FINAL AGENCY DECISION

CITY OF CHARLOTTE
CHARLOTTE, NORTH CAROLINA

Application Number 17-06-C-00-CLT to impose a passenger facility charge (PFC) at Charlotte-Douglas International Airport (CLT) for use at CLT.

In accordance with §158.29 of the Federal Aviation Regulations (Title 14, Code of Federal Regulations, Part 158), this Final Agency Decision includes all appropriate determinations to approve or disapprove, in whole or in part, imposition of a PFC for 24 projects at CLT and use of PFC revenue on 23 projects at CLT.

Procedural History (Dates)

Air carrier consultation meeting: September 1, 2016.
Public notice posted: September 1, 2016.
Federal Aviation Administration (FAA) application receipt: January 17, 2017.
FAA finding that application is substantially complete: February 15, 2017.

PFC Level, Amount, and Charge Effective Date

Level of PFC:	$3.00
Total net PFC revenue approved in this application:	$539,354,470
Earliest charge effective date:	May 1, 2023

May 1, 2023, is the "earliest" charge effective date and is based upon the estimated charge expiration date for the previously approved collections in application 15-05-C-00-CLT, as amended. If the City of Charlotte (City) changes the charge expiration date for the previous application, the charge effective date for this application will also change, so that the City can continue to collect the authorized amount of PFC revenue without a cessation in collections. Section158.43(c) contains information regarding notification to air carriers and foreign air carriers of the charge effective date and changes to the charge expiration date. In establishing its charge effective date, the public agency must comply with §158.43(b)(3), which states, in part, that the charge effective date will be the first day of a month which is at least 30 days from the date the public agency notifies the carriers of approval to impose the PFC.

Duration of Authority to Impose a PFC

The City is authorized to impose a PFC at CLT until the date on which the total net PFC revenue collected plus interest thereon equals the allowable cost of the approved projects, or the charge expiration date is reached, whichever comes

first. Based on information submitted by the City, the FAA estimates the charge expiration date for this decision to be August 1, 2031. Should the amount of PFC revenue collected for this application ever exceed the allowable costs for all approved projects in this application, the public agency's authority to impose a PFC for this application ceases. If the public agency's authority to impose a PFC ceases, the public agency must, without delay, submit a plan acceptable to the FAA to insure that it complies with applicable law, subject to loss of Airport Improvement Program (AIP) grant funds (Ref. Section 158.39(d)).

Cumulative PFC Authority Including Current Decision

DECISION SUMMARY TABLE

Application Number	Approved for Collection	Approved for Use
04-01-C-00-CLT	$514,701,943	$505,794,730
04-01-C-01-CLT	135,448,471	144,355,684
07-02-C-00-CLT	144,557,137	144,557,137
07-02-C-01-CLT	(1,500,000)	(1,500,000)
09-03-C-00-CLT	80,765,972	80,765,972
09-03-C-01-CLT	(1,500,000)	(1,500,000)
11-04-C-00-CLT	164,302,133	164,302,133
11-04-C-01-CLT	(35,794,711)	(35,794,711)
11-04-C-02-CLT	(701,750)	(701,750)
15-05-C-00-CLT	67,659,044	67,659,044
15-05-C-01-CLT	19,536,299	19,536,299
17-06-C-00-CLT	539,354,470	499,354,470
Totals	**$1,626,829,008**	**$1,586,829,008**

Project Approval Determinations

For each project approved in this Final Agency Decision and for the application as a whole, the FAA, based on its expertise with the PFC program and airport development, exercises its judgment, and finds that the application and record thereof, contained substantial evidence to support the following determinations:

- The amount and duration of the PFC will not result in revenue that exceeds amounts necessary to finance the specific projects.

- Each approved project meets at least one of the objectives set forth in §158.15(a); is eligible in accordance with §158.15(b) (as set forth in the individual project determinations); and is adequately justified in accordance with §158.15(c) and paragraph 4-8 of FAA Order 5500.1, Passenger Facility Charge (August 9, 2001).

