORT IMPROVEMENT FULL FAITH AND CREDIT OBLIGATION BONDS: The airport will bond for approximately \$90,000,000 to complete the estimated \$90,000,000 cost of construction. All of the bond funding, including interest, will be PFC eligible. The debt service is estimated to be \$185,273,618 over the 25-year period. The airport would like to impose and use PFC revenue for approximately 25 years to assist with the debt service. Since RDM is currently collecting at a rate of \$2,300,000 annually and projected to increase to \$12,000,000 over the 25-year period, the estimated PFC contribution for this would be \$185,273,618. Any shortfall in PFC collections to service the debt would be paid for under airport general funds.

PFC APPLICATION: The proposed total PFC application is estimated to be \$185,273,618 to be collected over a 25-year period.

The proposed effective date of this application would be June 1, 2026. The estimated expiration date of this application would be May 30, 2051.

TABLE 'B'

Redmond Municipal Airport Terminal Expansion Project Costs Funding Summary

		Square F	ootage	
Building Components	Total	(A) Eligible	(B)Non-Eligible	(C) Prorated
Basement - Level 0	-	-	-	-
Main Level - Level 1	32,693	25,502	2,887	4,304
Concourse - Level 2	46,909	33,444	6,695	6,770
TOTAL	79,602	58,946	9,582	11,074
101712	75,002	30,540	3,302	11,07
PFC Eligible % =A/(A+B)	86.0%]		

Construction	Sq. Feet	\$/sf	Cost		% Eligible	Eligible	Non-	Eligible
Building Construction	79,602	\$ 992.76	\$	79,025,535.00	86.0%		\$	11,063,574.9
Jtility Costs								
Mechanical Systems			\$	15,817,036.00	86.0%	\$ 13,602,650.96	\$	2,214,385.0
Electrical Systems			\$	21,331,219.00	86.0%	\$ 18,344,848.34	\$	2,986,370.6
Fire Protection			\$	1,265,853.00	86.0%	\$ 1,088,633.58	\$	177,219.4
Site			\$	6,271,034.00	86.0%	\$ 5,393,089.24	\$	877,944.7
Soft Costs								
Design and Construction								
RS&H - SD TO #1			\$	3,953,455.19	86.0%	\$ 3,399,971.46	\$	553,483.7
RS&H - DD TO #2			\$	7,611,510.81	86.0%	\$ 6,545,899.30	\$	1,065,611.5
RS&H - CA TO #3			\$	7,885,033.00	86.0%	\$ 6,781,128.38	\$	1,103,904.6
PV Consultant			\$	230,000.00	86.0%	\$ 197,800.00	\$	32,200.0
Commissioning Agent			\$	400,000.00	86.0%	\$ 344,000.00	\$	56,000.0
Permit and Fees			\$	2,645,076.00	86.0%	\$ 2,274,765.36	\$	370,310.6
Owner FF&E			\$	2,034,042.00	0.0%	\$ -	\$	2,034,042.0
Owner Contingency			\$	10,869,317.00	0.0%	\$ -	\$	10,869,317.0
Special Inspections			\$	775,000.00	86.0%	\$ 666,500.00	\$	108,500.0
Weather Barrier Consultant			\$	75,000.00	86.0%	\$ 64,500.00	\$	10,500.0
Equipment /Furnishings								
Furnishings			\$	2,068,221.00	0%	\$ -	\$	2,068,221.0
PBB, Elevators, Escalators			\$	12,785,842.00	100%		\$	-
Baggage & Secure Exit			\$	5,111,060.00	100%		\$	-
						, ,:::::		
Project Financing								
Capitalized Interest			\$	9,383,956.15	85%	\$ 7,985,746.68	\$	1,398,209.4
_	_	TOTAL	\$	189,538,190		\$ 152,548,395	Ś	36,989,79

TABLE 'B'

Redmond Municipal Airport Terminal Expansion Project Costs Funding Summary

AIP 53 (AIG) \$ 6; AIP 54 (ATP) \$ 7,4 AIP 55 (ENT) \$ 1,4 AIP 55 (ENT) \$ 9,4 AIP 56 (ENT) (FY2025) \$ 9,4 AIP 56 (ENT) (FY2025) \$ 8,6 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2027) \$ 3,4 AIP 60 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49,	261,101.00 354,239.00 000,000.00 291,810.00 869,745.00 057,357.00 456,445.00	PFC		BONDS		ОТН	ER GRANTS	LOCAL		TOTAL	
AIP 53 (AIG) \$ 6,3 AIP 54 (ATP) \$ 7,4 AIP 55 (ENT) \$ 1,3 AIP 55 (ENT) \$ 9,3 AIP 55 (ENT) \$ 9,3 AIP 57 (AIG) (FY2025) \$ 8,6 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,4 AIP 60 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 AIP 61 (ENT) (FY202	354,239.00 000,000.00 291,810.00 869,745.00 057,357.00 456,445.00										
AIP 53 (AIG) \$ 6,3 AIP 54 (ATP) \$ 7,4 AIP 55 (ENT) \$ 1,3 AIP 55 (ENT) \$ 9,3 AIP 55 (ENT) \$ 9,3 AIP 57 (AIG) (FY2025) \$ 8,6 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,4 AIP 60 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 AIP 61 (ENT) (FY202	354,239.00 000,000.00 291,810.00 869,745.00 057,357.00 456,445.00										
AIP 54 (ATP) \$ 7,1 AIP 55 (ENT) \$ 1,3 AIP 55 (ENT) \$ 1,3 AIP 55 (ENT) \$ 9,3 AIP 55 (ENT) (FY2025) \$ 9,3 AIP 57 (AIG) (FY2025) \$ 8,6 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2027) \$ 3,4 AIP 60 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49,	000,000.00 291,810.00 869,745.00 057,357.00 456,445.00									\$	2,261,101
AIP 55 (ENT) \$ 1,3 AIP 56 (ENT) (FY2025) \$ 9,3 AIP 57 (AIG) (FY2025) \$ 9,3 AIP 57 (AIG) (FY2026) \$ 8,4 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 AIP 61 (ENT	291,810.00 869,745.00 057,357.00 456,445.00									\$	6,354,239
AIP 56 (ENT) (FY2025) \$ 9,8 AIP 57 (AIG) (FY2025) \$ 8,8 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,4 AIP 50 (AIG) (FY2027) \$ 3,4 AIP 60 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49,	869,745.00 057,357.00 456,445.00									\$	7,000,000
AIP 57 (AIG) (FY2025) \$ 8,0 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,4 AIP 60 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49,	057,357.00 456,445.00									\$	1,291,810
AIP 58 (ENT) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,8 AIP 60 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING TO BALANCE LOCAL FUNDING TO BALANCE ICOAL FUNDING TO BALANCE LOCAL FUNDING TO STALANCE LOCAL FUNDING STALANCE LOCA	456,445.00	I								\$	9,869,745
AIP 59 (AIG) (FY2026) \$ 3,8 AIP 60 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49,										\$	8,057,357
AIP 60 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49,	220 052 00									\$	3,456,445
AIP 61 (ENT) (FY2028) \$ 3,4 Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49,	828,852.00									\$	3,828,852
Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP	456,445.00									\$	3,456,445
PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49,	456,445.00									\$	3,456,445
CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP								\$	3,170,583.65	\$	3,170,584
ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP		\$	_							\$	-
LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP											
CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP						\$	10,000,000.00			\$	10,000,000
LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP											
LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP								\$	26,989,794.75	\$	26,989,795
ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP								\$	10,345,372.75	\$	10,345,373
TOTAL CONSTRUCTION \$ 49, Debt Service AIP											
Debt Service AIP				\$	90,000,000.00					\$	90,000,000
	,032,439	\$	-	\$	90,000,000	\$	10,000,000	\$	40,505,751	\$	189,538,190
Principle		PFC		BONDS		ОТН	ER GRANTS	LOCAL		TOTAL	
		\$	95,955,000.0							\$	95,955,000
Interest		\$	89,318,618.0							\$	89,318,618
Total Debt Service \$	-	\$	185,273,618	\$	-	\$	-	\$	-	\$	185,273,618
AIP			PFC		BONDS	ОТІ	HER GRANTS		LOCAL	TOTA	
Total Sources of Funds \$ 49,		Ś		\$	90,000,000	Ś	10,000,000	Ś	40,505,751	\$	189,538,190

Calculate Principal and Intere	st Eli	gible for PFC Debt
Total PFC Eligible Costs	\$	152,548,395
Eligible Funding Received		
AIP/BIL/IIJA (AIP Grants)	\$	45,575,994.00
Match to AIP (Local)	\$	3,170,583.65
PFC Eligible Work (Pay as You Go)	\$	-
Subtotal	\$	48,746,577.65
Remaining Eligible Costs	\$	103,801,817.75
Bonded Amount	\$	90,000,000
% Eligible for PFC Debt		
Service Payment		100%
Amount Eligible for PFC		
Debt Service Payment	\$	185,273,618

Check Other Grants < Ir	Check Other Grants < Ineligible Amount								
Ineligible Amount	\$	36,989,795							
Other Grant Sources	\$	10,000,000	TRUE						



Redmond Municipal Airport

2522 SE Jesse Butler Circle, #17 Redmond, OR 97756 (541) 504-3499 rdm@flyrdm.com www.flyrdm.com

December 22, 2025

Bud Hafer Director, Government and Airport Affairs Breeze Airways 6340 South 3000 East, Suite 400 Cottonwood Heights, UT 84121

RE: Notice of Intent to Impose and Use PFC Revenue at Redmond Municipal Airport (RDM), Redmond, Oregon

Dear Ms. Lane,

The City of Redmond, Oregon (the City) intends to submit a Passenger Facility Charge (PFC) Application to the Federal Aviation Administration (FAA) for authority to impose and use PFC revenue at the Redmond Municipal Airport (RDM) (the Airport).

NEW APPLICATION

As required under Section 158.23 of Federal Aviation Regulations (FAR) Part 158, Passenger Facility Charges, the City hereby providing written notice to all domestic and foreign air carriers having a significant business interest at the Airport that the City intends to submit an Application to the FAA to impose and use PFC collections for projects, which are described below.

Section 158.23 (a) (1), Description of Projects

A description of the projects being considered for funding with PFC collections in the new Application to be submitted to the FAA for the Airport is provided in enclosed **Table A**.

<u>Section 158.23 (a) (2), PFC Level, Proposed Charge Effective Date, Estimated Charge</u> Expiration Date, and Estimated Total PFC Revenue

PFC 08 Summary	
PFC Level	\$4.50
Estimated New Application Charge Effective Date	June 1, 2026
Estimated Charge Expiration Date	May 30, 2051
Estimated Total PFC Revenue	\$ 185,273,618

Section 158.23 (a) (3), Exclusion of Class or Classes of Carriers

Exemption #1

1. Exemption:

• ATCO-Nonscheduled/On-Demand Air Carriers, filing FAA Form 1800-31.

2. Names of carriers serving RDM in 2024 belonging to the exempted class: Advanced Air, LLC (AN)

Kenmore Air Harbor (M5)

Scott Aviation, LLC DBA Silver Air (3EQ)

Southern Airways Express, dba Mokulele Airlines (9X)

- 3. **Estimated number of passengers enplaned by exempted class:** In 2024 the number of passengers reported to the FAA and recorder on CY 2024 FAA ACAIS by the proposed exempt class was 33.
- 4. Justification for class exemption: The percentage of passengers represented by this class of carrier represents less than one percent of the total passenger traffic enplaned in 2024. We request this exception based on the complexity of record keeping, the cost of the implementation of collecting and monitoring the PFC program for small carriers, and again, the fact that air taxis account for such a small percentage of total enplanements. The management of Roberts Field Redmond Municipal Airport will closely monitor the enplanement activity of the proposed exempt class for any apparent changes.

Section 158.23 (a) (4), Consultation Meeting

The City will hold an air carrier consultation virtual meeting on **Monday**, **February 2**, **2026 at 1:00 p.m.(Pacific**). A separate email will be sent with a link to the meeting. We look forward to discussing these projects with you or your representative at the meeting. Interested parties can find additional information on this PFC application #8, including additional information about the terminal expansion, at the Redmond Municipal Airport's Website, https://flyrdm.com, under "Doing Business". Additional Information regarding the terminal expansion can be found on the Redmond Municipal Airport website https://flyrdm.com/terminal-expansion/.

Sincerely,

Zachary Bass

Director Redmond Municipal Airport

cc: PFC Correspondence

TABLE A

PROJECTS PROPOSED FOR FUNDING BY IMPOSING AND USING PASSENGER FACILITY CHARGES FOR DISCUSSION ON FEBRUARY 2, 2025 AIR CARRIER MEETING REDMOND MUNICIPAL AIRPORT REDMOND, OREGON

PASSENGER FACILITY CHARGE AMOUNT OF \$4.50

TOTAL PROPOSED PROJECTS: \$185,273,618

1. <u>Terminal Building Expansion (Debt Service)</u>

Request to Impose and Use: \$185,273,618

PFC Level: \$4.50

The Redmond Municipal Airport (RDM) is a small hub facility, owned and operated by the City of Redmond. It services Central Oregon and currently provides commercial service on Alaska, American, Avelo, Delta and United Airlines. Recent growth in and around the Central Oregon area has resulted in a significant increase in aircraft traffic since the completion of the most recent Master Plan in 2018. Prior to COVID, airport traffic was tracking much higher than the Master Plan forecasted. In 2019, the airport had 482,767 enplanements which was a level not anticipated until 2024. Even in recovery, the airport is exceeding the national average. Extrapolating both master plan and recent enplanement data, it is estimated that the airport could see over 830,000 enplanements by 2036.

The Airport has completed a Terminal Area Concept Plan (TACP) that has identified proposed improvements to the terminal building to meet the forecasted passenger demand. The overall program to meet the needs over the next 20 years is approximately \$200 million of improvements to the terminal building. However, the scope of the overall terminal project has been reduced to approximately \$180 million at this time unless additional funding can be secured for the project. This funding limitation will only address the most immediate needs of the terminal and defer the remaining elements of the project until funding can be secured.

This PFC application request is part of the overall funding strategy to construct the terminal expansion project for the Redmond Municipal Airport to meet the current and future growth in passengers using the airport. The project is currently under construction and the Construction Manager / General Contractor (CMGC) selected for the project has established a Guaranteed Maximum Price (GMP) for the expansion of the passenger terminal building. The proposed project will provide additional hold room space, ticketing space, baggage screening space, airline operations space, passenger boarding bridges, and associated building systems (HVAC) improvements. The anticipated overall project cost of this phase of the expansion is \$180 Million.

The terminal expansion project will provide 7 passenger boarding bridge contact positions, expand the second-floor hold room space, expand the baggage makeup area, expand airline operations space, expand airport concessions space, along with other miscellaneous improvement to improve passenger circulation. The attached figures show the final layout of the terminal and the proposed expansion. The project is expected to be completed by late 2027.

This PFC Application will cover the cost of the bonds and repayment of the principal. The remainder of the debt will be repaid by airport general funds. The bond revenue is more fully described in the following paragraph and the attached spreadsheet.

AIRPORT IMPROVEMENT FULL FAITH AND CREDIT OBLIGATION BONDS: The airport will bond for approximately \$90,000,000 to complete the estimated \$90,000,000 cost of construction. All of the bond funding, including interest, will be PFC eligible. The debt service is estimated to be \$185,273,618 over the 25-year period. The airport would like to impose and use PFC revenue for approximately 25 years to assist with the debt service. Since RDM is currently collecting at a rate of \$2,300,000 annually and projected to increase to \$12,000,000 over the 25-year period, the estimated PFC contribution for this would be \$185,273,618. Any shortfall in PFC collections to service the debt would be paid for under airport general funds.

PFC APPLICATION: The proposed total PFC application is estimated to be \$185,273,618 to be collected over a 25-year period.

The proposed effective date of this application would be June 1, 2026. The estimated expiration date of this application would be May 30, 2051.

TABLE 'B'

Redmond Municipal Airport Terminal Expansion Project Costs Funding Summary

		Square Footage						
Building Components	Total	(A) Eligible	(B)Non-Eligible	(C) Prorated				
Basement - Level 0	-	-	-	-				
Main Level - Level 1	32,693	25,502	2,887	4,304				
Concourse - Level 2	46,909	33,444	6,695	6,770				
TOTAL	79,602	58,946	9,582	11,074				
101712	75,002	30,540	3,302	11,014				
PFC Eligible % =A/(A+B)	86.0%]						

Construction	Sq. Feet	\$/sf	Cost		% Eligible	Eligible	Non-	Eligible
Building Construction	79,602	\$ 992.76	\$	79,025,535.00	86.0%		\$	11,063,574.9
Itility Costs								
Mechanical Systems			\$	15,817,036.00	86.0%	\$ 13,602,650.96	\$	2,214,385.0
Electrical Systems			\$	21,331,219.00	86.0%	\$ 18,344,848.34	\$	2,986,370.6
Fire Protection			\$	1,265,853.00	86.0%	\$ 1,088,633.58	\$	177,219.4
Site			\$	6,271,034.00	86.0%	\$ 5,393,089.24	\$	877,944.7
Soft Costs								
Design and Construction								
RS&H - SD TO #1			\$	3,953,455.19	86.0%	\$ 3,399,971.46	\$	553,483.7
RS&H - DD TO #2			\$	7,611,510.81	86.0%	\$ 6,545,899.30	\$	1,065,611.5
RS&H - CA TO #3			\$	7,885,033.00	86.0%	\$ 6,781,128.38	\$	1,103,904.6
PV Consultant			\$	230,000.00	86.0%	\$ 197,800.00	\$	32,200.0
Commissioning Agent			\$	400,000.00	86.0%	\$ 344,000.00	\$	56,000.0
Permit and Fees			\$	2,645,076.00	86.0%	\$ 2,274,765.36	\$	370,310.6
Owner FF&E			\$	2,034,042.00	0.0%	\$ -	\$	2,034,042.0
Owner Contingency			\$	10,869,317.00	0.0%	\$ -	\$	10,869,317.0
Special Inspections			\$	775,000.00	86.0%	\$ 666,500.00	\$	108,500.0
Weather Barrier Consultant			\$	75,000.00	86.0%	\$ 64,500.00	\$	10,500.0
Equipment /Furnishings								
Furnishings			\$	2,068,221.00	0%	\$ -	\$	2,068,221.0
PBB, Elevators, Escalators			\$	12,785,842.00	100%	\$ 12,785,842.00	\$	-
Baggage & Secure Exit			\$	5,111,060.00	100%	\$ 5,111,060.00	\$	-
					_			
Project Financing								
Capitalized Interest			\$	9,383,956.15	85%			1,398,209.4
		TOTAL	\$	189,538,190		\$ 152,548,395	Ś	36,989,79

TABLE 'B'

Redmond Municipal Airport Terminal Expansion Project Costs Funding Summary

FUNDING												
Source	AIP		PFC		BONDS		ОТН	ER GRANTS	LOCAL		TOTAL	
AIP 52 (ENT)	\$	2,261,101.00									\$	2,261,101
AIP 53 (AIG)	\$	6,354,239.00									\$	6,354,239
AIP 54 (ATP)	\$	7,000,000.00									\$	7,000,000
AIP 55 (ENT)	\$	1,291,810.00									\$	1,291,810
AIP 56 (ENT) (FY2025)	\$	9,869,745.00									\$	9,869,745
AIP 57 (AIG) (FY2025)	\$	8,057,357.00									\$	8,057,357
AIP 58 (ENT) (FY2026)	\$	3,456,445.00									\$	3,456,445
AIP 59 (AIG) (FY2026)	\$	3,828,852.00									\$	3,828,852
AIP 60 (ENT) (FY2027)	\$	3,456,445.00									\$	3,456,445
AIP 61 (ENT) (FY2028)	\$	3,456,445.00									\$	3,456,445
Match to AIP (Local)									\$	3,170,583.65	\$	3,170,584
PFC Eligible Work (Pay as You Go)			\$								\$	-
CONNECT OREGON GRANT FOR NON-												
ELIGIBLE CONSTRUCTION							\$	10,000,000.00			\$	10,000,000
LOCAL FUNDING FOR NON-ELIGIBLE												
CONSTRUCTION									\$	26,989,794.75	\$	26,989,795
LOCAL FUNDING TO BALANCE									\$	10,345,372.75	\$	10,345,373
LOCAL FUNDING (BONDS, NET OF												
ISSUANCE COSTS)					\$	90,000,000.00					\$	90,000,000
TOTAL CONSTRUCTION	\$	49,032,439	\$	-	\$	90,000,000	\$	10,000,000	\$	40,505,751	\$	189,538,190
Debt Service	AIP		PFC		BONDS	;	ОТН	ER GRANTS	LOCAL		TOTAL	
Principle			\$	95,955,000.0							\$	95,955,000
Interest			\$	89,318,618.0							\$	89,318,618
Total Debt Service	\$	-	\$	185,273,618	\$	-	\$	-	\$	-	\$	185,273,618
		AIP		PFC		BONDS	ОТ	HER GRANTS		LOCAL	TOTAL	
Total Sources of Funds	\$	49,032,439	Ś		\$	90,000,000	Ś	10,000,000	Ś	40,505,751	\$	189,538,190

Calculate Principal and Intere	st Eli	gible for PFC Debt
Total PFC Eligible Costs	\$	152,548,395
Eligible Funding Received		
AIP/BIL/IIJA (AIP Grants)	\$	45,575,994.00
Match to AIP (Local)	\$	3,170,583.65
PFC Eligible Work (Pay as You Go)	\$	-
Subtotal	\$	48,746,577.65
Remaining Eligible Costs	\$	103,801,817.75
Bonded Amount	\$	90,000,000
% Eligible for PFC Debt		
Service Payment		100%
Amount Eligible for PFC		
Debt Service Payment	\$	185,273,618

Check Other Grants < Ineligible Amount				
Ineligible Amount	\$	36,989,795		
Other Grant Sources	\$	10,000,000	TRUE	



Redmond Municipal Airport

2522 SE Jesse Butler Circle, #17 Redmond, OR 97756 (541) 504-3499 rdm@flyrdm.com www.flyrdm.com

December 22, 2025

Tim DeBord Regional Director, Corporate Real Estate Delta Air Lines Department 877 P.O. Box 20706 Atlanta, GA 30320-6001

RE: Notice of Intent to Impose and Use PFC Revenue at Redmond Municipal Airport (RDM), Redmond, Oregon

Dear Mr. DeBord,

The City of Redmond, Oregon (the City) intends to submit a Passenger Facility Charge (PFC) Application to the Federal Aviation Administration (FAA) for authority to impose and use PFC revenue at the Redmond Municipal Airport (RDM) (the Airport).