- All project-related requirements pertaining to the airport layout plan and airspace studies have been met. Environmental requirements (§158.29(b)(1)(iv)) are discussed under a separate heading below.

- The collection process, including any request by the public agency not to require a class or classes of carriers to collect PFC's, is reasonable, not arbitrary, nondiscriminatory, and otherwise in compliance with the law.

- The public agency has not been found to be in violation of §§9304(e) or 9307 of the Airport Noise and Capacity Act of 1990 (since codified at 49 U.S.C. 47524(e) and 47526).

- For any project approved for only the authority to impose the PFC, there are alternative uses of the PFC revenue to ensure that such revenue will be used on approved projects.

- For any project approved for only impose authority, the determinations regarding project objective, eligibility, adequate justification, and, if appropriate, significant contribution, should be considered findings that the project meets nominal statutory requirements. Final determinations must be deferred until FAA review of the "use" application.

- The total approved net PFC revenue includes debt service and financing costs of PFC approved projects. Any PFC revenue collected in excess of debt servicing requirements shall be used for approved projects or retirement of outstanding PFC-financing costs.

Projects Approved for Authority to Impose a PFC at CLT and Use the PFC Revenue at CLT at a $3.00 PFC Level:

Description:	Approved Amount
6.2 Main Terminal Rehabilitation	$ 0
Bond capital	$ 67,661,616
Financing and Interest	$ 96,454,019
Total	$164,115,635

This project consists of the rehabilitation of the public-use areas in the main terminal building beyond the security checkpoint, comprised of Concourses A, B, C, and D, and the South Atrium, including all connector corridors to the concourses. It will include the replacement of carpet in high traffic public circulation areas of the concourses with a combination of terrazzo and porcelain tile. It will install more durable finishes in the public areas, including metal wall panels, new ceilings and replacement of the existing T12 fluorescent fixtures to incorporate more energy efficient LED lighting. It will also include rehabilitation of

public restrooms (which will include the replacement of light fixtures, HVAC registers, mirrors, partitions, ceiling tiles, counters, sinks, faucets, soap and paper towel dispensers, and wall and flooring surfaces). In addition, the project will include passenger way-finding signage upgrades in the public circulation areas, replacement of terminal holdroom seating incidental to the rehabilitations, installation of a fire protection system per current building codes, system upgrades including enhanced capacity electrical distribution, enhanced controls of HVAC and lighting systems for energy conservation, new public address system components, and moving sidewalk rehabilitation to meet current safety standards.

The Airport's original terminal and Concourses B and C were constructed in the early 1980s. Since that time, the Airport has undergone several terminal expansion initiatives. During the mid-to-late 1980's, additions were made to Concourses B and C and a new Concourse A was built. Concourse D was constructed in 1992 and expanded in 2001; and the South Atrium opened for operation in 1991. These main terminal areas and critical building systems, including HVAC and lighting, have seen only basic improvements since opening. They have exceeded their useful life and require rehabilitation to preserve capacity for the movement of passengers and baggage. Enplanements at the airport have grown from 11.5 million in 2002 to 22.4 million in 2016, an increase of 95 percent.

The age of the terminal core, combined with the intense use of the facility has resulted in a significant deterioration of critical terminal finishes and mechanical systems, particularly in the public circulation corridors, public restrooms and in the common and preferential use passenger holdroom areas. The circulation area and holdrooms are fully carpeted, with the circulation corridors seeing the most wear and tear from passenger traffic. One of the primary objectives of the rehabilitation of the concourses is to replace the high traffic corridor carpet with a hard surface on which it is easier for passengers to walk and roll their bags, and give a more durable floor surface with a longer lifespan and less maintenance.

Determinations:
Approved for collection and use.

PFC objective: This project will rehabilitate the mechanical systems, public-use vertical and horizontal circulation areas, lighting and flooring systems, public restroom areas, and passenger processing areas of Concourses A, B, C & D, and the South Atrium area of the passenger terminal building. It will ensure that the terminal building is able to continue processing the growing number of passengers using the facility. Without this project, further deterioration might cause portions of the terminal building to be taken out of service for maintenance, which would decrease the terminal's capacity to process passengers and their baggage. Thus, this project meets the PFC objective of preserving the capacity of the national air transportation system.

Basis for eligibility: Tables N-1, N-5 and N-9 of FAA Order 5100.38D, AIP Handbook, (September 30, 2014) and/or PFC eligible in accordance with §158.15(b)(6), *"gates and related areas" and* §158.3, Definition of *"allowable cost"*. While the Electrical Charging Stations, Wireless System Upgrades, cost escalation and contingencies are not PFC-eligible, the City did not include the costs for these elements in the portion of the project to be funded with PFC revenue.

Estimated total project cost: $185,686,156.

Proposed sources of financing: PFC revenue ($164,115,635 – the amount requested by the City) and local funds ($21,570,521).

Description:	**Approved Amount**
6.3 Concourse E Baggage Makeup Station	$19,918,417

This project consists of the construction of an approximately 41,000 square foot enclosed, common-use baggage processing and make-up facility on the western edge of the ramp serving Concourse E. It includes approximately 7,000 square feet of covered area to house baggage conveyors. It also includes the installation of three 115-foot long, flat loop bag conveyors and approximately 1,000 feet of connection conveyors. Non-PFC elements associated with this project include an Airline Break Room and East Lavatory Improvements, the costs of which are not being requested for PFC approval.

Concourse E accommodated 46 percent, or approximately 250,836, of the airport's 545,296 operations in 2015. This is a 44 percent increase over the 2002 Concourse E operations of 173,740. Enplanement growth on Concourse E has increased from approximately 1.2 million in 2002 to an estimated 5.8 million in 2015, an average annual growth rate of 12.6 percent. There are six baggage makeup facilities serving Concourses A, B, C and D, but no permanent baggage makeup facilities currently exist for Concourse E. The airlines operating on Concourse E are required to perform baggage makeup functions manually using baggage tractors and carts on the exposed Aircraft Operating Area. The permanent baggage makeup facility is needed in order to provide a safe and secure area for the passenger baggage processing capacity required by the continued growth in passengers using Concourse E.

Determinations:
Approved for collection and use.

PFC objective: This project will provide the baggage makeup facilities necessary to process the volume of baggage generated by passengers using Concourse E. Currently, the airlines operating on Concourse E have to perform baggage

makeup functions manually using baggage tractors and carts on the exposed Aircraft Operating Area. This is inefficient, particularly with the growth in traffic Concourse E has experienced. Thus, this project meets the PFC objective of enhancing the capacity of the national air transportation system.

Basis for eligibility: PFC eligible in accordance with §158.15(b)(6), "gates and related areas". While the Airline Break Room, East Lavatory Improvements and contingencies are not PFC-eligible in accordance with Tables N-1, N-5 and N-9 of FAA Order 5100.38D, AIP Handbook (September 30, 2014), the City did not include the costs for these elements in the portion of the project to be funded with PFC revenue.

Estimated total project cost: $29,995,190.

Proposed sources of financing: PFC revenue ($19,918,417 – the amount requested by the CIty) and local funds ($10,076,773).

Description:	**Approved Amount**
6.7 Passenger Boarding Bridge Replacements	$18,072,697

This project consists of replacing 26 city-owned, preferential use passenger boarding bridges (PBBs) on Concourses A, B, C, and D. Also, one additional PBB will be added on Concourse A (at gate A13) in a space that is currently used as a hardstand for aircraft parking. The PBBs will be located at the following gates:

- Concourse A (4 PBBs) – A1, A9, A11 and A13 (additional);
- Concourse B (9 PBBs) – B2, B5, B7, B9, B10, B11, B12, B15 and B16;
- Concourse C (10 PBBs) – C3, C5, C6, C7, C9, C12, C14, C15, C16 and C18;
- Concourse D (4 PBBs) – D1, D5, D7 and D8

The replacement PBBs will include PBB mounted pre-conditioned air and 400Hz ground power units to provide air conditioning and power to aircraft parked at the gates.