NEW APPLICATION

As required under Section 158.23 of Federal Aviation Regulations (FAR) Part 158, Passenger Facility Charges, the City hereby providing written notice to all domestic and foreign air carriers having a significant business interest at the Airport that the City intends to submit an Application to the FAA to impose and use PFC collections for projects, which are described below.

Section 158.23 (a) (1), Description of Projects

A description of the projects being considered for funding with PFC collections in the new Application to be submitted to the FAA for the Airport is provided in enclosed **Table A**.

<u>Section 158.23 (a) (2), PFC Level, Proposed Charge Effective Date, Estimated Charge Expiration Date, and Estimated Total PFC Revenue</u>

PFC 08 Summary	
PFC Level	\$4.50
Estimated New Application Charge Effective	June 1, 2026
Date	
Estimated Charge Expiration Date	May 30, 2051
Estimated Total PFC Revenue	\$ 185,273,618

Section 158.23 (a) (3), Exclusion of Class or Classes of Carriers

Exemption #1

1. Exemption:

• ATCO-Nonscheduled/On-Demand Air Carriers, filing FAA Form 1800-31.

2. Names of carriers serving RDM in 2024 belonging to the exempted class: Advanced Air, LLC (AN)

Kenmore Air Harbor (M5)

Scott Aviation, LLC DBA Silver Air (3EQ)

Southern Airways Express, dba Mokulele Airlines (9X)

- 3. **Estimated number of passengers enplaned by exempted class:** In 2024 the number of passengers reported to the FAA and recorder on CY 2024 FAA ACAIS by the proposed exempt class was 33.
- 4. Justification for class exemption: The percentage of passengers represented by this class of carrier represents less than one percent of the total passenger traffic enplaned in 2024. We request this exception based on the complexity of record keeping, the cost of the implementation of collecting and monitoring the PFC program for small carriers, and again, the fact that air taxis account for such a small percentage of total enplanements. The management of Roberts Field Redmond Municipal Airport will closely monitor the enplanement activity of the proposed exempt class for any apparent changes.

Section 158.23 (a) (4), Consultation Meeting

The City will hold an air carrier consultation virtual meeting on **Monday**, **February 2**, **2026 at 1:00 p.m.(Pacific**). A separate email will be sent with a link to the meeting. We look forward to discussing these projects with you or your representative at the meeting. Interested parties can find additional information on this PFC application #8, including additional information about the terminal expansion, at the Redmond Municipal Airport's Website, https://flyrdm.com, under "Doing Business". Additional Information regarding the terminal expansion can be found on the Redmond Municipal Airport website https://flyrdm.com/terminal-expansion/.

Sincerely,

Zachary Bass

Director Redmond Municipal Airport

cc: PFC Correspondence

TABLE A

PROJECTS PROPOSED FOR FUNDING BY IMPOSING AND USING PASSENGER FACILITY CHARGES FOR DISCUSSION ON FEBRUARY 2, 2025 AIR CARRIER MEETING REDMOND MUNICIPAL AIRPORT REDMOND, OREGON

PASSENGER FACILITY CHARGE AMOUNT OF \$4.50

TOTAL PROPOSED PROJECTS: \$185,273,618

1. <u>Terminal Building Expansion (Debt Service)</u>

Request to Impose and Use: \$185,273,618

PFC Level: \$4.50

The Redmond Municipal Airport (RDM) is a small hub facility, owned and operated by the City of Redmond. It services Central Oregon and currently provides commercial service on Alaska, American, Avelo, Delta and United Airlines. Recent growth in and around the Central Oregon area has resulted in a significant increase in aircraft traffic since the completion of the most recent Master Plan in 2018. Prior to COVID, airport traffic was tracking much higher than the Master Plan forecasted. In 2019, the airport had 482,767 enplanements which was a level not anticipated until 2024. Even in recovery, the airport is exceeding the national average. Extrapolating both master plan and recent enplanement data, it is estimated that the airport could see over 830,000 enplanements by 2036.

The Airport has completed a Terminal Area Concept Plan (TACP) that has identified proposed improvements to the terminal building to meet the forecasted passenger demand. The overall program to meet the needs over the next 20 years is approximately \$200 million of improvements to the terminal building. However, the scope of the overall terminal project has been reduced to approximately \$180 million at this time unless additional funding can be secured for the project. This funding limitation will only address the most immediate needs of the terminal and defer the remaining elements of the project until funding can be secured.

This PFC application request is part of the overall funding strategy to construct the terminal expansion project for the Redmond Municipal Airport to meet the current and future growth in passengers using the airport. The project is currently under construction and the Construction Manager / General Contractor (CMGC) selected for the project has established a Guaranteed Maximum Price (GMP) for the expansion of the passenger terminal building. The proposed project will provide additional hold room space, ticketing space, baggage screening space, airline operations space, passenger boarding bridges, and associated building systems (HVAC) improvements. The anticipated overall project cost of this phase of the expansion is \$180 Million.

The terminal expansion project will provide 7 passenger boarding bridge contact positions, expand the second-floor hold room space, expand the baggage makeup area, expand airline operations space, expand airport concessions space, along with other miscellaneous improvement to improve passenger circulation. The attached figures show the final layout of the terminal and the proposed expansion. The project is expected to be completed by late 2027.

This PFC Application will cover the cost of the bonds and repayment of the principal. The remainder of the debt will be repaid by airport general funds. The bond revenue is more fully described in the following paragraph and the attached spreadsheet.

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PFC APPLICATION: The proposed total PFC application is estimated to be \$185,273,618 to be collected over a 25-year period.

The proposed effective date of this application would be June 1, 2026. The estimated expiration date of this application would be May 30, 2051.

		Square Footage							
Building Components	Total	(A) Eligible	(B)Non-Eligible	(C) Prorated					
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Main Level - Level 1	32,693	25,502	2,887	4,304					
Concourse - Level 2	46,909	33,444	6,695	6,770					
TOTAL	79,602	58,946	9,582	11,074					
101712	75,002	30,340	3,302	11,07					
PFC Eligible % =A/(A+B)	86.0%]							

Construction	Sq. Feet	\$/sf	Cost		% Eligible	Eligible	Non-	Eligible
Building Construction	79,602	\$ 992.76	\$	79,025,535.00	86.0%		\$	11,063,574.9
Jtility Costs								
Mechanical Systems			\$	15,817,036.00	86.0%	\$ 13,602,650.96	\$	2,214,385.0
Electrical Systems			\$	21,331,219.00	86.0%	\$ 18,344,848.34	\$	2,986,370.6
Fire Protection			\$	1,265,853.00	86.0%	\$ 1,088,633.58	\$	177,219.4
Site			\$	6,271,034.00	86.0%	\$ 5,393,089.24	\$	877,944.7
Soft Costs								
Design and Construction								
RS&H - SD TO #1			\$	3,953,455.19	86.0%	\$ 3,399,971.46	\$	553,483.7
RS&H - DD TO #2			\$	7,611,510.81	86.0%	\$ 6,545,899.30	\$	1,065,611.5
RS&H - CA TO #3			\$	7,885,033.00	86.0%	\$ 6,781,128.38	\$	1,103,904.6
PV Consultant			\$	230,000.00	86.0%	\$ 197,800.00	\$	32,200.0
Commissioning Agent			\$	400,000.00	86.0%	\$ 344,000.00	\$	56,000.0
Permit and Fees			\$	2,645,076.00	86.0%	\$ 2,274,765.36	\$	370,310.6
Owner FF&E			\$	2,034,042.00	0.0%	\$ -	\$	2,034,042.0
Owner Contingency			\$	10,869,317.00	0.0%	\$ -	\$	10,869,317.0
Special Inspections			\$	775,000.00	86.0%	\$ 666,500.00	\$	108,500.0
Weather Barrier Consultant			\$	75,000.00	86.0%	\$ 64,500.00	\$	10,500.0
Equipment /Furnishings								
Furnishings			\$	2,068,221.00	0%	\$ -	\$	2,068,221.0
PBB, Elevators, Escalators			\$	12,785,842.00	100%		\$	-
Baggage & Secure Exit			\$	5,111,060.00	100%		\$	-
						, ,:::::		
Project Financing								
Capitalized Interest			\$	9,383,956.15	85%	\$ 7,985,746.68	\$	1,398,209.4
_	_	TOTAL	\$	189,538,190		\$ 152,548,395	Ś	36,989,79

AIP 53 (AIG) \$ 6; AIP 54 (ATP) \$ 7,4 AIP 55 (ENT) \$ 1,4 AIP 55 (ENT) \$ 9,4 AIP 56 (ENT) (FY2025) \$ 9,4 AIP 56 (ENT) (FY2025) \$ 8,6 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2027) \$ 3,4 AIP 60 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49,	261,101.00 354,239.00 000,000.00 291,810.00 869,745.00 057,357.00 456,445.00	PFC		BONDS		ОТН	ER GRANTS	LOCAL		TOTAL	
AIP 53 (AIG) \$ 6,3 AIP 54 (ATP) \$ 7,4 AIP 55 (ENT) \$ 1,3 AIP 55 (ENT) \$ 9,3 AIP 55 (ENT) \$ 9,3 AIP 57 (AIG) (FY2025) \$ 8,6 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,4 AIP 60 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 AIP 61 (ENT) (FY202	354,239.00 000,000.00 291,810.00 869,745.00 057,357.00 456,445.00										
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AIP 54 (ATP) \$ 7,1 AIP 55 (ENT) \$ 1,3 AIP 55 (ENT) \$ 1,3 AIP 55 (ENT) \$ 9,3 AIP 55 (ENT) (FY2025) \$ 9,3 AIP 57 (AIG) (FY2025) \$ 8,6 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2027) \$ 3,4 AIP 60 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49,	000,000.00 291,810.00 869,745.00 057,357.00 456,445.00									\$	2,261,101
AIP 55 (ENT) \$ 1,3 AIP 56 (ENT) (FY2025) \$ 9,3 AIP 57 (AIG) (FY2025) \$ 9,3 AIP 57 (AIG) (FY2026) \$ 8,4 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 AIP 61 (ENT	291,810.00 869,745.00 057,357.00 456,445.00									\$	6,354,239
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AIP 60 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49,	220 052 00									\$	3,456,445
AIP 61 (ENT) (FY2028) \$ 3,4 Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49,	828,852.00									\$	3,828,852
Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP	456,445.00									\$	3,456,445
PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49,	456,445.00									\$	3,456,445
CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP								\$	3,170,583.65	\$	3,170,584
ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP		\$	_							\$	-
LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP											
CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP						\$	10,000,000.00			\$	10,000,000
LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP											
LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP								\$	26,989,794.75	\$	26,989,795
ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP								\$	10,345,372.75	\$	10,345,373
TOTAL CONSTRUCTION \$ 49, Debt Service AIP											
Debt Service AIP				\$	90,000,000.00					\$	90,000,000
	,032,439	\$	-	\$	90,000,000	\$	10,000,000	\$	40,505,751	\$	189,538,190
Principle		PFC		BONDS		ОТН	ER GRANTS	LOCAL		TOTAL	
		\$	95,955,000.0							\$	95,955,000
Interest		\$	89,318,618.0							\$	89,318,618
Total Debt Service \$	-	\$	185,273,618	\$	-	\$	-	\$	-	\$	185,273,618
AIP			PFC		BONDS	ОТІ	HER GRANTS		LOCAL	TOTA	
Total Sources of Funds \$ 49,		Ś		\$	90,000,000	Ś	10,000,000	Ś	40,505,751	\$	189,538,190

Calculate Principal and Intere	st Eli	gible for PFC Debt
Total PFC Eligible Costs	\$	152,548,395
Eligible Funding Received		
AIP/BIL/IIJA (AIP Grants)	\$	45,575,994.00
Match to AIP (Local)	\$	3,170,583.65
PFC Eligible Work (Pay as You Go)	\$	-
Subtotal	\$	48,746,577.65
Remaining Eligible Costs	\$	103,801,817.75
Bonded Amount	\$	90,000,000
% Eligible for PFC Debt		
Service Payment		100%
Amount Eligible for PFC		
Debt Service Payment	\$	185,273,618

Check Other Grants < Ir			
Ineligible Amount	\$ 36,989,795		
Other Grant Sources	\$ 10,000,000	TRUE	



Redmond Municipal Airport

2522 SE Jesse Butler Circle, #17 Redmond, OR 97756 (541) 504-3499 rdm@flyrdm.com www.flyrdm.com

December 22, 2025

Amy Fuller-Lyman Horizon Airlines Airport Affairs Portfolio Mgr 19300 International Blvd - SEAPZ Seattle, WA 98188

RE: Notice of Intent to Impose and Use PFC Revenue at Redmond Municipal Airport (RDM), Redmond, Oregon

Dear Ms. Fuller-Lyman,

The City of Redmond, Oregon (the City) intends to submit a Passenger Facility Charge (PFC) Application to the Federal Aviation Administration (FAA) for authority to impose and use PFC revenue at the Redmond Municipal Airport (RDM) (the Airport).

NEW APPLICATION

As required under Section 158.23 of Federal Aviation Regulations (FAR) Part 158, Passenger Facility Charges, the City hereby providing written notice to all domestic and foreign air carriers having a significant business interest at the Airport that the City intends to submit an Application to the FAA to impose and use PFC collections for projects, which are described below.

Section 158.23 (a) (1), Description of Projects

A description of the projects being considered for funding with PFC collections in the new Application to be submitted to the FAA for the Airport is provided in enclosed **Table A**.

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

PFC 08 Summary	
PFC Level	\$4.50
Estimated New Application Charge Effective	June 1, 2026
Date	
Estimated Charge Expiration Date	May 30, 2051
Estimated Total PFC Revenue	\$ 185,273,618

Section 158.23 (a) (3), Exclusion of Class or Classes of Carriers

Exemption #1

1. Exemption:

• ATCO-Nonscheduled/On-Demand Air Carriers, filing FAA Form 1800-31.

2. Names of carriers serving RDM in 2024 belonging to the exempted class: Advanced Air, LLC (AN)

Kenmore Air Harbor (M5)

Scott Aviation, LLC DBA Silver Air (3EQ)

Southern Airways Express, dba Mokulele Airlines (9X)

- 3. **Estimated number of passengers enplaned by exempted class:** In 2024 the number of passengers reported to the FAA and recorder on CY 2024 FAA ACAIS by the proposed exempt class was 33.
- 4. Justification for class exemption: The percentage of passengers represented by this class of carrier represents less than one percent of the total passenger traffic enplaned in 2024. We request this exception based on the complexity of record keeping, the cost of the implementation of collecting and monitoring the PFC program for small carriers, and again, the fact that air taxis account for such a small percentage of total enplanements. The management of Roberts Field Redmond Municipal Airport will closely monitor the enplanement activity of the proposed exempt class for any apparent changes.

Section 158.23 (a) (4), Consultation Meeting

The City will hold an air carrier consultation virtual meeting on **Monday**, **February 2**, **2026 at 1:00 p.m.(Pacific**). A separate email will be sent with a link to the meeting. We look forward to discussing these projects with you or your representative at the meeting. Interested parties can find additional information on this PFC application #8, including additional information about the terminal expansion, at the Redmond Municipal Airport's Website, https://flyrdm.com, under "Doing Business". Additional Information regarding the terminal expansion can be found on the Redmond Municipal Airport website https://flyrdm.com/terminal-expansion/.

Sincerely,

Zachary Bass

Director Redmond Municipal Airport

cc: PFC Correspondence

TABLE A

PROJECTS PROPOSED FOR FUNDING BY IMPOSING AND USING PASSENGER FACILITY CHARGES FOR DISCUSSION ON FEBRUARY 2, 2025 AIR CARRIER MEETING REDMOND MUNICIPAL AIRPORT REDMOND, OREGON

PASSENGER FACILITY CHARGE AMOUNT OF \$4.50

TOTAL PROPOSED PROJECTS: \$185,273,618

1. <u>Terminal Building Expansion (Debt Service)</u>

Request to Impose and Use: \$185,273,618

PFC Level: \$4.50

The Redmond Municipal Airport (RDM) is a small hub facility, owned and operated by the City of Redmond. It services Central Oregon and currently provides commercial service on Alaska, American, Avelo, Delta and United Airlines. Recent growth in and around the Central Oregon area has resulted in a significant increase in aircraft traffic since the completion of the most recent Master Plan in 2018. Prior to COVID, airport traffic was tracking much higher than the Master Plan forecasted. In 2019, the airport had 482,767 enplanements which was a level not anticipated until 2024. Even in recovery, the airport is exceeding the national average. Extrapolating both master plan and recent enplanement data, it is estimated that the airport could see over 830,000 enplanements by 2036.

The Airport has completed a Terminal Area Concept Plan (TACP) that has identified proposed improvements to the terminal building to meet the forecasted passenger demand. The overall program to meet the needs over the next 20 years is approximately \$200 million of improvements to the terminal building. However, the scope of the overall terminal project has been reduced to approximately \$180 million at this time unless additional funding can be secured for the project. This funding limitation will only address the most immediate needs of the terminal and defer the remaining elements of the project until funding can be secured.

This PFC application request is part of the overall funding strategy to construct the terminal expansion project for the Redmond Municipal Airport to meet the current and future growth in passengers using the airport. The project is currently under construction and the Construction Manager / General Contractor (CMGC) selected for the project has established a Guaranteed Maximum Price (GMP) for the expansion of the passenger terminal building. The proposed project will provide additional hold room space, ticketing space, baggage screening space, airline operations space, passenger boarding bridges, and associated building systems (HVAC) improvements. The anticipated overall project cost of this phase of the expansion is \$180 Million.

The terminal expansion project will provide 7 passenger boarding bridge contact positions, expand the second-floor hold room space, expand the baggage makeup area, expand airline operations space, expand airport concessions space, along with other miscellaneous improvement to improve passenger circulation. The attached figures show the final layout of the terminal and the proposed expansion. The project is expected to be completed by late 2027.

This PFC Application will cover the cost of the bonds and repayment of the principal. The remainder of the debt will be repaid by airport general funds. The bond revenue is more fully described in the following paragraph and the attached spreadsheet.

AIRPORT IMPROVEMENT FULL FAITH AND CREDIT OBLIGATION BONDS: The airport will bond for approximately \$90,000,000 to complete the estimated \$90,000,000 cost of construction. All of the bond funding, including interest, will be PFC eligible. The debt service is estimated to be \$185,273,618 over the 25-year period. The airport would like to impose and use PFC revenue for approximately 25 years to assist with the debt service. Since RDM is currently collecting at a rate of \$2,300,000 annually and projected to increase to \$12,000,000 over the 25-year period, the estimated PFC contribution for this would be \$185,273,618. Any shortfall in PFC collections to service the debt would be paid for under airport general funds.

PFC APPLICATION: The proposed total PFC application is estimated to be \$185,273,618 to be collected over a 25-year period.

The proposed effective date of this application would be June 1, 2026. The estimated expiration date of this application would be May 30, 2051.