The PBBs included in this project average more than 30 years of age, surpassing the equipment's useful life, and require replacement. The PBBs are experiencing failures due to their age and require frequent repairs to maintain passenger boarding operations. The additional PBB for Concourse A is required to provide covered access to an existing hardstand aircraft parking position at gate A13. This will allow passengers to board aircraft faster, reducing the time that aircraft occupy the gate and passengers occupy the holdroom area.

Determinations:
Approved for collection and use.

PFC objective: This project will replace 26 passenger boarding bridges at CLT that have exceeded their useful life and require increased maintenance to keep them operating. The eventual failure of these bridges would negatively impact the capacity of the terminal. In addition, the project will add a passenger boarding bridge at Gate A13 which currently does not have a passenger boarding bridge. This will reduce gate and holdroom occupancy time, allowing more gate turns per day. Thus, this project meets the PFC objectives of preserving and enhancing the capacity of the national air transportation system.

Basis for eligibility: Tables N-5.g and N-5.o of FAA Order 5100.38D, AIP Handbook, (September 30, 2014).

Estimated total project cost: $18,072,697.

Proposed sources of financing: PFC revenue ($18,072,697 – the amount requested by the City).

Description:	**Approved Amount**
6.8 Concourse E Passenger Boarding Bridges	$14,430,262

This project includes the foundation and electrical infrastructure construction for, and acquisition and installation of, eleven (11) new passenger boarding bridges (PBBs) for new preferential use gates on the Concourse E expansion. They will be located at gates E19, E20, E21, E37, E38, E39, E40, E41, E42, E43, and E44. These gates are all operated preferentially pursuant to the gate use policy in the Airline Use Agreement. The project will also include pre-conditioned air and 400Hz ground power units for the PBBs to provide air conditioning and power to aircraft parked at the gates.

This project is related to Project 6.6, Concourse E Expansion – Phase 8. Some of the gates on existing Concourse E do not have passenger boarding bridge equipment. As a result, passengers using these gates are required to enplane and deplane aircraft via aircraft stairs in the open elements on the Aircraft Operations Area (AOA). Equipping the 11 new gates on the north and east expansion of Concourse E (eight on the north and three on the east) with passenger boarding bridges is necessary to allow passengers to board the aircraft faster and without having direct access to the AOA, thereby reducing the amount of time aircraft occupy the gates and passengers occupy the holdroom areas.

Determinations:
Approved for collection and use.

PFC objective: This project will provide passenger boarding bridges for the new gates being constructed in the Concourse E Expansion – Phase 8 project. Since some of the gates on the existing concourse do not currently have boarding bridges and passengers have to enplane and deplane using stairs, this project will allow aircraft to be loaded and unloaded more quickly, thus reducing gate and holdroom occupancy time, allowing more gate turns per day. Thus, this project meets the PFC objective of enhancing the capacity of the national air transportation system.

Basis for eligibility: Tables N-5.g and N-5.o of FAA Order 5100.38D, AIP Handbook, (September 30, 2014).

Estimated total project cost: $14,430,262.

Proposed sources of financing: PFC revenue ($14,430,262 – the amount requested by the City).

Description:	**Approved Amount**
6.10 Terminal Lobby Expansion Design – Phase I	$ 0
Bond capital	$ 4,351,698
Financing and Interest	$ 6,203,499
Total	$10,555,198

This project will provide for the Phase 1 (preliminary) design of the Terminal Lobby Expansion, which will include expansion of all four levels of the ticket lobby to the north and west to provide additional public circulation space, main lobby area, baggage claim lobby area, security check point areas and airline ticket counter queuing spaces, as well as associated mechanical and support space, all comprising approximately 253,800 square feet of additional terminal space.

The existing terminal building was built in 1982 when there were 1.4 million origination and destination passengers. In 2015, the airport served 5.65 million origination and destination passengers. As identified in CLT's 2015 Airport Capacity Enhancement Plan, the main lobby, baggage claim and security checkpoint areas comprise approximately 147,000 square feet and cannot adequately process the increased passengers efficiently, causing long passenger processing lines. There is also inadequate meter/greeter space. This project will ultimately result in an increase in the capacity of the terminal lobby of approximately 253,800 square feet by providing additional public circulation space, main lobby area, baggage claim lobby area, security check point areas and airline ticket counter queuing spaces, as well as associated mechanical and support space.

Determinations:
Approved for collection and use.

PFC objective: This project will result in terminal expansion that will provide approximately 253,800 square feet of additional space in the main terminal building to accommodate the increased level of passenger traffic since the original terminal was constructed in 1982. The additional space will allow for faster processing of passengers and reduce passenger queuing lines. Thus, this project meets the PFC objective of enhancing the capacity of the national air transportation system.

Basis for eligibility: Tables N-1, N-2, N-3, N-4, N-5 and N-9.b of FAA Order 5100.38D, AIP Handbook, (September 30, 2014), and/or PFC eligible in accordance with §158.15(b)(6) "gates and related areas" and §158.3, Definition of "allowable cost". The FAA determined that the storage space, airline operations space and concessions space in the planned expansion is not PFC eligible; therefore, the design for these elements is not eligible. However, according to information submitted in the City's application, they did not include the cost for the design of these elements in the PFC amount requested for the project.

Estimated total project cost: $12,265,515.

Proposed sources of financing: PFC revenue ($10,555,198 – the amount requested by the City) and local funds ($1,710,817).

Description:	**Approved Amount**
6.11 Pavement Management Study	$57,542

This project consists of a Pavement Management Program (PMP) Study and will conduct research of airfield pavement history, aircraft fleet mix, and traffic data. It will also perform a pavement surface condition survey through pavement distress mapping and non-destructive testing to determine Pavement Condition Index and Pavement Classification Numbers of all airfield pavements. The resulting data will be input into PAVER software for the preparation of reports and recommendations for pavement maintenance and rehabilitation.

The majority of the current airfield pavements have reached the end of their useful life and are in need of rehabilitation. This project will provide a systematic evaluation of the airfield pavement and provide a program to maintain and rehabilitate the pavements in a systematic manner. Federal Airport Improvement Program grant assurances require the airport to establish and maintain a pavement maintenance-management program in order to receive federal funding for the replacement or reconstruction of airport pavement.

Determinations:
Approved for collection and use.

PFC objective: This project will provide for a systematic approach to maintaining and rehabilitating the airport's pavements, the majority of which have reached the end of their useful life and are in need of rehabilitation. If the pavements are not rehabilitated, they will eventually need to be taken out of service for repairs, which will have a negative impact on airport capacity. Thus, this project meets the PFC objective of preserving the capacity of the national air transportation system.

Basis for eligibility: Table E-1.f of FAA Order 5100.38D, AIP Handbook, (September 30, 2014).

Estimated total project cost: $229,869.

Proposed sources of financing: PFC revenue ($57,542 – the amount requested by the City) and existing Airport Improvement Program (AIP) grant number 3-37-0012-76-2016 ($172,327).