		Square Footage							
Building Components	Total	(A) Eligible	(B)Non-Eligible	(C) Prorated					
Basement - Level 0	-	-	-	-					
Main Level - Level 1	32,693	25,502	2,887	4,304					
Concourse - Level 2	46,909	33,444	6,695	6,770					
TOTAL	79,602	58,946	9,582	11,074					
101712	75,002	30,340	3,302	11,07					
PFC Eligible % =A/(A+B)	86.0%]							

Construction	Sq. Feet	\$/sf	Cost		% Eligible	Eligible	Non-	Eligible
Building Construction	79,602	\$ 992.76	\$	79,025,535.00	86.0%		\$	11,063,574.9
Jtility Costs								
Mechanical Systems			\$	15,817,036.00	86.0%	\$ 13,602,650.96	\$	2,214,385.0
Electrical Systems			\$	21,331,219.00	86.0%	\$ 18,344,848.34	\$	2,986,370.6
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Owner Contingency			\$	10,869,317.00	0.0%	\$ -	\$	10,869,317.0
Special Inspections			\$	775,000.00	86.0%	\$ 666,500.00	\$	108,500.0
Weather Barrier Consultant			\$	75,000.00	86.0%	\$ 64,500.00	\$	10,500.0
Equipment /Furnishings								
Furnishings			\$	2,068,221.00	0%	\$ -	\$	2,068,221.0
PBB, Elevators, Escalators			\$	12,785,842.00	100%		\$	-
Baggage & Secure Exit			\$	5,111,060.00	100%		\$	-
						, ,:::::		
Project Financing								
Capitalized Interest			\$	9,383,956.15	85%	\$ 7,985,746.68	\$	1,398,209.4
_	_	TOTAL	\$	189,538,190		\$ 152,548,395	Ś	36,989,79

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AIP 53 (AIG) \$ 6,3 AIP 54 (ATP) \$ 7,4 AIP 55 (ENT) \$ 1,3 AIP 55 (ENT) \$ 9,3 AIP 55 (ENT) \$ 9,3 AIP 57 (AIG) (FY2025) \$ 8,6 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,4 AIP 60 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 AIP 61 (ENT) (FY202	354,239.00 000,000.00 291,810.00 869,745.00 057,357.00 456,445.00										
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AIP 60 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49,	220 052 00									\$	3,456,445
AIP 61 (ENT) (FY2028) \$ 3,4 Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49,	828,852.00									\$	3,828,852
Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP	456,445.00									\$	3,456,445
PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49,	456,445.00									\$	3,456,445
CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP								\$	3,170,583.65	\$	3,170,584
ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP		\$	_							\$	-
LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP											
CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP						\$	10,000,000.00			\$	10,000,000
LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP											
LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP								\$	26,989,794.75	\$	26,989,795
ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP								\$	10,345,372.75	\$	10,345,373
TOTAL CONSTRUCTION \$ 49, Debt Service AIP											
Debt Service AIP				\$	90,000,000.00					\$	90,000,000
	,032,439	\$	-	\$	90,000,000	\$	10,000,000	\$	40,505,751	\$	189,538,190
Principle		PFC		BONDS		ОТН	ER GRANTS	LOCAL		TOTAL	
		\$	95,955,000.0							\$	95,955,000
Interest		\$	89,318,618.0							\$	89,318,618
Total Debt Service \$	-	\$	185,273,618	\$	-	\$	-	\$	-	\$	185,273,618
AIP			PFC		BONDS	ОТІ	HER GRANTS		LOCAL	TOTA	
Total Sources of Funds \$ 49,		Ś		\$	90,000,000	Ś	10,000,000	Ś	40,505,751	\$	189,538,190

Calculate Principal and Intere	st Eli	gible for PFC Debt
Total PFC Eligible Costs	\$	152,548,395
Eligible Funding Received		
AIP/BIL/IIJA (AIP Grants)	\$	45,575,994.00
Match to AIP (Local)	\$	3,170,583.65
PFC Eligible Work (Pay as You Go)	\$	-
Subtotal	\$	48,746,577.65
Remaining Eligible Costs	\$	103,801,817.75
Bonded Amount	\$	90,000,000
% Eligible for PFC Debt		
Service Payment		100%
Amount Eligible for PFC		
Debt Service Payment	\$	185,273,618

Check Other Grants < Ir			
Ineligible Amount	\$ 36,989,795		
Other Grant Sources	\$ 10,000,000	TRUE	



Redmond Municipal Airport

2522 SE Jesse Butler Circle, #17 Redmond, OR 97756 (541) 504-3499 rdm@flyrdm.com www.flyrdm.com

December 22, 2025

Kelly Lane Manager Finance 444 S River Rd St. George, UT 84790 435-634-3265

RE: Notice of Intent to Impose and Use PFC Revenue at Redmond Municipal Airport (RDM), Redmond, Oregon

Dear Ms. Lane,

The City of Redmond, Oregon (the City) intends to submit a Passenger Facility Charge (PFC) Application to the Federal Aviation Administration (FAA) for authority to impose and use PFC revenue at the Redmond Municipal Airport (RDM) (the Airport).

NEW APPLICATION

As required under Section 158.23 of Federal Aviation Regulations (FAR) Part 158, Passenger Facility Charges, the City hereby providing written notice to all domestic and foreign air carriers having a significant business interest at the Airport that the City intends to submit an Application to the FAA to impose and use PFC collections for projects, which are described below.

Section 158.23 (a) (1), Description of Projects

A description of the projects being considered for funding with PFC collections in the new Application to be submitted to the FAA for the Airport is provided in enclosed **Table A**.

<u>Section 158.23 (a) (2), PFC Level, Proposed Charge Effective Date, Estimated Charge</u> Expiration Date, and Estimated Total PFC Revenue

PFC 08 Summary	
PFC Level	\$4.50
Estimated New Application Charge Effective Date	June 1, 2026
Estimated Charge Expiration Date	May 30, 2051
Estimated Total PFC Revenue	\$ 185,273,618

Section 158.23 (a) (3), Exclusion of Class or Classes of Carriers

Exemption #1

1. Exemption:

• ATCO-Nonscheduled/On-Demand Air Carriers, filing FAA Form 1800-31.

2. Names of carriers serving RDM in 2024 belonging to the exempted class: Advanced Air, LLC (AN)

Kenmore Air Harbor (M5)

Scott Aviation, LLC DBA Silver Air (3EQ)

Southern Airways Express, dba Mokulele Airlines (9X)

- 3. **Estimated number of passengers enplaned by exempted class:** In 2024 the number of passengers reported to the FAA and recorder on CY 2024 FAA ACAIS by the proposed exempt class was 33.
- 4. Justification for class exemption: The percentage of passengers represented by this class of carrier represents less than one percent of the total passenger traffic enplaned in 2024. We request this exception based on the complexity of record keeping, the cost of the implementation of collecting and monitoring the PFC program for small carriers, and again, the fact that air taxis account for such a small percentage of total enplanements. The management of Roberts Field Redmond Municipal Airport will closely monitor the enplanement activity of the proposed exempt class for any apparent changes.

Section 158.23 (a) (4), Consultation Meeting

The City will hold an air carrier consultation virtual meeting on **Monday**, **February 2**, **2026 at 1:00 p.m.(Pacific**). A separate email will be sent with a link to the meeting. We look forward to discussing these projects with you or your representative at the meeting. Interested parties can find additional information on this PFC application #8, including additional information about the terminal expansion, at the Redmond Municipal Airport's Website, https://flyrdm.com, under "Doing Business". Additional Information regarding the terminal expansion can be found on the Redmond Municipal Airport website https://flyrdm.com/terminal-expansion/.

Sincerely,

Zachary Bass

Director Redmond Municipal Airport

cc: PFC Correspondence

TABLE A

PROJECTS PROPOSED FOR FUNDING BY IMPOSING AND USING PASSENGER FACILITY CHARGES FOR DISCUSSION ON FEBRUARY 2, 2025 AIR CARRIER MEETING REDMOND MUNICIPAL AIRPORT REDMOND, OREGON

PASSENGER FACILITY CHARGE AMOUNT OF \$4.50

TOTAL PROPOSED PROJECTS: \$185,273,618

1. <u>Terminal Building Expansion (Debt Service)</u>

Request to Impose and Use: \$185,273,618

PFC Level: \$4.50

The Redmond Municipal Airport (RDM) is a small hub facility, owned and operated by the City of Redmond. It services Central Oregon and currently provides commercial service on Alaska, American, Avelo, Delta and United Airlines. Recent growth in and around the Central Oregon area has resulted in a significant increase in aircraft traffic since the completion of the most recent Master Plan in 2018. Prior to COVID, airport traffic was tracking much higher than the Master Plan forecasted. In 2019, the airport had 482,767 enplanements which was a level not anticipated until 2024. Even in recovery, the airport is exceeding the national average. Extrapolating both master plan and recent enplanement data, it is estimated that the airport could see over 830,000 enplanements by 2036.

The Airport has completed a Terminal Area Concept Plan (TACP) that has identified proposed improvements to the terminal building to meet the forecasted passenger demand. The overall program to meet the needs over the next 20 years is approximately \$200 million of improvements to the terminal building. However, the scope of the overall terminal project has been reduced to approximately \$180 million at this time unless additional funding can be secured for the project. This funding limitation will only address the most immediate needs of the terminal and defer the remaining elements of the project until funding can be secured.

This PFC application request is part of the overall funding strategy to construct the terminal expansion project for the Redmond Municipal Airport to meet the current and future growth in passengers using the airport. The project is currently under construction and the Construction Manager / General Contractor (CMGC) selected for the project has established a Guaranteed Maximum Price (GMP) for the expansion of the passenger terminal building. The proposed project will provide additional hold room space, ticketing space, baggage screening space, airline operations space, passenger boarding bridges, and associated building systems (HVAC) improvements. The anticipated overall project cost of this phase of the expansion is \$180 Million.

The terminal expansion project will provide 7 passenger boarding bridge contact positions, expand the second-floor hold room space, expand the baggage makeup area, expand airline operations space, expand airport concessions space, along with other miscellaneous improvement to improve passenger circulation. The attached figures show the final layout of the terminal and the proposed expansion. The project is expected to be completed by late 2027.

This PFC Application will cover the cost of the bonds and repayment of the principal. The remainder of the debt will be repaid by airport general funds. The bond revenue is more fully described in the following paragraph and the attached spreadsheet.

AIRPORT IMPROVEMENT FULL FAITH AND CREDIT OBLIGATION BONDS: The airport will bond for approximately \$90,000,000 to complete the estimated \$90,000,000 cost of construction. All of the bond funding, including interest, will be PFC eligible. The debt service is estimated to be \$185,273,618 over the 25-year period. The airport would like to impose and use PFC revenue for approximately 25 years to assist with the debt service. Since RDM is currently collecting at a rate of \$2,300,000 annually and projected to increase to \$12,000,000 over the 25-year period, the estimated PFC contribution for this would be \$185,273,618. Any shortfall in PFC collections to service the debt would be paid for under airport general funds.

PFC APPLICATION: The proposed total PFC application is estimated to be \$185,273,618 to be collected over a 25-year period.

The proposed effective date of this application would be June 1, 2026. The estimated expiration date of this application would be May 30, 2051.

		Square F	ootage	
Building Components	Total	(A) Eligible	(B)Non-Eligible	(C) Prorated
Basement - Level 0	-	-	-	-
Main Level - Level 1	32,693	25,502	2,887	4,304
Concourse - Level 2	46,909	33,444	6,695	6,770
TOTAL	79,602	58,946	9,582	11,074
101712	75,002	30,340	3,302	11,07
PFC Eligible % =A/(A+B)	86.0%]		

Construction	Sq. Feet	\$/sf	Cost		% Eligible	Eligible	Non-	Eligible
Building Construction	79,602	\$ 992.76	\$	79,025,535.00	86.0%		\$	11,063,574.9
Jtility Costs								
Mechanical Systems			\$	15,817,036.00	86.0%	\$ 13,602,650.96	\$	2,214,385.0
Electrical Systems			\$	21,331,219.00	86.0%	\$ 18,344,848.34	\$	2,986,370.6
Fire Protection			\$	1,265,853.00	86.0%	\$ 1,088,633.58	\$	177,219.4
Site			\$	6,271,034.00	86.0%	\$ 5,393,089.24	\$	877,944.7
Soft Costs								
Design and Construction								
RS&H - SD TO #1			\$	3,953,455.19	86.0%	\$ 3,399,971.46	\$	553,483.7
RS&H - DD TO #2			\$	7,611,510.81	86.0%	\$ 6,545,899.30	\$	1,065,611.5
RS&H - CA TO #3			\$	7,885,033.00	86.0%	\$ 6,781,128.38	\$	1,103,904.6
PV Consultant			\$	230,000.00	86.0%	\$ 197,800.00	\$	32,200.0
Commissioning Agent			\$	400,000.00	86.0%	\$ 344,000.00	\$	56,000.0
Permit and Fees			\$	2,645,076.00	86.0%	\$ 2,274,765.36	\$	370,310.6
Owner FF&E			\$	2,034,042.00	0.0%	\$ -	\$	2,034,042.0
Owner Contingency			\$	10,869,317.00	0.0%	\$ -	\$	10,869,317.0
Special Inspections			\$	775,000.00	86.0%	\$ 666,500.00	\$	108,500.0
Weather Barrier Consultant			\$	75,000.00	86.0%	\$ 64,500.00	\$	10,500.0
Equipment /Furnishings								
Furnishings			\$	2,068,221.00	0%	\$ -	\$	2,068,221.0
PBB, Elevators, Escalators			\$	12,785,842.00	100%		\$	-
Baggage & Secure Exit			\$	5,111,060.00	100%		\$	-
						, ,:::::		
Project Financing								
Capitalized Interest			\$	9,383,956.15	85%	\$ 7,985,746.68	\$	1,398,209.4
_	_	TOTAL	\$	189,538,190		\$ 152,548,395	Ś	36,989,79

AIP 53 (AIG) \$ 6; AIP 54 (ATP) \$ 7,4 AIP 55 (ENT) \$ 1,4 AIP 55 (ENT) \$ 9,4 AIP 56 (ENT) (FY2025) \$ 9,4 AIP 56 (ENT) (FY2025) \$ 8,6 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2027) \$ 3,4 AIP 60 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49,	261,101.00 354,239.00 000,000.00 291,810.00 869,745.00 057,357.00 456,445.00	PFC		BONDS		ОТН	ER GRANTS	LOCAL		TOTAL	
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AIP 61 (ENT) (FY2028) \$ 3,4 Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49,	828,852.00									\$	3,828,852
Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP	456,445.00									\$	3,456,445
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ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP		\$	_							\$	-
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CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP						\$	10,000,000.00			\$	10,000,000
LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP											
LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP								\$	26,989,794.75	\$	26,989,795
ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP								\$	10,345,372.75	\$	10,345,373
TOTAL CONSTRUCTION \$ 49, Debt Service AIP											
Debt Service AIP				\$	90,000,000.00					\$	90,000,000
	,032,439	\$	-	\$	90,000,000	\$	10,000,000	\$	40,505,751	\$	189,538,190
Principle		PFC		BONDS		ОТН	ER GRANTS	LOCAL		TOTAL	
		\$	95,955,000.0							\$	95,955,000
Interest		\$	89,318,618.0							\$	89,318,618
Total Debt Service \$	-	\$	185,273,618	\$	-	\$	-	\$	-	\$	185,273,618
AIP			PFC		BONDS	ОТІ	HER GRANTS		LOCAL	TOTA	
Total Sources of Funds \$ 49,		Ś		\$	90,000,000	Ś	10,000,000	Ś	40,505,751	\$	189,538,190

Calculate Principal and Intere	st Eli	gible for PFC Debt
Total PFC Eligible Costs	\$	152,548,395
Eligible Funding Received		
AIP/BIL/IIJA (AIP Grants)	\$	45,575,994.00
Match to AIP (Local)	\$	3,170,583.65
PFC Eligible Work (Pay as You Go)	\$	-
Subtotal	\$	48,746,577.65
Remaining Eligible Costs	\$	103,801,817.75
Bonded Amount	\$	90,000,000
% Eligible for PFC Debt		
Service Payment		100%
Amount Eligible for PFC		
Debt Service Payment	\$	185,273,618

Check Other Grants < Ir	eligible Amou	ınt		
Ineligible Amount	\$	36,989,795		
Other Grant Sources	\$	10,000,000	TRUE	



Redmond Municipal Airport

2522 SE Jesse Butler Circle, #17 Redmond, OR 97756 (541) 504-3499 rdm@flyrdm.com www.flyrdm.com

December 22, 2025

Brendan Baker United Airlines Director Airport Affairs 233 S. Wacker Drive Chicago, IL 60606

RE: Notice of Intent to Impose and Use PFC Revenue at Redmond Municipal Airport (RDM), Redmond, Oregon

Dear Mr. Baker,

The City of Redmond, Oregon (the City) intends to submit a Passenger Facility Charge (PFC) Application to the Federal Aviation Administration (FAA) for authority to impose and use PFC revenue at the Redmond Municipal Airport (RDM) (the Airport).

NEW APPLICATION

As required under Section 158.23 of Federal Aviation Regulations (FAR) Part 158, Passenger Facility Charges, the City hereby providing written notice to all domestic and foreign air carriers having a significant business interest at the Airport that the City intends to submit an Application to the FAA to impose and use PFC collections for projects, which are described below.

Section 158.23 (a) (1), Description of Projects

A description of the projects being considered for funding with PFC collections in the new Application to be submitted to the FAA for the Airport is provided in enclosed **Table A**.

<u>Section 158.23 (a) (2), PFC Level, Proposed Charge Effective Date, Estimated Charge</u> Expiration Date, and Estimated Total PFC Revenue

PFC 08 Summary	
PFC Level	\$4.50
Estimated New Application Charge Effective Date	June 1, 2026
Estimated Charge Expiration Date	May 30, 2051
Estimated Total PFC Revenue	\$ 185,273,618

Section 158.23 (a) (3), Exclusion of Class or Classes of Carriers

Exemption #1

1. Exemption:

• ATCO-Nonscheduled/On-Demand Air Carriers, filing FAA Form 1800-31.

2. Names of carriers serving RDM in 2024 belonging to the exempted class: Advanced Air, LLC (AN)

Kenmore Air Harbor (M5)

Scott Aviation, LLC DBA Silver Air (3EQ)

Southern Airways Express, dba Mokulele Airlines (9X)

- 3. **Estimated number of passengers enplaned by exempted class:** In 2024 the number of passengers reported to the FAA and recorder on CY 2024 FAA ACAIS by the proposed exempt class was 33.
- 4. Justification for class exemption: The percentage of passengers represented by this class of carrier represents less than one percent of the total passenger traffic enplaned in 2024. We request this exception based on the complexity of record keeping, the cost of the implementation of collecting and monitoring the PFC program for small carriers, and again, the fact that air taxis account for such a small percentage of total enplanements. The management of Roberts Field Redmond Municipal Airport will closely monitor the enplanement activity of the proposed exempt class for any apparent changes.

Section 158.23 (a) (4), Consultation Meeting

The City will hold an air carrier consultation virtual meeting on **Monday**, **February 2**, **2026 at 1:00 p.m.(Pacific**). A separate email will be sent with a link to the meeting. We look forward to discussing these projects with you or your representative at the meeting. Interested parties can find additional information on this PFC application #8, including additional information about the terminal expansion, at the Redmond Municipal Airport's Website, https://flyrdm.com, under "Doing Business". Additional Information regarding the terminal expansion can be found on the Redmond Municipal Airport website https://flyrdm.com/terminal-expansion/.

Sincerely,

Zachary Bass

Director Redmond Municipal Airport

cc: PFC Correspondence

TABLE A

PROJECTS PROPOSED FOR FUNDING BY IMPOSING AND USING PASSENGER FACILITY CHARGES FOR DISCUSSION ON FEBRUARY 2, 2025 AIR CARRIER MEETING REDMOND MUNICIPAL AIRPORT REDMOND, OREGON

PASSENGER FACILITY CHARGE AMOUNT OF \$4.50

TOTAL PROPOSED PROJECTS: \$185,273,618

1. <u>Terminal Building Expansion (Debt Service)</u>

Request to Impose and Use: \$185,273,618

PFC Level: \$4.50

The Redmond Municipal Airport (RDM) is a small hub facility, owned and operated by the City of Redmond. It services Central Oregon and currently provides commercial service on Alaska, American, Avelo, Delta and United Airlines. Recent growth in and around the Central Oregon area has resulted in a significant increase in aircraft traffic since the completion of the most recent Master Plan in 2018. Prior to COVID, airport traffic was tracking much higher than the Master Plan forecasted. In 2019, the airport had 482,767 enplanements which was a level not anticipated until 2024. Even in recovery, the airport is exceeding the national average. Extrapolating both master plan and recent enplanement data, it is estimated that the airport could see over 830,000 enplanements by 2036.

The Airport has completed a Terminal Area Concept Plan (TACP) that has identified proposed improvements to the terminal building to meet the forecasted passenger demand. The overall program to meet the needs over the next 20 years is approximately \$200 million of improvements to the terminal building. However, the scope of the overall terminal project has been reduced to approximately \$180 million at this time unless additional funding can be secured for the project. This funding limitation will only address the most immediate needs of the terminal and defer the remaining elements of the project until funding can be secured.

This PFC application request is part of the overall funding strategy to construct the terminal expansion project for the Redmond Municipal Airport to meet the current and future growth in passengers using the airport. The project is currently under construction and the Construction Manager / General Contractor (CMGC) selected for the project has established a Guaranteed Maximum Price (GMP) for the expansion of the passenger terminal building. The proposed project will provide additional hold room space, ticketing space, baggage screening space, airline operations space, passenger boarding bridges, and associated building systems (HVAC) improvements. The anticipated overall project cost of this phase of the expansion is \$180 Million.

The terminal expansion project will provide 7 passenger boarding bridge contact positions, expand the second-floor hold room space, expand the baggage makeup area, expand airline operations space, expand airport concessions space, along with other miscellaneous improvement to improve passenger circulation. The attached figures show the final layout of the terminal and the proposed expansion. The project is expected to be completed by late 2027.

This PFC Application will cover the cost of the bonds and repayment of the principal. The remainder of the debt will be repaid by airport general funds. The bond revenue is more fully described in the following paragraph and the attached spreadsheet.

AIRPORT IMPROVEMENT FULL FAITH AND CREDIT OBLIGATION BONDS: The airport will bond for approximately \$90,000,000 to complete the estimated \$90,000,000 cost of construction. All of the bond funding, including interest, will be PFC eligible. The debt service is estimated to be \$185,273,618 over the 25-year period. The airport would like to impose and use PFC revenue for approximately 25 years to assist with the debt service. Since RDM is currently collecting at a rate of \$2,300,000 annually and projected to increase to \$12,000,000 over the 25-year period, the estimated PFC contribution for this would be \$185,273,618. Any shortfall in PFC collections to service the debt would be paid for under airport general funds.

PFC APPLICATION: The proposed total PFC application is estimated to be \$185,273,618 to be collected over a 25-year period.

The proposed effective date of this application would be June 1, 2026. The estimated expiration date of this application would be May 30, 2051.