Description:	**Approved Amount**
6.13 EIS for Master Plan Projects – Phase I	$1,250,000

This project consists of conducting the initial phase of the Environmental Impact Statement (EIS) process to evaluate the environmental impacts of the near term (5 year) proposed capacity enhancement projects recommended by the Airport's 2015 Master Plan Update, which focused on airfield and terminal capacity enhancement needs. The EIS will examine the effects of the planned development and explore alternatives to ensure any impacts are mitigated. Work in this phase includes efforts on Work Orders number 1 and 2, and a portion of Work Order number 3. These efforts will include the establishment of procedures for the EIS process, estimating the costs of conducting the EIS, data collection, and the initial technical work on the Purpose and Need and Analysis of Alternatives. Subsequent phases will complete the EIS process. The EIS will not include detailed analysis and evaluation for any projects that will not be started within 5 years of the EIS being completed.

The Airport's 2015 Master Plan Update identified numerous projects for the airfield and terminal to enhance capacity. Pursuant to the National Environmental Policy Act of 1969 (NEPA), an Environmental Impact Statement (EIS) must be prepared for some of these proposed capacity enhancement projects and must include an evaluation of connected actions and cumulative impacts.

Determinations:
Approved for collection and use.

PFC objective: Airport development projects resulting from this EIS may increase the capacity of CLT. Thus, this project meets the PFC objective of enhancing the capacity of the national air transportation system.

Basis for eligibility: Table S-1.a of FAA Order 5100.38D, AIP Handbook, (September 30, 2014).

Estimated total project cost: $5,000,000.

Proposed sources of financing: PFC revenue ($1,250,000 – the amount requested by the City) and existing AIP Grant number 3-37-0012-75-2016 ($3,750,000).

Description:	**Approved Amount**
6.14 Taxiway A Rehabilitation	$2,000,000

This project consists of replacing the full width of the concrete portions of Taxiway A from south of Taxiway A-4 to Taxiway E. The reconstruction will consist of approximately 22,500 square yards (2,700 feet long by 75 feet wide) of 18-inch Portland Cement Concrete on top of six (6) inches of cement treated base.

The Airport's Pavement Management Study concluded that the Taxiway A pavement included in this project is over 30 years old and has a Pavement Condition Index (PCI) at or below 65. It is showing signs of deterioration. This project is necessary to avoid loss of the taxiway and the vital airfield capacity it provides, which would result in significant aircraft operational delays. Taxiway A is the primary taxi path to the cargo and maintenance facilities at CLT. It also serves as the cross-field connection between Taxiways C and E which feed the departure queues in north flow. Furthermore, night-time noise abatement departures on Runway 23 queue on Taxiway A to depart Runway 23. Finally, Taxiway A is used for GA aircraft to transit from the GA ramp area, across Runway 18L/36R, to the west side of the airfield. Without Taxiway A, taxi movements from the east GA ramp, the cargo area, and the central terminal area would need to traverse from movement to non-movement and back to movement areas through the terminal ramp, creating congestion and increased workload for FAA air traffic control and ramp control. This project will ensure that Taxiway A between Taxiways A-4 and E remains in service.

Determinations:
Approved for collection and use.

PFC objective: This project will restore the useful life of a portion of Taxiway A that has a PCI at or below 65 and is showing signs of deterioration. The loss of Taxiway A would result in significant aircraft operational delay and increased workload for FAA air traffic control and ramp control. Thus, this project meets the PFC objective of preserving the capacity of the national air transportation system.

Basis for eligibility: Table H-3.e of FAA Order 5100.38D, AIP Handbook, (September 30, 2014).

Estimated total project cost: $8,000,000

Proposed sources of financing: PFC revenue ($2,000,000 – the amount requested by the City) and a proposed fiscal year 2017 AIP entitlement grant ($6,000,000).

Description:	**Approved Amount**
6.15 Taxiway C Rehabilitation	$2,366,740

This project consists of replacing the full width of Taxiway C north of Runway 5/23. The reconstruction will consist of approximately 18,750 square yards (2,250 feet long by 75 feet wide) of 18-inch Portland Cement Concrete on top of six (6) inches of cement treated base.