		Square F	ootage	
Building Components	Total	(A) Eligible	(B)Non-Eligible	(C) Prorated
Basement - Level 0	-	-	-	-
Main Level - Level 1	32,693	25,502	2,887	4,304
Concourse - Level 2	46,909	33,444	6,695	6,770
TOTAL	79,602	58,946	9,582	11,074
101712	75,002	30,340	3,302	11,07
PFC Eligible % =A/(A+B)	86.0%]		

Construction	Sq. Feet	\$/sf	Cost		% Eligible	Eligible	Non-	Eligible
Building Construction	79,602	\$ 992.76	\$	79,025,535.00	86.0%		\$	11,063,574.9
Jtility Costs								
Mechanical Systems			\$	15,817,036.00	86.0%	\$ 13,602,650.96	\$	2,214,385.0
Electrical Systems			\$	21,331,219.00	86.0%	\$ 18,344,848.34	\$	2,986,370.6
Fire Protection			\$	1,265,853.00	86.0%	\$ 1,088,633.58	\$	177,219.4
Site			\$	6,271,034.00	86.0%	\$ 5,393,089.24	\$	877,944.7
Soft Costs								
Design and Construction								
RS&H - SD TO #1			\$	3,953,455.19	86.0%	\$ 3,399,971.46	\$	553,483.7
RS&H - DD TO #2			\$	7,611,510.81	86.0%	\$ 6,545,899.30	\$	1,065,611.5
RS&H - CA TO #3			\$	7,885,033.00	86.0%	\$ 6,781,128.38	\$	1,103,904.6
PV Consultant			\$	230,000.00	86.0%	\$ 197,800.00	\$	32,200.0
Commissioning Agent			\$	400,000.00	86.0%	\$ 344,000.00	\$	56,000.0
Permit and Fees			\$	2,645,076.00	86.0%	\$ 2,274,765.36	\$	370,310.6
Owner FF&E			\$	2,034,042.00	0.0%	\$ -	\$	2,034,042.0
Owner Contingency			\$	10,869,317.00	0.0%	\$ -	\$	10,869,317.0
Special Inspections			\$	775,000.00	86.0%	\$ 666,500.00	\$	108,500.0
Weather Barrier Consultant			\$	75,000.00	86.0%	\$ 64,500.00	\$	10,500.0
Equipment /Furnishings								
Furnishings			\$	2,068,221.00	0%	\$ -	\$	2,068,221.0
PBB, Elevators, Escalators			\$	12,785,842.00	100%		\$	-
Baggage & Secure Exit			\$	5,111,060.00	100%		\$	-
						, ,:::::		
Project Financing								
Capitalized Interest			\$	9,383,956.15	85%	\$ 7,985,746.68	\$	1,398,209.4
_	_	TOTAL	\$	189,538,190		\$ 152,548,395	Ś	36,989,79

AIP 53 (AIG) \$ 6; AIP 54 (ATP) \$ 7,4 AIP 55 (ENT) \$ 1,4 AIP 55 (ENT) \$ 9,4 AIP 56 (ENT) (FY2025) \$ 9,4 AIP 56 (ENT) (FY2025) \$ 8,6 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2027) \$ 3,4 AIP 60 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49,	261,101.00 354,239.00 000,000.00 291,810.00 869,745.00 057,357.00 456,445.00	PFC		BONDS		ОТН	ER GRANTS	LOCAL		TOTAL	
AIP 53 (AIG) \$ 6,3 AIP 54 (ATP) \$ 7,4 AIP 55 (ENT) \$ 1,3 AIP 55 (ENT) \$ 9,3 AIP 55 (ENT) \$ 9,3 AIP 57 (AIG) (FY2025) \$ 8,6 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,4 AIP 60 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 AIP 61 (ENT) (FY202	354,239.00 000,000.00 291,810.00 869,745.00 057,357.00 456,445.00										
AIP 53 (AIG) \$ 6,3 AIP 54 (ATP) \$ 7,4 AIP 55 (ENT) \$ 1,3 AIP 55 (ENT) \$ 9,3 AIP 55 (ENT) \$ 9,3 AIP 57 (AIG) (FY2025) \$ 8,6 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,4 AIP 60 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 AIP 61 (ENT) (FY202	354,239.00 000,000.00 291,810.00 869,745.00 057,357.00 456,445.00										
AIP 54 (ATP) \$ 7,1 AIP 55 (ENT) \$ 1,3 AIP 55 (ENT) \$ 1,3 AIP 55 (ENT) \$ 9,3 AIP 55 (ENT) (FY2025) \$ 9,3 AIP 57 (AIG) (FY2025) \$ 8,6 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2027) \$ 3,4 AIP 60 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49,	000,000.00 291,810.00 869,745.00 057,357.00 456,445.00									\$	2,261,101
AIP 55 (ENT) \$ 1,3 AIP 56 (ENT) (FY2025) \$ 9,3 AIP 57 (AIG) (FY2025) \$ 9,3 AIP 57 (AIG) (FY2026) \$ 8,4 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 AIP 61 (ENT	291,810.00 869,745.00 057,357.00 456,445.00									\$	6,354,239
AIP 56 (ENT) (FY2025) \$ 9,8 AIP 57 (AIG) (FY2025) \$ 8,8 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,4 AIP 50 (AIG) (FY2027) \$ 3,4 AIP 60 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49,	869,745.00 057,357.00 456,445.00									\$	7,000,000
AIP 57 (AIG) (FY2025) \$ 8,0 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 58 (ENT) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,4 AIP 60 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49,	057,357.00 456,445.00									\$	1,291,810
AIP 58 (ENT) (FY2026) \$ 3,4 AIP 59 (AIG) (FY2026) \$ 3,8 AIP 60 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING TO BALANCE LOCAL FUNDING TO BALANCE IOCAL FUNDING TO BALANCE SUBJECT OF STATES OF SUBJECT OF	456,445.00	I								\$	9,869,745
AIP 59 (AIG) (FY2026) \$ 3,8 AIP 60 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49,										\$	8,057,357
AIP 60 (ENT) (FY2027) \$ 3,4 AIP 61 (ENT) (FY2028) \$ 3,4 Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49,	220 052 00									\$	3,456,445
AIP 61 (ENT) (FY2028) \$ 3,4 Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49,	828,852.00									\$	3,828,852
Match to AIP (Local) PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP	456,445.00									\$	3,456,445
PFC Eligible Work (Pay as You Go) CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49,	456,445.00									\$	3,456,445
CONNECT OREGON GRANT FOR NON- ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP								\$	3,170,583.65	\$	3,170,584
ELIGIBLE CONSTRUCTION LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP		\$	_							\$	-
LOCAL FUNDING FOR NON-ELIGIBLE CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP											
CONSTRUCTION LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP						\$	10,000,000.00			\$	10,000,000
LOCAL FUNDING TO BALANCE LOCAL FUNDING (BONDS, NET OF ISSUANCE COSTS) TOTAL CONSTRUCTION \$ 49, Debt Service AIP											
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AIP			PFC		BONDS	ОТІ	HER GRANTS		LOCAL	TOTA	
Total Sources of Funds \$ 49,		Ś		\$	90,000,000	Ś	10,000,000	Ś	40,505,751	\$	189,538,190

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% Eligible for PFC Debt		
Service Payment		100%
Amount Eligible for PFC		
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Check Other Grants < Ir	eligible Amou	ınt		
Ineligible Amount	\$	36,989,795		
Other Grant Sources	\$	10,000,000	TRUE	

TABLE A

PROJECTS PROPOSED FOR FUNDING BY IMPOSING AND USING PASSENGER FACILITY CHARGES FOR DISCUSSION ON FEBRUARY 2, 2025 AIR CARRIER MEETING REDMOND MUNICIPAL AIRPORT REDMOND, OREGON

PASSENGER FACILITY CHARGE AMOUNT OF \$4.50

TOTAL PROPOSED PROJECTS: \$185,273,618

1. <u>Terminal Building Expansion (Debt Service)</u>

Request to Impose and Use: \$185,273,618

PFC Level: \$4.50

The Redmond Municipal Airport (RDM) is a small hub facility, owned and operated by the City of Redmond. It services Central Oregon and currently provides commercial service on Alaska, American, Avelo, Delta and United Airlines. Recent growth in and around the Central Oregon area has resulted in a significant increase in aircraft traffic since the completion of the most recent Master Plan in 2018. Prior to COVID, airport traffic was tracking much higher than the Master Plan forecasted. In 2019, the airport had 482,767 enplanements which was a level not anticipated until 2024. Even in recovery, the airport is exceeding the national average. Extrapolating both master plan and recent enplanement data, it is estimated that the airport could see over 830,000 enplanements by 2036.

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PFC APPLICATION: The proposed total PFC application is estimated to be \$185,273,618 to be collected over a 25-year period.

The proposed effective date of this application would be June 1, 2026. The estimated expiration date of this application would be May 30, 2051.

	Square Footage								
Building Components	Total	(A) Eligible	(B)Non-Eligible	(C) Prorated					
Basement - Level 0	-	-	-	-					
Main Level - Level 1	32,693	25,502	2,887	4,304					
Concourse - Level 2	46,909	33,444	6,695	6,770					
TOTAL	79.602	58,946	9,582	11,074					

Construction	Sq. Feet	\$/sf	Cost		% Eligible	Eligible	Non-	Eligible
Building Construction	79,602	\$ 992.76	\$	79,025,535.00	86.0%	\$ 67,961,960.10	\$	11,063,574.9
Utility Costs								
Mechanical Systems			\$	15,817,036.00	86.0%	\$ 13,602,650.96	\$	2,214,385.0
Electrical Systems			\$	21,331,219.00	86.0%	\$ 18,344,848.34	\$	2,986,370.6
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RS&H - CA TO #3			\$	7,885,033.00	86.0%			1,103,904.6
PV Consultant			\$	230,000.00	86.0%			32,200.0
Commissioning Agent			\$	400,000.00	86.0%			56,000.0
Permit and Fees			\$	2,645,076.00	86.0%	\$ 2,274,765.36	\$	370,310.6
Owner FF&E			\$	2,034,042.00	0.0%	\$ -	\$	2,034,042.0
Owner Contingency			\$	10,869,317.00	0.0%	\$ -	\$	10,869,317.0
Special Inspections			\$	775,000.00	86.0%	\$ 666,500.00	\$	108,500.0
Weather Barrier Consultant			\$	75,000.00	86.0%	\$ 64,500.00	\$	10,500.0
Equipment /Furnishings								
Furnishings			\$	2,068,221.00	0%	\$ -	Ś	2,068,221.0
PBB, Elevators, Escalators			\$	12,785,842.00	100%	•	\$	-
Baggage & Secure Exit			\$	5,111,060.00	100%		\$	-
Project Financing								
Capitalized Interest			Ś	9,383,956.15	85%	\$ 7,985,746.68	5	1,398,209.4
Supremied interest	1	TOTAL	\$	189,538,190	6370	\$ 152,548,395		36,989,79

FUNDING												
Source	AIP		PFC		BONDS	5	ОТН	IER GRANTS	LOCAL		TOTAL	
AIP 52 (ENT)	\$	2,261,101.00									\$	2,261,101
AIP 53 (AIG)	\$	6,354,239.00									\$	6,354,239
AIP 54 (ATP)	\$	7,000,000.00									\$	7,000,000
AIP 55 (ENT)	\$	1,291,810.00									\$	1,291,810
AIP 56 (ENT) (FY2025)	\$	9,869,745.00									\$	9,869,745
AIP 57 (AIG) (FY2025)	\$	8,057,357.00									\$	8,057,357
AIP 58 (ENT) (FY2026)	\$	3,456,445.00									\$	3,456,445
AIP 59 (AIG) (FY2026)	\$	3,828,852.00									\$	3,828,852
AIP 60 (ENT) (FY2027)	\$	3,456,445.00									\$	3,456,445
AIP 61 (ENT) (FY2028)	\$	3,456,445.00									\$	3,456,445
Match to AIP (Local)									\$	3,170,583.65	\$	3,170,584
PFC Eligible Work (Pay as You Go)			\$	÷							\$	-
CONNECT OREGON GRANT FOR NON-							١.					
ELIGIBLE CONSTRUCTION							\$	10,000,000.00			\$	10,000,000
LOCAL FUNDING FOR NON-ELIGIBLE												
CONSTRUCTION									\$	26,989,794.75	_	26,989,795
LOCAL FUNDING TO BALANCE									\$	10,345,372.75	\$	10,345,373
LOCAL FUNDING (BONDS, NET OF					١.							
ISSUANCE COSTS)					\$	90,000,000.00	_				\$	90,000,000
TOTAL CONSTRUCTION	\$	49,032,439	\$	-	\$	90,000,000	\$	10,000,000	\$	40,505,751	\$	189,538,190
Debt Service	AIP		PFC		BONDS	5	ОТН	IER GRANTS	LOCAL		TOTAL	
Principle			\$	95,955,000.0							\$	95,955,000
Interest			\$	89,318,618.0							\$	89,318,618
Total Debt Service	\$	-	\$	185,273,618	\$	-	\$	-	\$	-	\$	185,273,618
		410		250		DONDS		UED ODANES		10041	TOT:	
		AIP		PFC		BONDS		HER GRANTS		LOCAL	TOTAL	
Total Sources of Funds	\$	49,032,439	\$	-	\$	90,000,000	\$	10,000,000	\$	40,505,751	\$	189,538,190

Calculate Principal and Intere	st Eli	gible for PFC Debt
Total PFC Eligible Costs	\$	152,548,395
Eligible Funding Received		
AIP/BIL/IIJA (AIP Grants)	\$	45,575,994.00
Match to AIP (Local)	\$	3,170,583.65
PFC Eligible Work (Pay as You Go)	\$	-
Subtotal	\$	48,746,577.65
Remaining Eligible Costs	\$	103,801,817.75
Bonded Amount	\$	90,000,000
% Eligible for PFC Debt		
Service Payment		100%
Amount Eligible for PFC		
Debt Service Payment	\$	185,273,618

Check Other Grants < Ineligible Amount									
Ineligible Amount	\$	36,989,795							
Other Grant Sources	\$	10,000,000	TRUE						

Cory R. Kesler

From: Pang, Jenna K (FAA) < Jenna.K.Pang@faa.gov>

Sent: Tuesday, March 26, 2024 9:42 AM

To: Cory R. Kesler

Subject: RE: RDM Terminal - Phase 1 Eligibility

Attachments: RDM - Terminal Eligibility Analysis 3-7-2024 -phase 1.pdf

This message originated from an External Source. Please use proper judgment and caution when opening attachments, clicking links, or responding to this message.

Cory,

Proration of terminals is intended to avoid overly skewing the proration percentage too high or too low with high-cost items. The Phase 1 proration percentage for AIP eligible prorated costs is 56.8% and 85.1% for BIL/PFC eligible prorated costs as you determined in the attached analysis. Therefore, 85.1% of Phase 1 design costs are eligible for reimbursement under BIL grant 053. Prorated costs include design, utility, and other soft costs. High-cost items are 100% eligible or ineligible as listed.

Hope this helps. Please let me know if you have any other question.

Jenna Pang | Project Manager

Federal Aviation Administration Seattle Airports District Office 206-231-4147

jenna.k.pang@faa.gov

2024 ANM/NWAAAE Airports Conference. April 2-4. Bellevue, WA NWAAAE Airports Conference - Northwest Chapter American Association of Airport Executives

From: Cory R. Kesler < ckesler@m-m.net> Sent: Monday, March 25, 2024 2:10 PM

To: Pang, Jenna K (FAA) < Jenna.K.Pang@faa.gov> Subject: RE: RDM Terminal - Phase 1 Eligibility

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Jeana,

I had 57.68% for AIP and 87.62% for the PFC when I used the high-cost items as indicated in the example in the handbook. Is there a reason you didn't include those?



PHASE 1 - ELIGIBILITY DETERMINATION UPDATED: MARCH 2024

AIP ELIGIBILITY

Eligibility Determination (per Table N-4, AIP Handbook):

- A = Eligible Areas (FAA funded)
- B = Ineligible Areas (Locally Funded)
- C = Prorated Utility Space (mech/elec/IT)
- D = High Cost 100% Eligible (escalators, elevators, bridges, etc.)

Step 1: Determine eligible proration

Proration % = A / (A+B)

		Level-00	Level-01	Level-02	Total
(A)	Eligible Area =	0	5,226	30,392	35,618
(B)	Ineligible Area =	0	24,023	3,100	27,123
(C')	Prorated Area =	0	4,067	4,673	8,740
	Total Area =	0	33,316	38,165	71,481
STEP 2:	Proration % =	56.8%			
			(Δ)	(B)	(C')

		(A)	(B)	(C')
Construction Costs (\$/SF)	\$1,150.00	Eligible Cost	Non Eligible	Prorated
Level-00 =	\$0	\$ -	\$ -	\$ -
Level-01 =	\$38,313,400	\$ 6,009,900	\$ 27,626,450	\$ 4,677,050
Level-02 =	\$43,889,750	\$ 34,950,800	\$ 3,565,000	\$ 5,373,950
TOTAL	\$82,203,150	\$ 40,960,700	\$ 31,191,450	\$ 10,051,000

C1: Prorated Utility and Fixed Equipment Costs

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27
27
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28	\$30,830,12	TOTAL
1	\$17,502,23	Prorated Cost

(Step D&E): Determine high cost items, equipment		D	E		
	TOTAL	AIP	AIP ELIGIBLE		IP INELIGIBLE
Emergency Generator	\$ -	\$	-	\$	-
Baggage Outbound	\$6,500,000	\$	-	\$	6,500,000.00
CBIS	\$4,000,000	\$	-	\$	4,000,000.00
Escalators/Elevators	\$2,408,000	\$	2,408,000.00	\$	-
Exit Lane	\$550,400	\$	550,400.00	\$	-
Jet Bridges	\$14,250,000	\$	14,250,000.00	\$	-
TOTAL	\$27,708,400		\$17,208,400	\$	10,500,000.00

	Eligible Building Costs (A+B+C) * Eligible Proration	\$46,666,642
	Prorated Fixed Equipment Costs =C1 * Eligible Proration	\$12,058,452
	Prorated Soft Costs =C2 * Eligible Proration	\$17,502,231
	High Cost Eligible Items	\$17,208,400
F.	TOTAL ELIGIBLE COSTS	\$93,435,726
G.	TOTAL PROJECT COSTS	\$161,982,605.00
	TOTAL PROJECT ELIGIBILITY (G/F)	<i>57.68%</i>

BIL/PFC ELIGIBILITY

Eligibility Determination (per PFC ORDER, AIP Handbook):

- A = Eligible Areas (AIP/PFC/BIL) funded)
- B = Ineligible Areas (Locally Funded)
- C = Prorated Utility Space (mech/elec/IT)
- D = High Cost 100% Eligible (escalators, elevators, bridges, etc.)

Step 1: Determine eligible proration

85.1%

Proration % = A / (A+B)

		Level-00	Level-01	Level-02	Total
(A)	Eligible Area =	0	22,977	30,392	53,369
(B)	Ineligible Area =	0	6,272	3,100	9,372
(C')	Prorated Area =	0	4,067	4,673	8,740
	Total Area =	0	33,316	38,165	71,481

Step 2 - Proration % =

F. G.

		(A)	(B)	(C')
Construction Costs (\$/SF)	\$1,150.00	Eligible Cost	Non Eligible	Prorated
Level-00 =	\$0	\$ -	\$ -	\$ -
Level-01 =	\$38,313,400	\$ 26,423,550	\$ 7,212,800	\$ 4,677,050
Level-02 =	\$43,889,750	\$ 34,950,800	\$ 3,565,000	\$ 5,373,950
TOTAL	\$82,203,150	\$ 61,374,350	\$ 10,777,800	\$ 10,051,000

C1: Prorated Utility and Fixed Equipment Costs

Mechanical Fixed Equipment \$2,752,000 **Electrical Equipment Fixed** \$9,632,000 CIVIL \$8,856,927

TOTAL \$21,240,927 **Prorated Cost** 18,068,042

C2: Prorated Soft Costs

Indirect and Soft Costs

\$26,870,000

Logistics

\$3,960,128

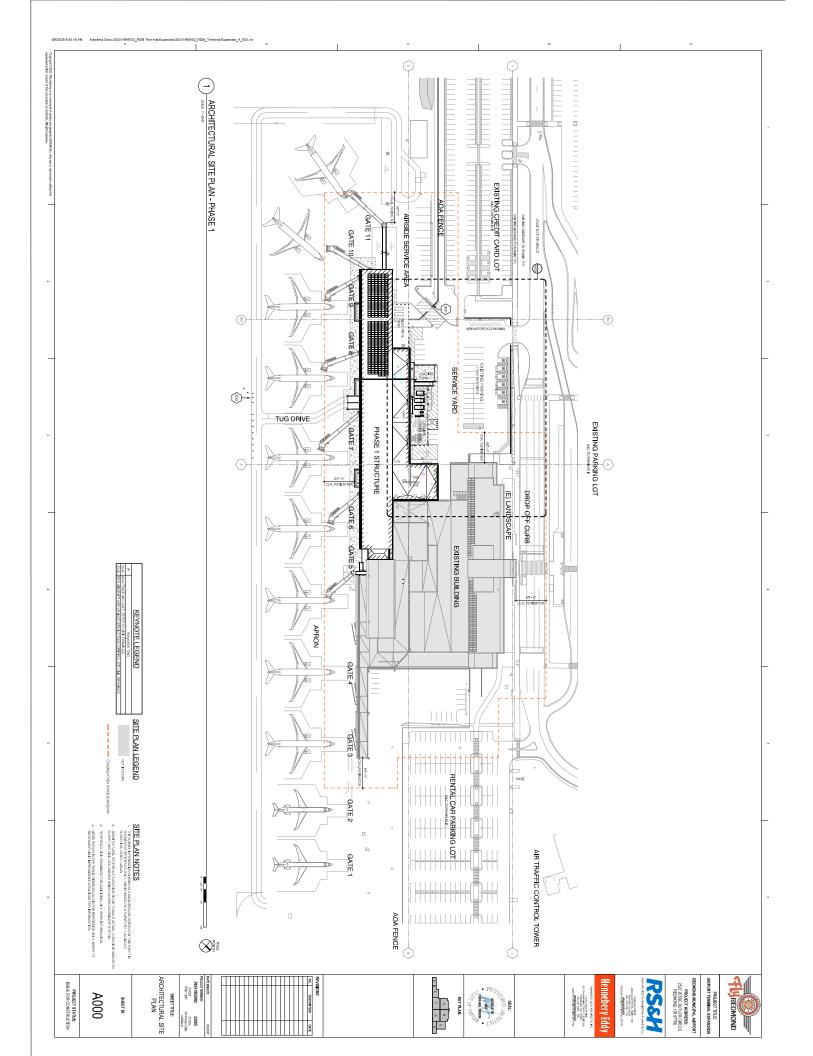
TOTAL		\$30,830,128
Prorated Cost	\$	26,224,847

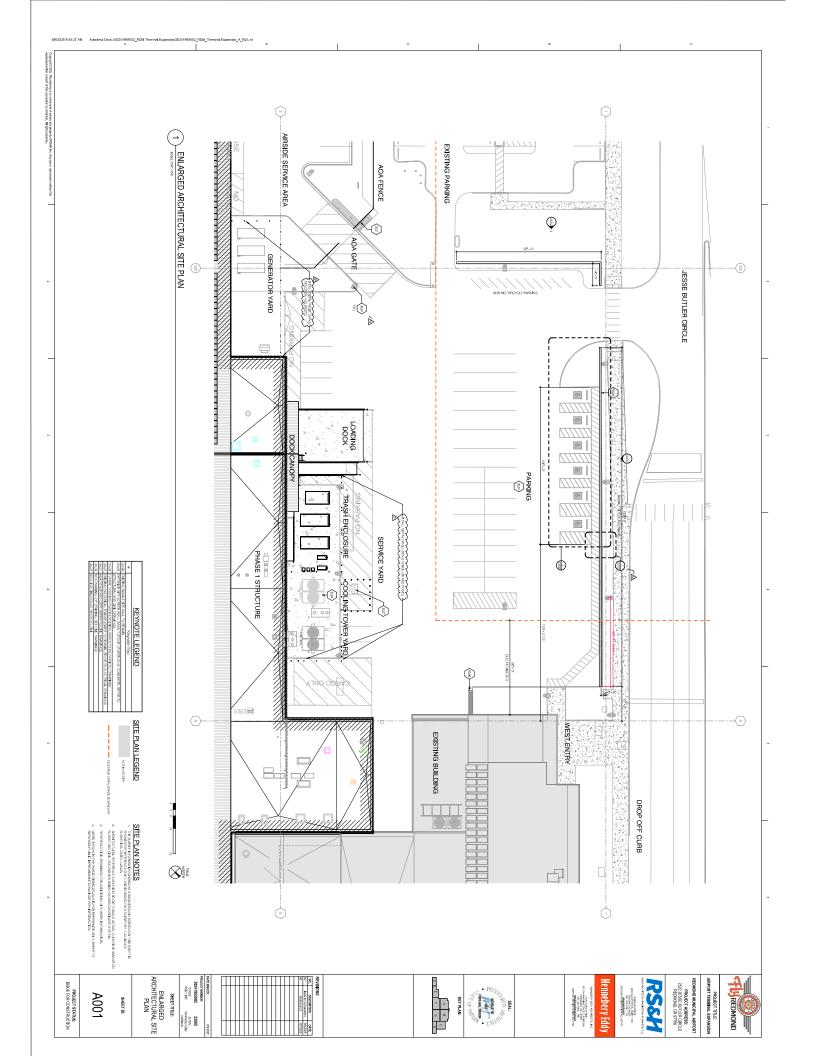
(Step D&E): Determine high cost items, equipment

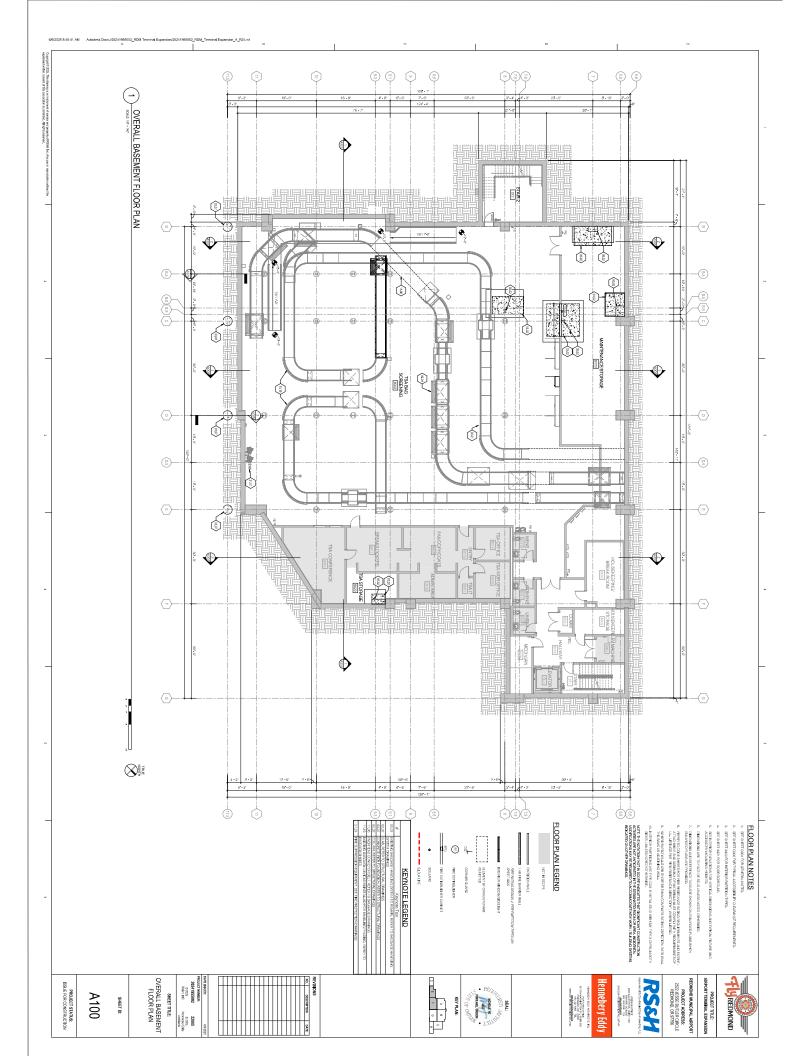
	TOTAL	•	BIL	. ELIGIBLE	BIL IN	NELIGIBLE
Emergency Generator		0	\$	-	\$	-
Baggage Outbound	\$	6,500,000.00	\$	6,500,000	\$	-
CBIS	\$	4,000,000.00	\$	4,000,000	\$	-
Escalators/Elevators	\$	2,408,000.00	\$	2,408,000	\$	-
Exit Lane	\$	550,400.00	\$	550,400	\$	-
Jet Bridges	\$ 2	14,250,000.00	\$	14,250,000	\$	-
TOTAL		\$27,708,400	\$	27,708,400	\$	-

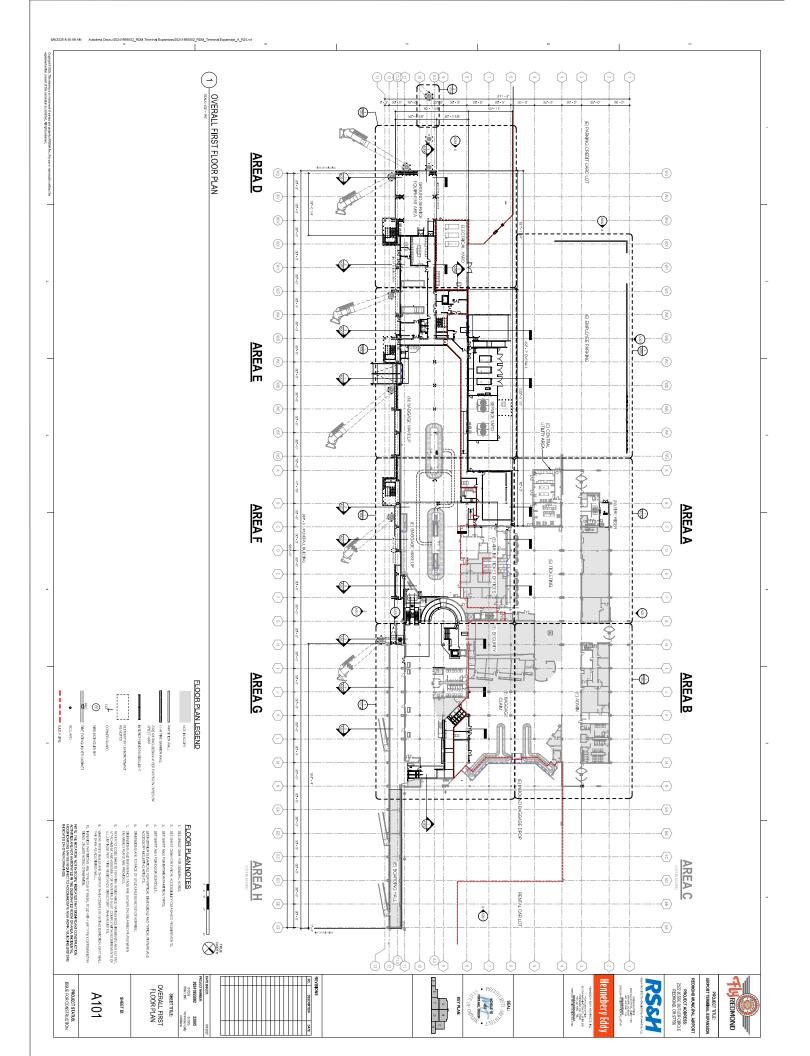
Prorated Fixed Equipment Costs =C1 * Eligible Proration	\$18,068,042
Prorated Soft Costs =C2 * Eligible Proration	\$26,224,847
High Cost Eligible Items	\$27,708,400
TOTAL ELIGIBLE COSTS	\$141,925,261
TOTAL PROJECT COSTS	\$161,982,605.00

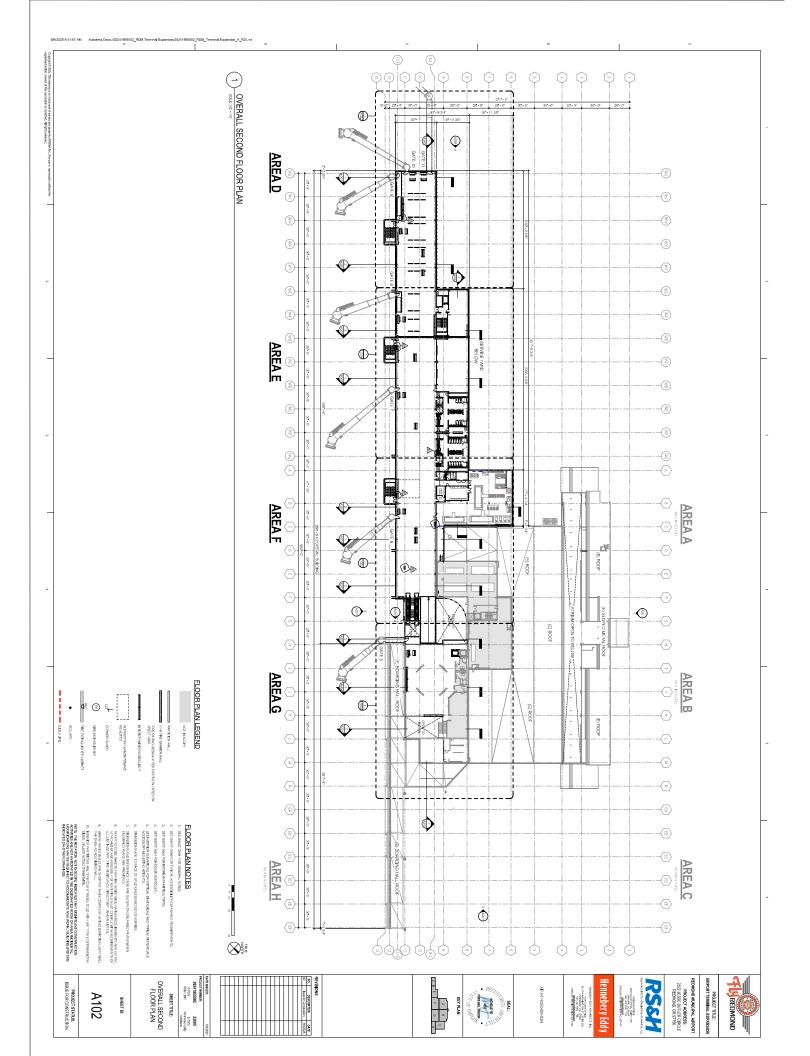
TOTAL BIL ELIGIBILITY (F/G)	87.62%	
ADDITIONAL BIL ELIGIBILITY %	29.94%	
ADDITIONAL BIL FLIGIBILITY \$	\$48 489 534 96	















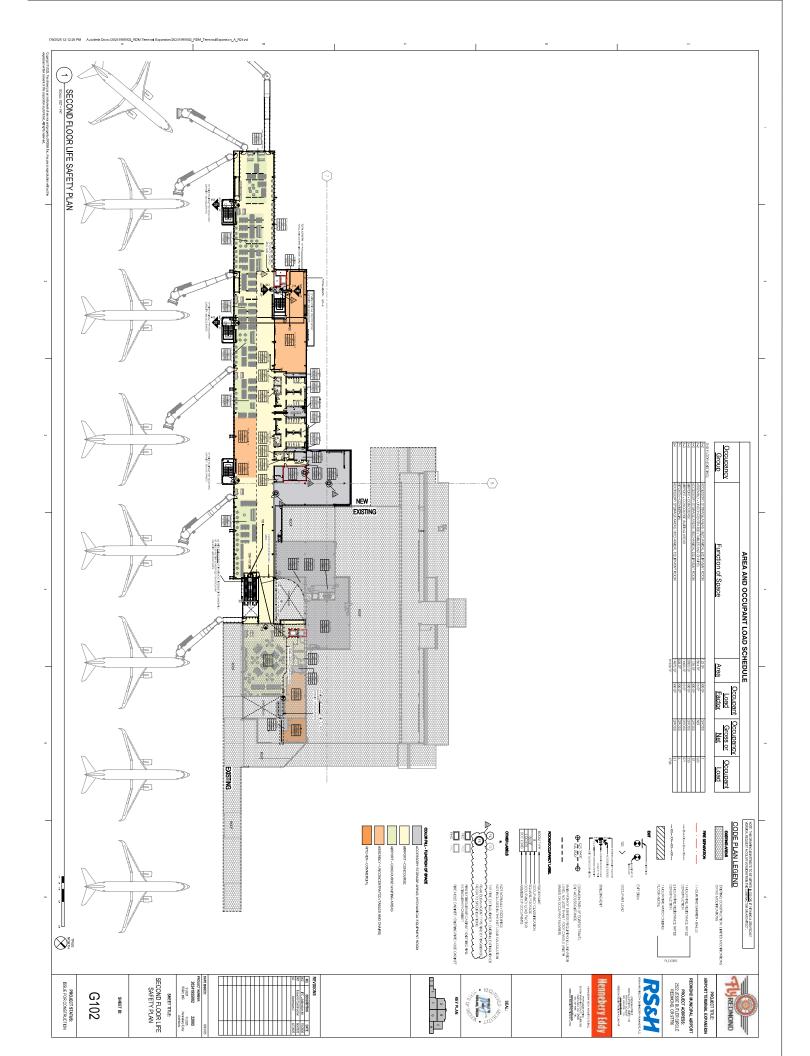


TABLE A

PROJECTS PROPOSED FOR FUNDING BY IMPOSING AND USING PASSENGER FACILITY CHARGES FOR DISCUSSION ON FEBRUARY 2, 2025 AIR CARRIER MEETING REDMOND MUNICIPAL AIRPORT REDMOND, OREGON

PASSENGER FACILITY CHARGE AMOUNT OF \$4.50

TOTAL PROPOSED PROJECTS: \$185,273,618

1. <u>Terminal Building Expansion (Debt Service)</u>

Request to Impose and Use: \$185,273,618

PFC Level: \$4.50

The Redmond Municipal Airport (RDM) is a small hub facility, owned and operated by the City of Redmond. It services Central Oregon and currently provides commercial service on Alaska, American, Avelo, Delta and United Airlines. Recent growth in and around the Central Oregon area has resulted in a significant increase in aircraft traffic since the completion of the most recent Master Plan in 2018. Prior to COVID, airport traffic was tracking much higher than the Master Plan forecasted. In 2019, the airport had 482,767 enplanements which was a level not anticipated until 2024. Even in recovery, the airport is exceeding the national average. Extrapolating both master plan and recent enplanement data, it is estimated that the airport could see over 830,000 enplanements by 2036.

The Airport has completed a Terminal Area Concept Plan (TACP) that has identified proposed improvements to the terminal building to meet the forecasted passenger demand. The overall program to meet the needs over the next 20 years is approximately \$200 million of improvements to the terminal building. However, the scope of the overall terminal project has been reduced to approximately \$180 million at this time unless additional funding can be secured for the project. This funding limitation will only address the most immediate needs of the terminal and defer the remaining elements of the project until funding can be secured.

This PFC application request is part of the overall funding strategy to construct the terminal expansion project for the Redmond Municipal Airport to meet the current and future growth in passengers using the airport. The project is currently under construction and the Construction Manager / General Contractor (CMGC) selected for the project has established a Guaranteed Maximum Price (GMP) for the expansion of the passenger terminal building. The proposed project will provide additional hold room space, ticketing space, baggage screening space, airline operations space, passenger boarding bridges, and associated building systems (HVAC) improvements. The anticipated overall project cost of this phase of the expansion is \$180 Million.

The terminal expansion project will provide 7 passenger boarding bridge contact positions, expand the second-floor hold room space, expand the baggage makeup area, expand airline operations space, expand airport concessions space, along with other miscellaneous improvement to improve passenger circulation. The attached figures show the final layout of the terminal and the proposed expansion. The project is expected to be completed by late 2027.

This PFC Application will cover the cost of the bonds and repayment of the principal. The remainder of the debt will be repaid by airport general funds. The bond revenue is more fully described in the following paragraph and the attached spreadsheet.

AIRPORT IMPROVEMENT FULL FAITH AND CREDIT OBLIGATION BONDS: The airport will bond for approximately \$90,000,000 to complete the estimated \$90,000,000 cost of construction. All of the bond funding, including interest, will be PFC eligible. The debt service is estimated to be \$185,273,618 over the 25-year period. The airport would like to impose and use PFC revenue for approximately 25 years to assist with the debt service. Since RDM is currently collecting at a rate of \$2,300,000 annually and projected to increase to \$12,000,000 over the 25-year period, the estimated PFC contribution for this would be \$185,273,618. Any shortfall in PFC collections to service the debt would be paid for under airport general funds.

PFC APPLICATION: The proposed total PFC application is estimated to be \$185,273,618 to be collected over a 25-year period.

The proposed effective date of this application would be June 1, 2026. The estimated expiration date of this application would be May 30, 2051.

TABLE 'B'

Redmond Municipal Airport Terminal Expansion Project Costs Funding Summary

		Square F	ootage	
Building Components	Total	(A) Eligible	(B)Non-Eligible	(C) Prorated
Basement - Level 0	-	-	-	-
Main Level - Level 1	32,693	25,502	2,887	4,304
Concourse - Level 2	46,909	33,444	6,695	6,770
TOTAL	79,602	58,946	9,582	11,074

Construction	Sq. Feet	\$/sf	Cost		% Eligible	Eligible	Non-	Eligible
Building Construction	79,602	\$ 992.76	\$	79,025,535.00	86.0%	\$ 67,961,960.10	\$	11,063,574.9
Jtility Costs								
Mechanical Systems			\$	15,817,036.00	86.0%	\$ 13,602,650.96	\$	2,214,385.0
Electrical Systems			\$	21,331,219.00	86.0%	\$ 18,344,848.34	\$	2,986,370.6
Fire Protection			\$	1,265,853.00	86.0%	\$ 1,088,633.58	\$	177,219.4
Site			\$	6,271,034.00	86.0%	\$ 5,393,089.24	\$	877,944.7
Soft Costs								
Design and Construction								
RS&H - SD TO #1			\$	3,953,455.19	86.0%	\$ 3,399,971.46	\$	553,483.7
RS&H - DD TO #2			\$	7,611,510.81	86.0%	\$ 6,545,899.30	\$	1,065,611.5
RS&H - CA TO #3			\$	7,885,033.00	86.0%	\$ 6,781,128.38	\$	1,103,904.6
PV Consultant			\$	230,000.00	86.0%	\$ 197,800.00	\$	32,200.0
Commissioning Agent			\$	400,000.00	86.0%	\$ 344,000.00	\$	56,000.0
Permit and Fees			\$	2,645,076.00	86.0%	\$ 2,274,765.36	\$	370,310.6
Owner FF&E			\$	2,034,042.00	0.0%	\$ -	\$	2,034,042.0
Owner Contingency			\$	10,869,317.00	0.0%	\$ -	\$	10,869,317.0
Special Inspections			\$	775,000.00	86.0%			108,500.0
Weather Barrier Consultant			\$	75,000.00	86.0%	\$ 64,500.00	\$	10,500.0
Equipment /Furnishings								
Furnishings			\$	2,068,221.00	0%	\$ -	\$	2,068,221.0
PBB, Elevators, Escalators			\$	12,785,842.00	100%	\$ 12,785,842.00	\$	-
Baggage & Secure Exit			\$	5,111,060.00	100%	\$ 5,111,060.00	\$	-
Project Financing								
Capitalized Interest			\$	9,383,956.15	85%	\$ 7,985,746.68	\$	1,398,209.4
		TOTAL	\$	189,538,190		\$ 152,548,395	\$	36,989,795

TABLE 'B'

Redmond Municipal Airport Terminal Expansion Project Costs Funding Summary

FUNDING												
Source	AIP		PFC		BONDS		ОТН	IER GRANTS	LOCAL		TOTAL	
AIP 52 (ENT)	\$	2,261,101.00									\$	2,261,101
AIP 53 (AIG)	\$	6,354,239.00									\$	6,354,239
AIP 54 (ATP)	\$	7,000,000.00									\$	7,000,000
AIP 55 (ENT)	\$	1,291,810.00									\$	1,291,810
AIP 56 (ENT) (FY2025)	\$	9,869,745.00									\$	9,869,745
AIP 57 (AIG) (FY2025)	\$	8,057,357.00									\$	8,057,357
AIP 58 (ENT) (FY2026)	\$	3,456,445.00									\$	3,456,445
AIP 59 (AIG) (FY2026)	\$	3,828,852.00									\$	3,828,852
AIP 60 (ENT) (FY2027)	\$	3,456,445.00									\$	3,456,445
AIP 61 (ENT) (FY2028)	\$	3,456,445.00									\$	3,456,445
Match to AIP (Local)									\$	3,170,583.65	\$	3,170,584
PFC Eligible Work (Pay as You Go)			\$	_							\$	_
CONNECT OREGON GRANT FOR NON-			-								т.	
ELIGIBLE CONSTRUCTION							\$	10,000,000.00			\$	10,000,000
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LOCAL FUNDING TO BALANCE									\$	10,345,372.75	\$	10,345,373
LOCAL FUNDING (BONDS, NET OF												
ISSUANCE COSTS)					\$	90,000,000.00					\$	90,000,000
TOTAL CONSTRUCTION	\$	49,032,439	\$	-	\$	90,000,000	\$	10,000,000	\$	40,505,751	\$	189,538,190
		, ,	-					•		•		· ·
Debt Service	AIP		PFC		BONDS		ОТН	IER GRANTS	LOCAL		TOTAL	
Principle			\$	95,955,000.0							\$	95,955,000
Interest			\$	89,318,618.0			1				\$	89,318,618
Total Debt Service	\$	-	\$	185,273,618	\$	-	\$	-	\$	-	\$	185,273,618
		AID		DEC		DONDC		LIED CDANTS		LOCAL	TOTAL	
	_	AIP	_	PFC		BONDS		HER GRANTS	_	LOCAL		
Total Sources of Funds	\$	49,032,439	\$	-	\$	90,000,000	\$	10,000,000	\$	40,505,751	\$	189,538,190

Calculate Principal and Intere	st Eli	gible for PFC Debt
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% Eligible for PFC Debt		
Service Payment		100%
Amount Eligible for PFC		
Debt Service Payment	\$	185,273,618

Check Other Grants < Ineligible Amount								
Ineligible Amount	\$	36,989,795						
Other Grant Sources	\$	10,000,000	TRUE					

Cory R. Kesler

From: Pang, Jenna K (FAA) < Jenna.K.Pang@faa.gov>

Sent: Tuesday, March 26, 2024 9:42 AM

To: Cory R. Kesler

Subject: RE: RDM Terminal - Phase 1 Eligibility

RDM - Terminal Eligibility Analysis 3-7-2024 -phase 1.pdf **Attachments:**

***This message originated from an External Source. *** Please use proper judgment and caution when opening attachments, clicking links, or responding to this message.

Cory,

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Hope this helps. Please let me know if you have any other question.

Jenna Pang | Project Manager

Federal Aviation Administration Seattle Airports District Office 206-231-4147 jenna.k.pang@faa.gov

2024 ANM/NWAAAE Airports Conference. April 2-4. Bellevue, WA NWAAAE Airports Conference - Northwest Chapter American Association of Airport Executives

From: Cory R. Kesler < ckesler@m-m.net> Sent: Monday, March 25, 2024 2:10 PM

To: Pang, Jenna K (FAA) < Jenna.K.Pang@faa.gov> Subject: RE: RDM Terminal - Phase 1 Eligibility

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Jeana,

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PHASE 1 - ELIGIBILITY DETERMINATION UPDATED: MARCH 2024

AIP ELIGIBILITY

Eligibility Determination (per Table N-4, AIP Handbook):

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- B = Ineligible Areas (Locally Funded)
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Step 1: Determine eligible proration

Proration % = A / (A+B)

		Level-00	Level-01	Level-02	Total
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(B)	Ineligible Area =	0	24,023	3,100	27,123
(C')	Prorated Area =	0	4,067	4,673	8,740
	Total Area =	0	33,316	38,165	71,481
STEP 2:	Proration % =	56.8%	•	•	•

		(A)	(B)	(C')
Construction Costs (\$/SF)	\$1,150.00	Eligible Cost	Non Eligible	Prorated
Level-00 =	\$0	\$ -	\$ -	\$ -
Level-01 =	\$38,313,400	\$ 6,009,900	\$ 27,626,450	\$ 4,677,050
Level-02 =	\$43,889,750	\$ 34,950,800	\$ 3,565,000	\$ 5,373,950
TOTAL	\$82,203,150	\$ 40,960,700	\$ 31,191,450	\$ 10,051,000

C1: Prorated Utility and Fixed Equipment Costs

Me	echanical Fixed Equipment	\$2,752,000
	Electrical Equipment Fixed	\$9,632,000
	CIVIL	\$8,856,927
	TOTAL	\$21,240,927
	Prorated Cost	\$12,058,452
C2: Prorated Soft Costs		
	Indirect and Soft Costs	\$26,870,000
	Logistics	\$3,960,128
	TOTAL	\$30.830.128

Prorated Cost

(Step D&E): Determine high cost items, equipment	Step D&E): Determine high cost items, equipment				Е	
	TOTAL	AIP ELIGIBLE		AIP INELIGIBLE		
Emergency Generator	\$ -	\$	-	\$	-	
Baggage Outbound	\$6,500,000	\$	-	\$	6,500,000.00	
CBIS	\$4,000,000	\$	-	\$	4,000,000.00	
Escalators/Elevators	\$2,408,000	\$	2,408,000.00	\$	-	
Exit Lane	\$550,400	\$	550,400.00	\$	-	
Jet Bridges	\$14,250,000	\$	14,250,000.00	\$	-	
TOTAL	\$27,708,400		\$17,208,400	\$	10,500,000.00	

\$17,502,231

	Eligible Building Costs (A+B+C) * Eligible Proration	\$46,666,642
	Prorated Fixed Equipment Costs =C1 * Eligible Proration	\$12,058,452
	Prorated Soft Costs =C2 * Eligible Proration	\$17,502,231
	High Cost Eligible Items	\$17,208,400
F.	TOTAL ELIGIBLE COSTS	\$93,435,726
G.	TOTAL PROJECT COSTS	\$161,982,605.00
	TOTAL PROJECT ELIGIBILITY (G/F)	<i>57.68%</i>

BIL/PFC ELIGIBILITY

Eligibility Determination (per PFC ORDER, AIP Handbook):

- A = Eligible Areas (AIP/PFC/BIL) funded)
- B = Ineligible Areas (Locally Funded)
- C = Prorated Utility Space (mech/elec/IT)
- D = High Cost 100% Eligible (escalators, elevators, bridges, etc.)

Step 1: Determine eligible proration

Proration % = A / (A+B)

		Level-00	Level-01	Level-02	Total
(A)	Eligible Area =	0	22,977	30,392	53,369
(B)	Ineligible Area =	0	6,272	3,100	9,372
(C')	Prorated Area =	0	4,067	4,673	8,740
	Total Area =	0	33,316	38,165	71,481

Step 2 - Proration % =

F. G. 85.1%

(B)

		(A)	(B)	(C')
Construction Costs (\$/SF)	\$1,150.00	Eligible Cost	Non Eligible	Prorated
Level-00 =	\$0	\$ -	\$ -	\$ -
Level-01 =	\$38,313,400	\$ 26,423,550	\$ 7,212,800	\$ 4,677,050
Level-02 =	\$43,889,750	\$ 34,950,800	\$ 3,565,000	\$ 5,373,950
TOTAL	\$82,203,150	\$ 61,374,350	\$ 10,777,800	\$ 10,051,000

C1: Prorated Utility and Fixed Equipment Costs

\$2,752,000 Mechanical Fixed Equipment **Electrical Equipment Fixed** \$9,632,000 CIVIL \$8,856,927

TOTAL \$21,240,927 **Prorated Cost** 18,068,042

C2: Prorated Soft Costs

Indirect and Soft Costs

\$26,870,000

Logistics

\$3,960,128

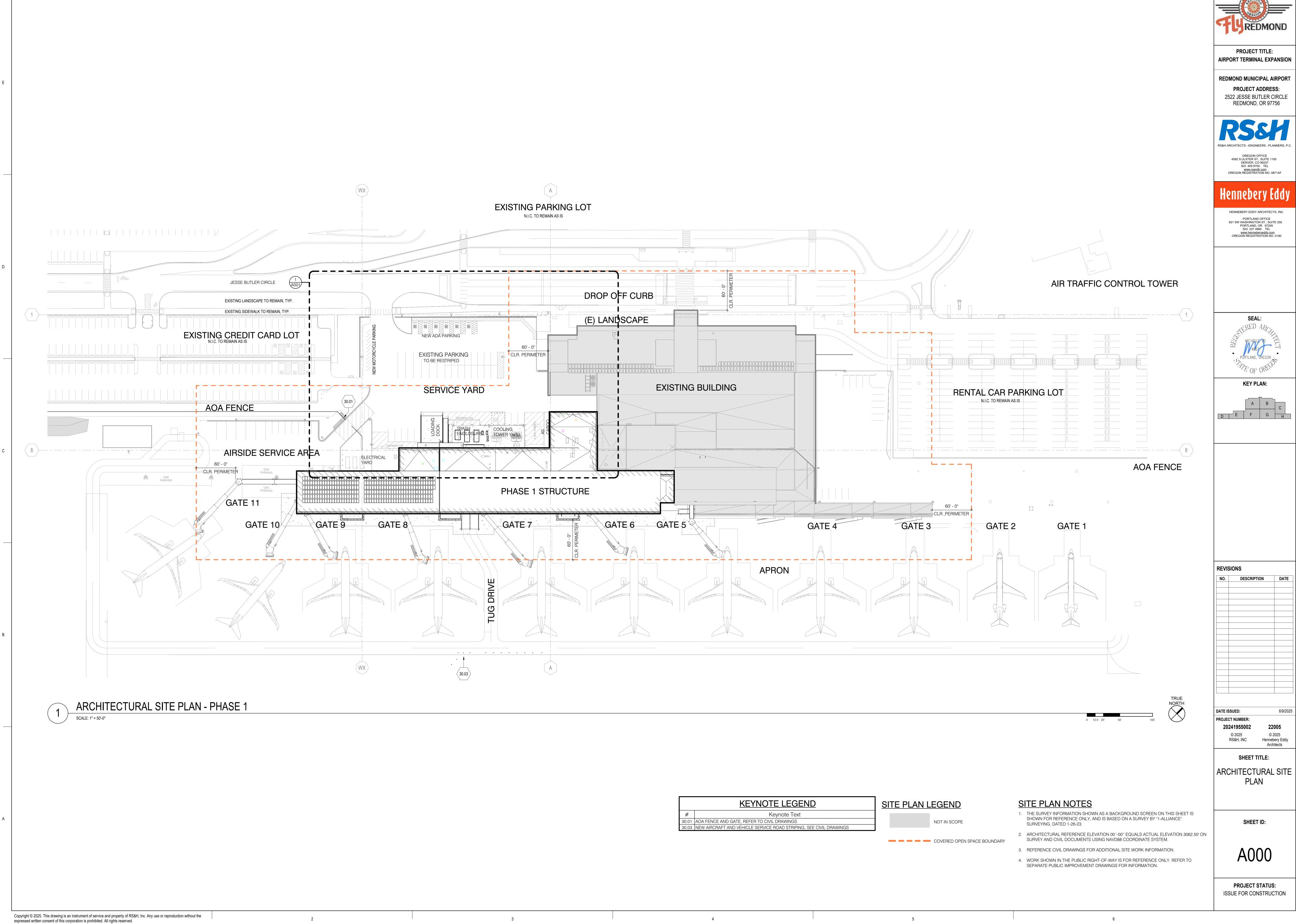
TOTAL		\$30,830,128
Prorated Cost	\$	26,224,847

(Step D&E): Determine high cost items, equipment

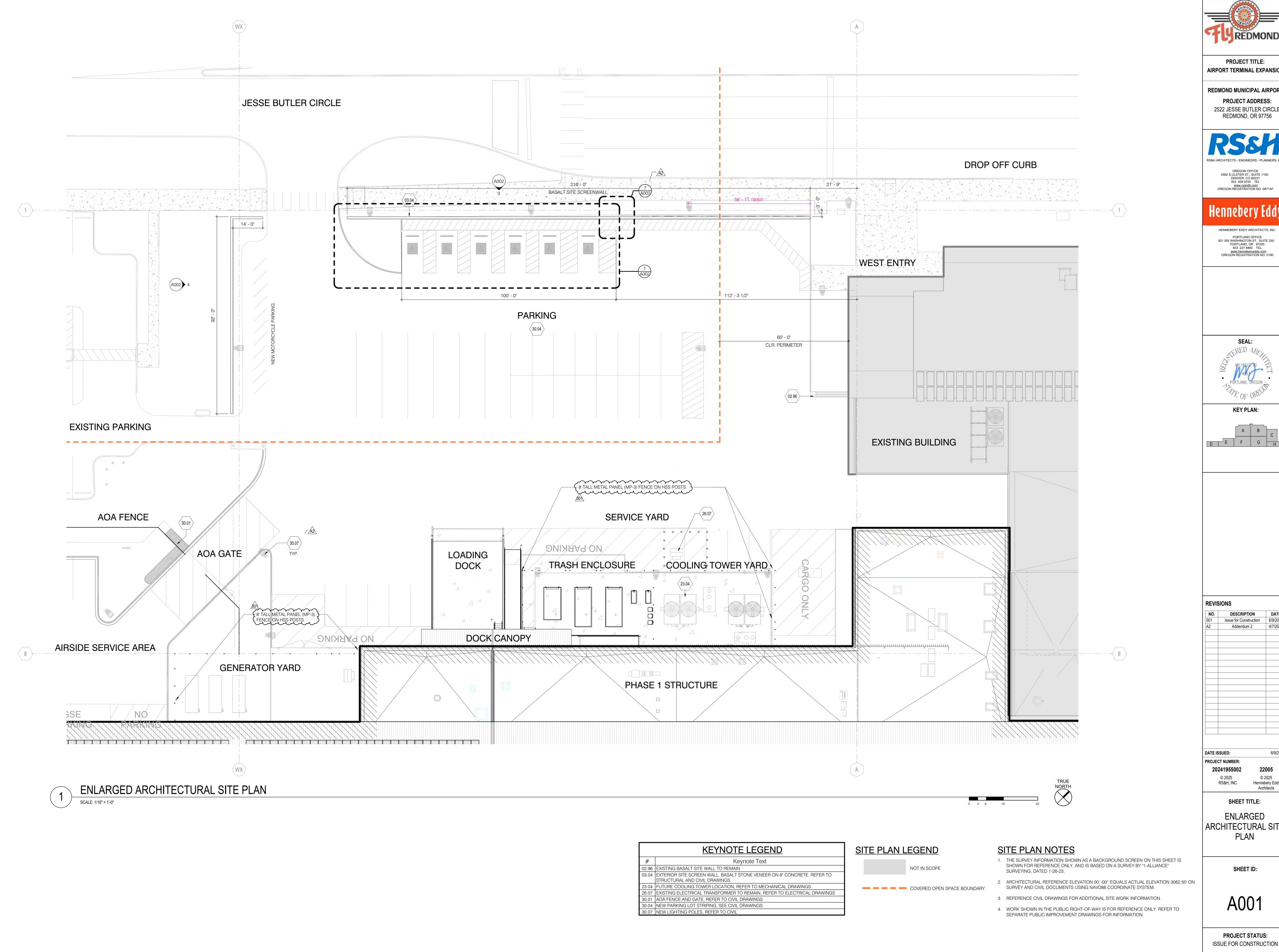
	TOTAL		BIL	LELIGIBLE	BIL IN	IELIGIBLE
Emergency Generator		0	\$	-	\$	-
Baggage Outbound	\$	6,500,000.00	\$	6,500,000	\$	-
CBIS	\$	4,000,000.00	\$	4,000,000	\$	-
Escalators/Elevators	\$	2,408,000.00	\$	2,408,000	\$	-
Exit Lane	\$	550,400.00	\$	550,400	\$	-
Jet Bridges	\$ 1	4,250,000.00	\$	14,250,000	\$	-
TOTAL		\$27,708,400	\$	27,708,400	\$	-

Prorated Fixed Equipment Costs =C1 * Eligible Proration	\$18,068,042
Prorated Soft Costs =C2 * Eligible Proration	\$26,224,847
High Cost Eligible Items	\$27,708,400
TOTAL ELIGIBLE COSTS	\$141,925,261
TOTAL PROJECT COSTS	\$161,982,605.00

TOTAL BIL ELIGIBILITY (F/G)	87.62%
ADDITIONAL BIL ELIGIBILITY % ADDITIONAL BIL ELIGIBILITY \$	29.94% \$48,489,534.96







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PROJECT TITLE: **AIRPORT TERMINAL EXPANSION**

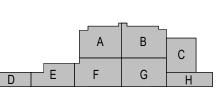
REDMOND MUNICIPAL AIRPORT PROJECT ADDRESS: 2522 JESSE BUTLER CIRCLE REDMOND, OR 97756



HENNEBERY EDDY ARCHITECTS, INC.



KEY PLAN:



NO.	DESCRIPTION	DATE
001	Issue for Construction	6/9/2025
A2	Addendum 2	4/7/2025

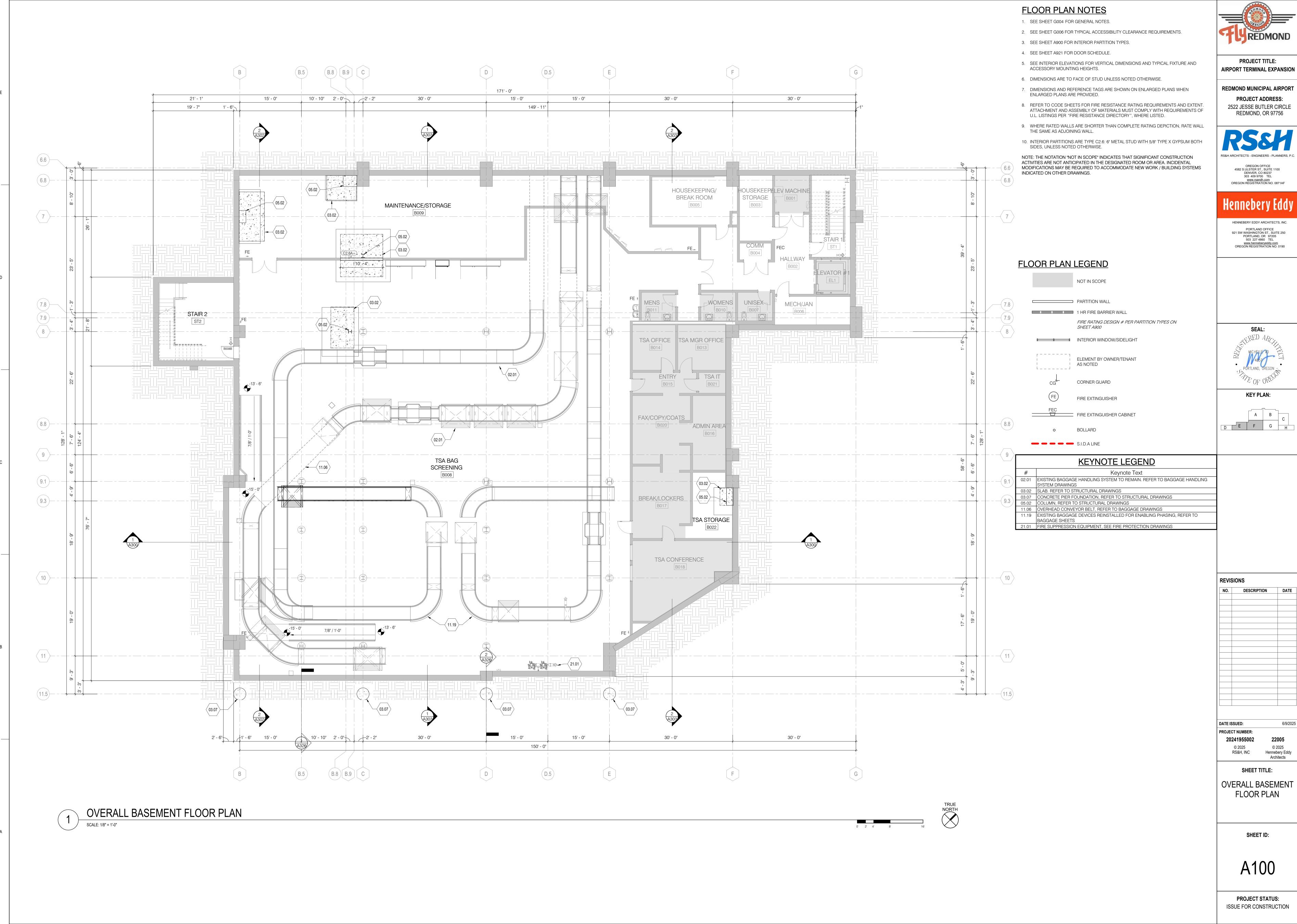
Hennebery Eddy Architects

SHEET TITLE:

ENLARGED ARCHITECTURAL SITE

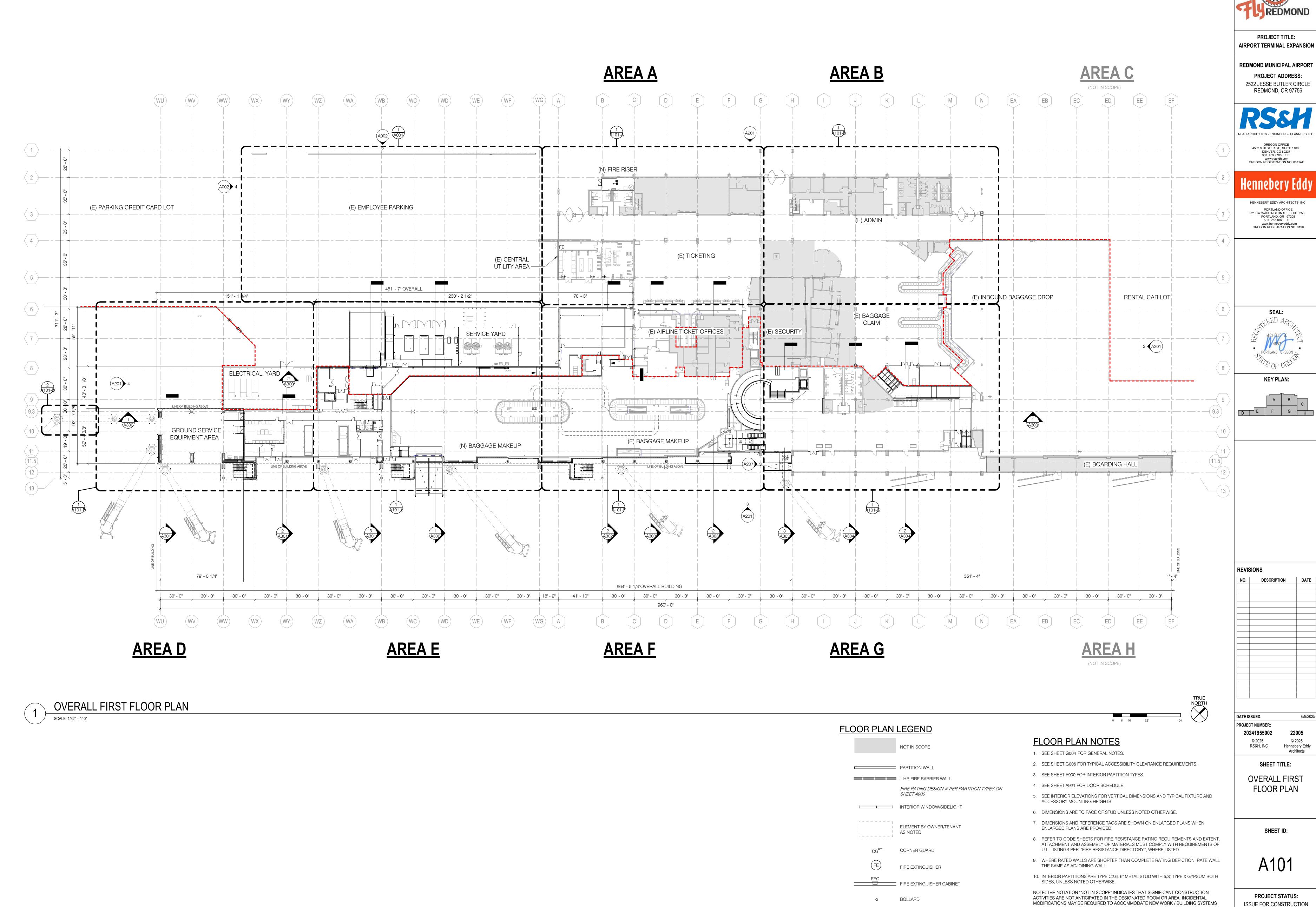
SHEET ID:

PROJECT STATUS: ISSUE FOR CONSTRUCTION



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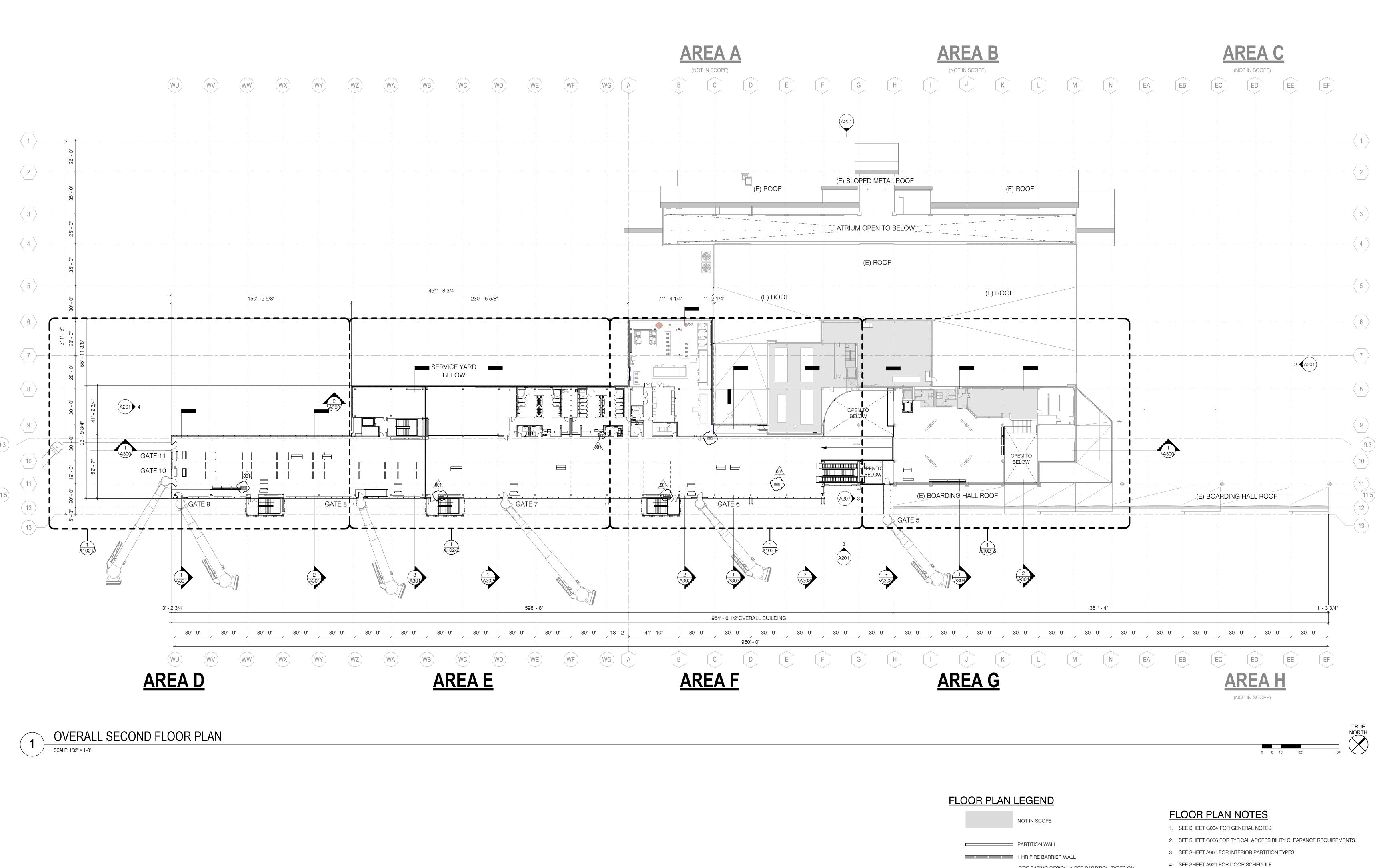
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INDICATED ON OTHER DRAWINGS.

S.I.D.A LINE



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TUREDMOND

PROJECT TITLE:
AIRPORT TERMINAL EXPANSION

PROJECT ADDRESS:

2522 JESSE BUTLER CIRCLE
REDMOND, OR 97756



OREGON OFFICE
4582 S.ULSTER ST., SUITE 1100
DENVER, CO 80237
303 409 9700 TEL
www.rsandh.com
OREGON REGISTRATION NO. 0871AF

Hennehery Fddy

HENNEBERY EDDY ARCHITECTS, INC.

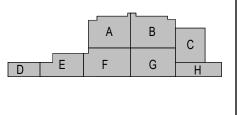
PORTLAND OFFICE

921 SW WASHINGTON ST., SUITE 250
PORTLAND, OR 97205
503 227 4860 TEL
www.henneberyeddy.com
OREGON REGISTRATION NO. 0190

AIP 3-41-0052-054-2024



KEY PLAN:



REVISIONS

NO. DESCRIPTION DATE

001 Issue for Construction 6/9/2025

DATE ISSUED: 6/9/202

PROJECT NUMBER:

20241955002 22005

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RS&H, INC Hennebery Eddy Architects

SHEET TITLE:

OVERALL SECOND

FLOOR PLAN

5. SEE INTERIOR ELEVATIONS FOR VERTICAL DIMENSIONS AND TYPICAL FIXTURE AND

7. DIMENSIONS AND REFERENCE TAGS ARE SHOWN ON ENLARGED PLANS WHEN

8. REFER TO CODE SHEETS FOR FIRE RESISTANCE RATING REQUIREMENTS AND EXTENT. ATTACHMENT AND ASSEMBLY OF MATERIALS MUST COMPLY WITH REQUIREMENTS OF

9. WHERE RATED WALLS ARE SHORTER THAN COMPLETE RATING DEPICTION, RATE WALL

10. INTERIOR PARTITIONS ARE TYPE C2.6: 6" METAL STUD WITH 5/8" TYPE X GYPSUM BOTH

NOTE: THE NOTATION "NOT IN SCOPE" INDICATES THAT SIGNIFICANT CONSTRUCTION

MODIFICATIONS MAY BE REQUIRED TO ACCOMMODATE NEW WORK / BUILDING SYSTEMS

ACTIVITIES ARE NOT ANTICIPATED IN THE DESIGNATED ROOM OR AREA. INCIDENTAL

6. DIMENSIONS ARE TO FACE OF STUD UNLESS NOTED OTHERWISE.

U.L. LISTINGS PER "FIRE RESISTANCE DIRECTORY", WHERE LISTED.

ACCESSORY MOUNTING HEIGHTS.

ENLARGED PLANS ARE PROVIDED.

THE SAME AS ADJOINING WALL.

INDICATED ON OTHER DRAWINGS.

SIDES, UNLESS NOTED OTHERWISE.

FIRE RATING DESIGN # PER PARTITION TYPES ON

SHEET A900

ELEMENT BY OWNER/TENANT

CORNER GUARD

FIRE EXTINGUISHER

INTERIOR WINDOW/SIDELIGHT

AS NOTED

FIRE EXTINGUISHER CABINET

BOLLARD

S.I.D.A LINE

Γ-----

L _ _ _ _ _ J

SHEET ID:

A102

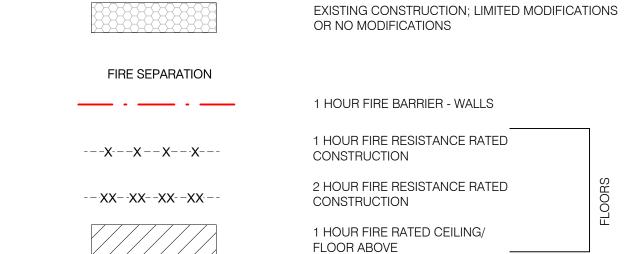
PROJECT STATUS:
ISSUE FOR CONSTRUCTION

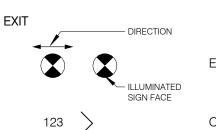
AREA AND OCCUPANT LOAD SCHEDULE - BASEMENT						
Occupancy Group	Function of Space	<u>Area</u>	Occupant Load Factor	Occupancy Gross or Net	Occupancy Load	
BASEMENT						
В	BUSINESS	2824 SF	150 SF	GROSS	19	
F-1	AIRPORT - BAGGAGE HANDLING	10182 SF	300 SF	GROSS	34	
S-1	ACCESSORY STORAGE AREAS, MECHANICAL EQUIPMENT ROOM	1815 SF	300 SF	GROSS	7	
		14821 SF			60	

NOTE: THIS DRAWING IS INTENDED TO BE VIEWED IN COLOR. IF VIEWING A GRAYSCALE VERSION, REQUEST A COLOR VERSION FROM THE CONTRACTOR OR ARCHITECT.

CODE PLAN LEGEND

EXISTING AREAS





OCCUPANT LOAD

EGRESS CAPACITY FACTOR ACCESSIBLE EGRESS ### —— CUMALITVE OCCUPANT BUILDING EXIT LOAD AT EXIT ### —— EGRESS CAPACITY EXIT CLEAR DOOR WIDTH

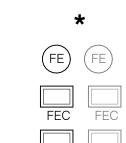
C.P. X'-XX" COMMON PATH OF EGRESS TRAVEL EXIT ACCESS DISTANCE

> MAIN PATH OF EGRESS REQUIRING ILLUMINATION LEVEL NO LESS THAN 1 FOOT CANDLE (WIDTH BASED ON OCCUPANT NUMBER)

ROOM/OCCUPANCY LABEL

RO	OM TYPE	-	- ROOM NAME
	В	-	OCCUPANCY CLASSIFICATION
	150 SF	-	- SQUARE FOOTAGE
1	OC/100	-	OCCUPANCY LOAD FACTOR
00	CC LOAD	-	NUMBER OF OCCUPANTS
		_	

OTHER LABELS



NOT NORMALLY OCCUPIED/ NOT INCLUDED IN THE NET LOAD CALCULATION FIRE EXTINGUISHER / EXISTING EXTINGUISHER

FIRE EXTINGUISHER CABINET / EXISTING FIRE EXTINGUISHER CABINET FIRE HOSE CABINET / EXISTING FIRE HOSE CABINET

ACCESSORY STORAGE AREAS, MECHANICAL EQUIPMENT ROOM

COLOR FILL - FUNCTION OF SPACE

REVISIONS

NO.	DESCRIPTION	DATE

PROJECT TITLE:

AIRPORT TERMINAL EXPANSION

REDMOND MUNICIPAL AIRPORT

PROJECT ADDRESS:

2522 JESSE BUTLER CIRCLE

RS&H ARCHITECTS - ENGINEERS - PLANNERS, P.C.

OREGON OFFICE 4582 S.ULSTER ST., SUITE 1100 DENVER, CO 80237 303 409 9700 TEL

www.rsandh.com
OREGON REGISTRATION NO. 0871AF

HENNEBERY EDDY ARCHITECTS, INC.

PORTLAND OFFICE
921 SW WASHINGTON ST., SUITE 250
PORTLAND, OR 97205
503 227 4860 TEL
www.henneberyeddy.com
OREGON REGISTRATION NO. 0190

COLON

KEY PLAN:

REDMOND, OR 97756

PROJECT NUMBER: 20241955002 © 2025 RS&H, INC Hennebery Eddy Architects

DATE ISSUED:

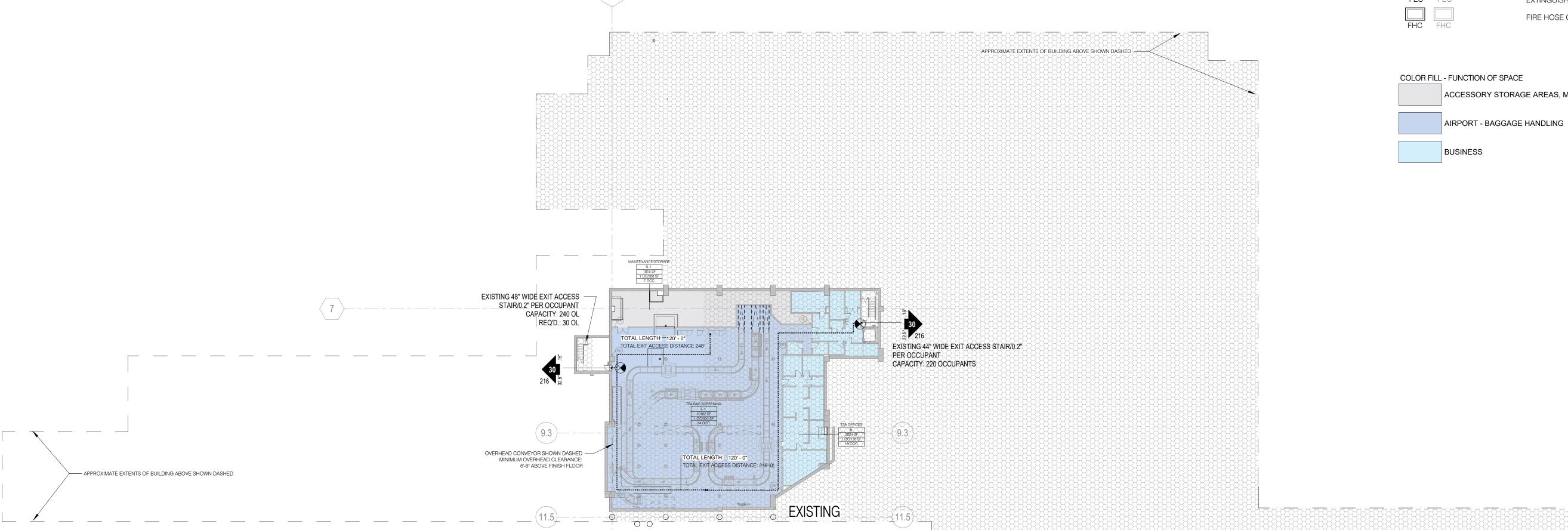
SHEET TITLE:

BASEMENT LIFE SAFETY PLAN

SHEET ID:

G100

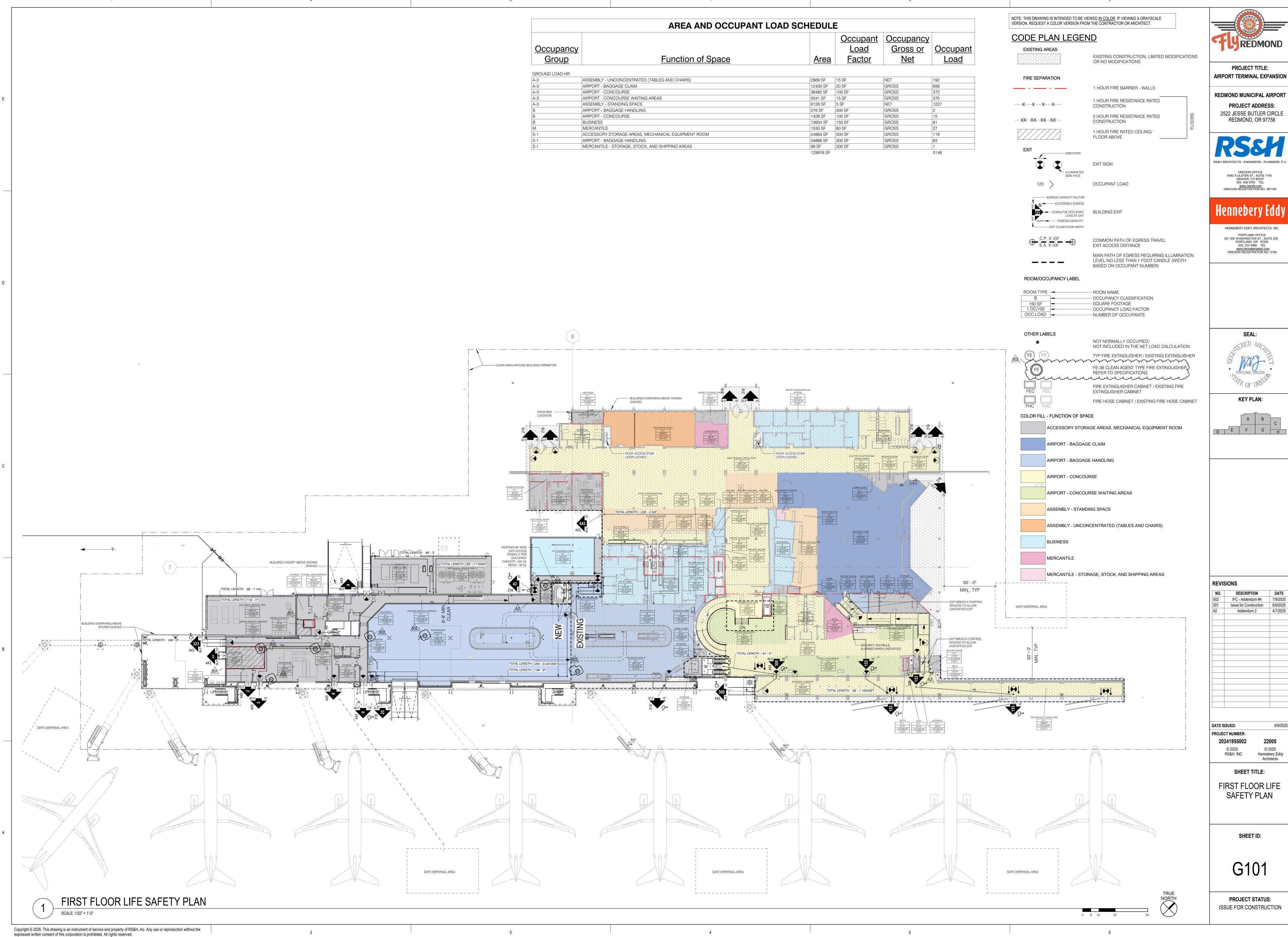
PROJECT STATUS: ISSUE FOR CONSTRUCTION



BASEMENT LIFE SAFETY PLAN

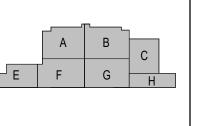
SCALE: 1/32" = 1'-0"

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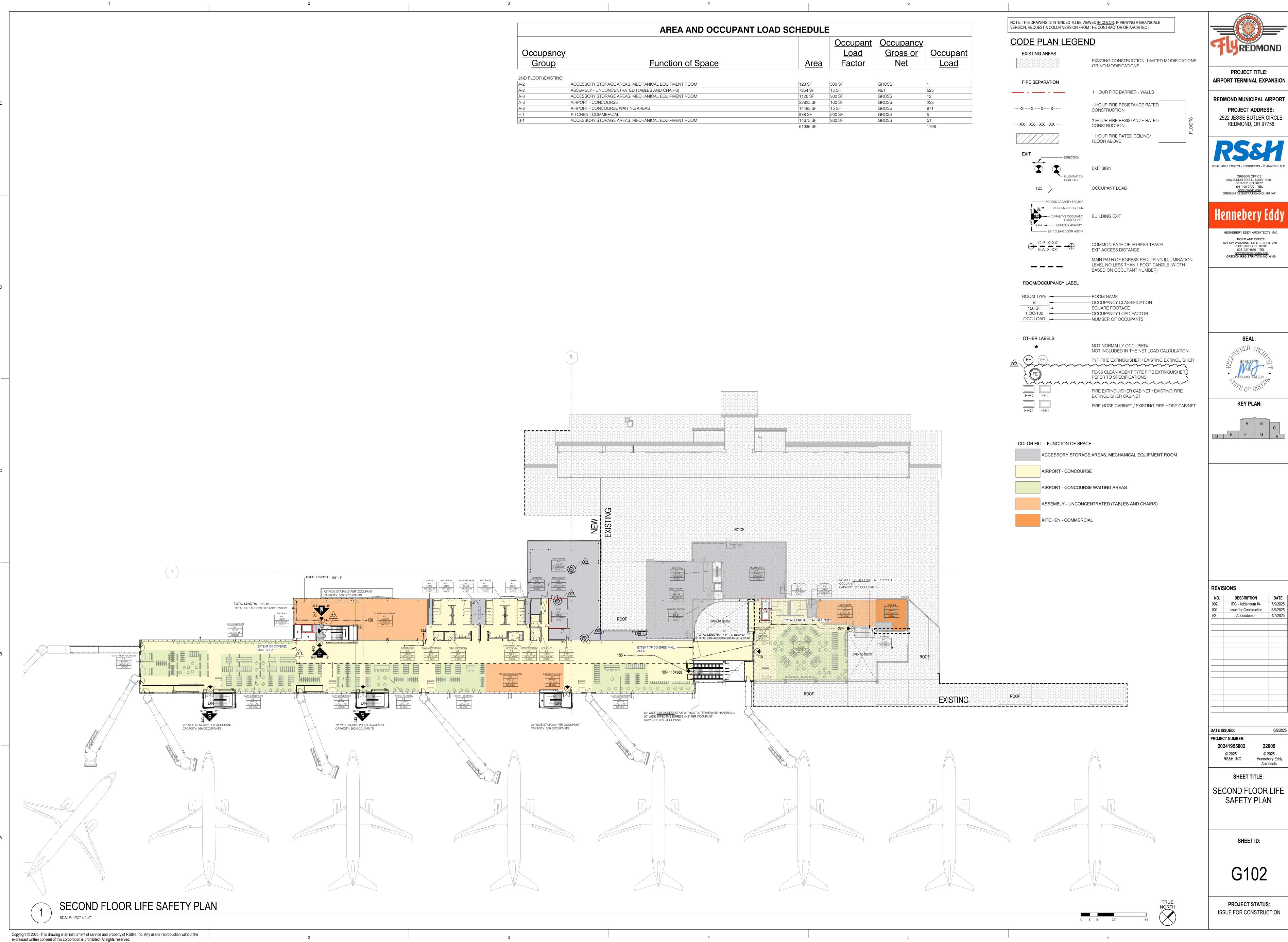


2522 JESSE BUTLER CIRCLE



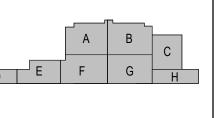


002	IFC - Addendum #4	//9/2025
001	Issue for Construction	6/9/2025
A2	Addendum 2	4/7/2025
		1 1



2522 JESSE BUTLER CIRCLE





NO.	DESCRIPTION	DAIL
002	IFC - Addendum #4	7/9/2025
001	Issue for Construction	6/9/2025
A2	Addendum 2	4/7/2025

ATTACHMENT C-2

AIR CARRIER ATTENDANCE LIST AND CONSULTATION MEETING SUMMARY

- Air Carrier Consultation Attendance List
- Meeting Minutes

ATTACHEMENT C-2 AIR CARRIER CONSULTATION INFORMATION

AIR CARRIER CONSULTATION INFORMATION					
AIR CARRIERS OPERATING AT RDM	CONTACT INFORMATION	AIR CARRIERS NOTIFIED ON 12/22/2025	AIR CARRIERS RESPONDING TO NOTICE	AIR CARRIERS ATTENDING CONSULTATION MEETING ON 2/2/2025	AIR CARRIERS RESPONDING AFTER CONSULTATION
Alaska Airlines	Amy Fuller-Lyman Airport Affairs Portfolio Mgr 19300 International Blvd - SEAPZ Seattle, WA 98188 206-910-2832 amy.fuller.lyman@alaskaair.com				
Horizon Airlines	Amy Fuller-Lyman Airport Affairs Portfolio Mgr 19300 International Blvd - SEAPZ Seattle, WA 98188 206-910-2832 amy.fuller.lyman@alaskaair.com				
Delta Airlines	Tim DeBord Regional Director, Corporate Real Estate Delta Air Lines Department 877 P.O. Box 20706 Atlanta, GA 30320-6001 612-406-8000 timothy.debord@delta.com				

AIR CARRIER CONSULTATION INFORMATION						
AIR CARRIERS OPERATING AT RDM	CONTACT INFORMATION	AIR CARRIERS NOTIFIED ON 12/22/2025	AIR CARRIERS RESPONDING TO NOTICE	AIR CARRIERS ATTENDING CONSULTATION MEETING ON 2/2/2025	AIR CARRIERS RESPONDING AFTER CONSULTATION	
American Airlines	Staci Ell Manager – Corporate Real Estate 1 Skyview Dr Ft Worth TX 76155 480-693-3893 Office 480-217-4070 Mobile Staci.Ell@aa.com					
United Airlines	Brendan Baker Director Airport Affairs 233 S. Wacker Drive Chicago, IL 60606 Brendan.Baker@united.com					
SkyWest Airlines	Kelly Lane Manager Finance 444 S River Rd St. George, UT 84790 435-634-3265 klane@skywest.com					
Breeze Airlines	Bud Hafer Director, Government and Airport Affairs Breeze Airways 6340 South 3000 East, Suite 400 Cottonwood Heights, UT 84121 801-918-0763 Bud.Hafer@flybreeze.com					

Summary of Discussion During PFC Consultation Meeting of Airline Representatives February 2, 2025

The PFC Consultation Meeting of Airline Representatives was conducted Monday, February 2, 2025, at 1:00 p.m. via virtual meeting. The PFC Project List and Notice of Intent Letter were emailed on December 22, 2025 to Airline Representative at Alaska Airlines/Horizon Air, Delta Airlines, American Airlines, United Airlines, Skywest Airlines, and Breeze Airlines in advance of the Virtual Meeting.

ATTENDEES/PARTICIPANTS:

Airline Representatives participating via virtual meeting:

TBD

Remond Municipal Airport and City of Redmond Staff persent at the meeting were:

- Zachary Bass, Airport Director
- Leif Anderson, Properties and Contract Manager
- Steve Juba, Finance and Administration Manager

Morrison-Maierle, Inc.:

Cory Kesler, Senior Airport Engineer

Agenda

- 1. Intoduction
- 2. Project Overview
- 3. Project Funding / Financing
- 4. Questions

ATTACHMENT C-3

AIR CARRIER CERTIFICATION OF AGREEMENT/DISAGREEMENT

• Summary of Airline Comments

ATTACHMENT C-3

AIR CARRIER CERTIFICATION OF AGREEMENT/DISAGREEMENT

On February 2, 2025, the Redmond Municipal Airport held a Consultation meeting for the Airport's proposed submittal of its eighth Passenger Facility Charge (PFC) Application.

Below are the comments that were received from the Airlines:

AIR CARRIER CONSULTATION INFORMATION											
AIR CARRIERS OPERATING AT RDM	CONTACT INFORMATION	Comments									
Alaska Airlines	Amy Fuller-Lyman Airport Affairs Portfolio Mgr 19300 International Blvd - SEAPZ Seattle, WA 98188 206-910-2832 amy.fuller.lyman@alaskaair.com										
Horizon Airlines	Amy Fuller-Lyman Airport Affairs Portfolio Mgr 19300 International Blvd - SEAPZ Seattle, WA 98188 206-910-2832 amy.fuller.lyman@alaskaair.com										
Delta Airlines	Tim DeBord Regional Director, Corporate Real Estate Delta Air Lines Department 877 P.O. Box 20706 Atlanta, GA 30320-6001 612-406-8000 timothy.debord@delta.com										
American Airlines	Staci Ell Manager – Corporate Real Estate 1 Skyview Dr Ft Worth TX 76155 480-693-3893 Office 480-217-4070 Mobile Staci.Ell@aa.com										
United Airlines	Brendan Baker Director Airport Affairs 233 S. Wacker Drive Chicago, IL 60606 Brendan.Baker@united.com										

	AIR CARRIER CONSULTATION	INFORMATION
AIR CARRIERS OPERATING AT RDM	CONTACT INFORMATION	Comments
SkyWest Airlines	Kelly Lane Manager Finance 444 S River Rd St. George, UT 84790 435-634-3265 klane@skywest.com	
Breeze Airlines	Bud Hafer Director, Government and Airport Affairs Breeze Airways 6340 South 3000 East, Suite 400 Cottonwood Heights, UT 84121 801-918-0763 Bud.Hafer@flybreeze.com	

The Redmond Municipal Airport therefore considers the any non-response from the airlines to be a Certification of Agreement for the proposed PFC Projects.

ATTACHMENT C-4

NOTICE AND OPPORTUNITY FOR PUBLIC COMMENT

- Copy of Public NoticeDiagrams showing links to PFC application.

Public Notice and Opportunity for Public Comment Intent to Impose and Use a New Passenger Facility Charge Redmond Municipal Airport Redmond, Oregon

Date: December 22, 2025

Mail comments to: Airport Director

Remond Municipal Airport 2522 SE Jesse Butler Circle, #17

Redmond, Oregon 97756

Deadline: January 21, 2026

The City of Redmond, Redmond Municipal Airport intends to file an application with the Federal Aviation Administration (FAA), to impose and use a new Passenger Facility Charge Application #8 for improvement projects at Redmond Municipal Airport, Redmond, Oregon. As required under Section 158.23 of Part 158 – Passenger Facility Charges, the Airport is hereby providing written notice to all known air carriers operating at the Airport and the public.

Background

In 1993 the FAA approved the City's first PFC Application. Since that time, the FAA has approved application #2 through #7 as well as various amendments to these Applications. For applications #1 though #7 plus amendments and closeouts the FAA approved the authorization to collect the current amount \$33,531,050 at a level of \$4.50 per eligible passenger.

New Application

The following paragraphs provide information required under Section 158.23 of Part 158 for the notice to air carriers serving the Redmond Municipal Airport of the City of Redmond's intent to file the aforementioned Notice of Intent to impose and use PFC Revenues.

Proposed Charge Effective Date: 6/1/2026
Proposed Charge Expiration Date: 5/30/2051
Total PFC Revenue: \$185,273,618

SECTION 158.23(a)(1). DESCRIPTION OF PROJECTS

The Redmond Municipal Airport will file a Notice of Intent with the FAA to impose and use PFCs 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.

1. <u>Terminal Building Expansion</u>

Request to Impose and Use: \$185,273,618

PFC Level: \$4.50

The Redmond Municipal Airport (Roberts Field) is a small hub facility, owned and operated by the City of Redmond. It services Central Oregon and currently provides commercial service on Alaska, American, Avelo, Delta and United Airlines. Recent growth in and around the Central Oregon area has resulted in a significant increase in aircraft traffic since the completion of the most recent Master Plan in 2018. Prior to COVID, airport traffic was tracking much higher than

the Master Plan forecasted. In 2019, the airport had 482,767 enplanements which was a level not anticipated until 2024. Even in recovery, the airport is exceeding the national average. Extrapolating both master plan and recent enplanement data, it is estimated that the airport could see over 830,000 enplanements by 2036.

The Airport has completed a Terminal Area Concept Plan (TACP) that has identified proposed improvements to the terminal building to meet the forecasted passenger demand. The overall program to meet the needs over the next 20 years is approximately \$200 million of improvements to the terminal building. However, the scope of the overall terminal project has been reduced to approximately \$180 million at this time unless additional funding can be secured for the project. This funding limitation will only address the most immediate needs of the terminal and defer the remaining elements of the project until funding can be secured.

This PFC application request is part of the overall funding strategy to construct the terminal expansion project for the Redmond Municipal Airport to meet the current and future growth in passengers using the airport. The project is currently in the early construction process and the CMGC selected for the project has established a GMP for the expansion of the passenger terminal building. The proposed project will provide additional hold room space, ticketing space, baggage screening space, airline operations space, passenger boarding bridges, and associated building systems (HVAC) improvements. The anticipated overall project cost of this phase of the expansion is \$180 Million.

The terminal expansion project will provide 7 passenger boarding bridge contact positions, expand the second-floor hold room space, expand the baggage makeup area, expand airline operations space, expand airport concessions space, along with other miscellaneous improvement to improve passenger circulation. The attached figures show the terminal expansion developed currently under construction in the summer of 2025.

This PFC Application will be for the repayment of bond capital and interest to construct the terminal not covered by other resources for the Terminal Expansion Project at Roberts Field – Redmond Municipal Airport. The Application will cover the cost of the bonds and repayment of the principal. The remainder of the debt will be repaid by airport general funds. The bond revenue is more fully described in the following paragraph and the attached spreadsheet.

AIRPORT IMPROVEMENT FULL FAITH AND CREDIT OBLIGATION BONDS: The airport will bond for approximately \$90,000,000 to complete the estimated \$90,000,000 cost of construction. All of the bond funding, including interest, will be PFC eligible. The debt service is estimated to be \$185,273,618 over the 25-year period. The airport would like to impose and use PFC revenue for approximately 25 years to assist with the debt service. Since RDM is currently collecting at a rate of \$2,300,000 annually and projected to increase to \$12,000,000 over the 25-year period, the estimated PFC contribution for this would be \$185,273,618. Any shortfall in PFC collections to service the debt would be paid for under airport general funds.

PFC APPLICATION: The proposed total PFC application is estimated to be \$185,273,618 to be collected over a 25-year period.

The proposed effective date of this application would be June 1, 2026.

The estimated expiration date of this application would be May 30, 2051

	PFC - Application #8 - Project Summary											
Charge Ef	fective											
Date	е	6/1/2026	6/1/2026									
Charge Ex	piration											
Date	е	5/30/2026										
PFC												
PROJECT	PFC		Project									
#	Level	Project Title	Year	Allocated Project Cost	Total PFC							
		Terminal										
		Expansion - Bond										
Capital and												
8-01	\$4.50	Interest	2026	\$185,273,618		\$185,273,618						
	TOTALS \$185,273,618 \$185,273,											

Interested parties can find additional information on this PFC application #8, including additional information about the terminal expansion, at the Redmond Municipal Airport's Website, https://flyrdm.com, under "Doing Business". For additional information contact Mr. Steve Juba, Finance and Administration Manager, by email at steven.juba@flyrdm.com, or by phone at 541. 504.3097. Public Comments will be accepted through January 18, 2026 and can be emailed to Mr. Juba, or sent to:

Airport Director Remond Municipal Airport 2522 SE Jesse Butler Circle, #17 Redmond, Oregon 97756

Posted 22nd day of December, 2025

Zachary Bass

Airport Director

Redmond Municipal Airport

ATTACHMENT G

AIRPORT LAYOUT PLAN (ALP), AIRSPACE, AND ENVIRONMENTAL FINDINGS

OMB Control Number: 2120-0557 Expiration Date: 02/29/2028

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FORM 5500-1, ATTACHMENT G AIRPORT LAYOUT PLAN (ALP), AIRSPACE, AND ENVIRONMENTAL FINDINGS

ALL PROJECTS FOR WHICH IMPOSE AND USE OR USE AUTHORITY IS REQUESTED IN THE

APPLICATION MUST BE LISTED UNDER EACH TYPE OF FINDING BELOW.
*****FOR FAA USE************************************
 ALP Findings Current ALP approval date: 7/29/2019 List proposed project(s) shown on this ALP: Terminal Expansion – Phase 1
2. List proposed project(s) not required to be shown on an ALP:
Public agency information confirmed? YES [] PARTIALLY [] NO [] For each project which the ADO/RO disagrees with the public agency's finding, discuss the reason(s) for the FAA's nonconcurrance below.
II. <u>Airspace Findings</u>

- - 1. FAA Airspace finding date: **08/19/2023** (repeat as necessary) List proposed project(s) covered by this finding: **Terminal Expansion-Phase 1**
 - 2. List proposed project(s) not required to have an airspace determination

NA

Public agence For each profor the FAA's	A USE************************************
III. <u>Env</u>	vironmental Findings
	List proposed project(s) which are categorically excluded from the requirement for formal environmental review: Terminal Expansion Approved 12/8/2021
	Date of FAA Finding of No Significant Impact:NA(repeat as necessary) List proposed project(s) covered by this finding:
	Date of FAA environmental record of decision:NA(repeat as necessary) List proposed project(s) covered by this finding:
Public agence For each profor the FAA's	A USE************************************
Application F	Reviewed by:
Name	Routing Symbol Date

ATTACHMENT H FORM 5500-1

Break projects into major components and fill in related unlocked (unshaded) areas and "Choose" drop-downs.

Public Agency: City of Redmond

Impose Airport RDM

Location: Redmond, Oregon
Application Number: Completed by FAA

Prj. No.	Project Title	PFC Level	Use	PF	C Revenue Reque	sted (Whole Dollar	s)		Detailed Cost	FAA Federal	Other Revenue	Total Project	Project Type	DEC Objective
No.	Project fille	PFC Level	Arpt.	Pay-as-you-go	Bond Capital	Financing		Total PFC	Needed?	Financial Grants	(Dollars)	Cost (Dollars)	Project Type	PFC Objective
1	Terminal Expansion (Debt Service)	4.5	RDM		95,955,000	89,318,618	\$	185,273,618	Yes	\$ -	-	\$185,273,618		Enhance Capacity T
2							\$	-	No	\$ -	-	\$ -	Choose ▼	Choose ▼
3							\$	=	No	\$ -	-	\$ -		Choose ▼
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5							\$	-	No	\$ -	-	\$ -		<u>Choose</u> <u>▼</u>
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20							\$	-	No	\$ -	=	\$ -	Choose ▼	
		Notice	Total:	-	\$95,955,000	\$89,318,618	\$	185,273,618	NA	NA	NA	NA		

Page 2: Fill in unlocked (unshaded) areas

		Public		Physica	al Dates		Terr	ation	tion		
Prj.	Project Title	Agency	Detailed Project Description	Project	Project	Pre	-PFC Ac	tion	Post-PFC Action		
No.		No.		Start	End	Tkt Cntr		Bag Fac.	Tkt Cntr	Gates	Bag Fac.
1	Terminal Expansion (Debt Service)		Debt Service for Bond for the terminal expansion to for PFC eligible project costs not covered by other funding sources.	6/1/2025	5/30/2052	20	6	2	20	11	2
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Printed: 10/28/2025, 10:08 AM Project Description

Page 3: Fill in unlocked (unshaded) areas and "Choose" drop-downs.

Prj. No.	Project Title	Any Disagree	Describe Disagreement and Source	Public Agency Reason For Proceeding
1	Terminal Expansion (Debt Service)	Choose ▼		
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3		Choose 🔻		
4		Choose ▼		
5		Choose 🔻		
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18		Choose ▼		
19		Choose 🔻		
20		Choose ▼		

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Page 4: Fill in unlocked (unshaded) areas

Grant Data by Grant Type and other funding

	Grant 1			Grant 2			Grant 3		Other i	Funds 1	Other I	Funds 2	Other I	Funds 3		FAA Federal	
Prj. No. Grant A	mount Grant Number	Grant Type	Grant Amount	Grant Number	Grant Type	Grant Amount	Grant Number	Grant Type	Amount	Other type	Amount	Other type	Amount	Other type	Specify	Financial Grants Total	Other Funds Total
1		Choose ▼			Choose ▼			Choose <u></u>		Choose <u></u>		Choose ▼		Choose ▼		\$ -	\$ -
2		Choose ▼			Choose -			Choose ▼		Choose <u>▼</u>		Choose <u></u>		Choose <u>▼</u>		\$ -	\$ -
3		Choose ▼			Choose ▼			Choose ▼		Choose <u></u>		Choose <u>▼</u>		Choose ▼		\$ -	\$ -
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20		Choose ▼	1		Choose ▼			Choose ▼		Choose <u>▼</u>		Choose ▼		Choose ▼		\$ -	\$ -

Page 5: Fill in unlocked (unshaded) areas and "Choose" drop-downs.

Prj. No.	Project Title	Project Justification	NEPA Approval	Approval Date	Airspace Finding	Airspace Case Number	Finding Date	ALP Approval	Approval Date
1	Terminal Expansion (Debt Service)	The Redmond Municipal Airport Master Plan was completed in 2018. The master plan identified terminal expansion as one of the proposed projects to start in 2021. In the masterplan, the FAA approved forecast projected 3.7% annual growth in enplanements from 298,322 in 2016 to 680,750 in 2036. Prior to the pandemic the airport passenger growth was outpacing the projections with placements in 2019 exceeding those that were anticipated sometime after 2024. After the pandemic the airport recovered to pre-pandemic levels in 2023. Growth since the pandemic has continued on the pre-pandemic trajectory. It is anticipated that RDM will exceed 650,000 enplanements for 2025, nearly surpassing the projections in the masterplan for 2036. Due to the accelerated growth at the Redmond Municipal Airport, the airport developed a Terminal Area Concept Plan (TCAP) to take a fresh look at the proposed terminal development. The TCAP consisted of a review of the existing terminal building, validation of enplanement forecasts, provided recommendations, to accommodate the proposed growth. The TCAP was completed in November of 2021	<u>Cat-X</u> ▼	12/8/2021	Yes ▼	2023-ANM-4517-NRA	8/19/2023	Yes 🔻	7/29/2019
2			Choose ▼		Choose ▼		-	Choose 🔻	
3			Choose ▼		Choose ▼		-	Choose ▼	
4			Choose ▼		Choose ▼			Choose <u>▼</u>	
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19			Choose ▼		Choose ▼		-	Choose <u>▼</u>	
20			_Choose _▼		Choose ▼			Choose <u>▼</u>	

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Form 5500-1, Attachment H Project Information

Public Agency: City of Redmond

Impose Airport RDM

Location: Redmond, Oregon Application Number: Completed by FAA Use Airport(s): RDM

Prj. No.	PFC	Meets	Each project requested with a charge level above \$3	Other FAA Comments
	Level	158.17(a)(3)	meets 14 CFR 158.17(a)(3)	
1 Terminal Expansion (Debt Service)	4.50	Choose ▼		
2	-	Choose ▼ Choose ▼		
3	-			
4	-	Choose ▼		
5	-	Choose ▼		
6	-	Choose ▼		
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