The Airport's Pavement Management Study concluded that the Taxiway C pavement included in this project is over 30 years old and has a PCI at or below 65. It is showing signs of deterioration. This project is necessary to avoid loss of the taxiway and the vital airfield capacity it provides, which would result in significant aircraft operational delays. Taxiway C is the primary taxi path serving Concourse E for aircraft arriving on Runway 36R and departing on Runway 18L, which amounts to approximately 57 percent of CLT's gate operations. Without Taxiway C north of Runway 5/23, aircraft arriving on Runway 36R would have to exit to Taxiway D and take a circuitous routing, crossing Runway 18L, to get to Concourse E. Also, aircraft departing on Runway 18L would be required to cross Runway 18L and queue for departure on Taxiway D. Both of these taxi routings would increase the risk of runway incursions and increase aircraft operational delay. This project will ensure that Taxiway C north of Runway 5/23 remains in service.

Determinations:
Approved for collection and use.

PFC objective: This project will restore the useful life of a portion of Taxiway C that has a PCI at or below 65 and is showing signs of deterioration. The loss of Taxiway C north of Runway 5/23 would result in significant aircraft operational

delay and increased runway crossings. Thus, this project meets the PFC objective of preserving the safety and capacity of the national air transportation system.

Basis for eligibility: Table H-3.e of FAA Order 5100.38D, AIP Handbook, (September 30, 2014).

Estimated total project cost: $9,466,958

Proposed sources of financing: PFC revenue ($2,366,740 – the amount requested by the City) and existing AIP Grant number 3-37-0012-76-2015 ($7,100,218).

Description:	**Approved Amount**
6.16 Runway 18R/36L and Associated Taxiways Joint Seal Replacement	$625,000

This project consists of removing and replacing the failing joint seals over the full length of Runway 18R/36L and Taxiways W, N, S and V, comprising 367,683 linear feet of joint sealant.

Runway 18R/36L and its associated taxiways were commissioned in February 2010. By the time this project gets underway in 2017, the joint seals will have reached the end of their useful lives. The asphalt-based joint sealant used during construction has deteriorated and needs to be replaced to maintain the integrity and life of the runway pavement.

Determinations:
Approved for collection and use.

PFC objective: This project will replace deteriorating joint seals on Runway 18R/36L and Taxiways W, N, S and V. It will extend the useful life of the runway and taxiway pavement, preventing them from having to be taken out of service for maintenance and repair earlier than necessary. Thus, this project meets the PFC objective of preserving the capacity of the national air transportation system.

Basis for eligibility: Table 3-3.q, G-3.d and H-3.d of FAA Order 5100.38D, AIP Handbook, (September 30, 2014).

Estimated total project cost: $2,500,000.

Proposed sources of financing: PFC revenue ($625,000 – the amount requested by the City) and a proposed fiscal year 2017 AIP entitlement grant ($1,875,000).

Description:	Approved Amount
6.17 Runway 18L Rehabilitation	$1,374,587

This project consisted of a selective mill and replacement of Runway 18L/36R pavement with a PCI at or below 65. The dimensions of the affected sections were approximately 5,300 feet by 60 feet, 2,000 feet by 12.5 feet, 190 feet by 25 feet, 300 feet by 69 feet, and 150 feet by 20 feet, totaling approximately 100,000 square yards of asphalt pavement with thicknesses ranging from two to six inches in depth. The project rehabilitated the asphalt/concrete transverse joint failure at the south end of the runway, removed and replaced surface asphalt shoving in three areas on the west side of centerline, removed and replaced failing in-pavement runway centerline light can extensions, resealed and replaced aging/rough pavement at the west exit to Taxiway R, crack sealed portions of remaining asphalt pavement, removed Taxiway C5 and C6 centerline lighting infrastructure on the runway surface, and replaced asphalt.

The pavement in certain areas of Runway 18L was showing deterioration due to age and use. The Airport's Pavement Management Study concluded that the areas identified as part of this project were nearly 30 years old, at or below a PCI of 65, and showed visual signs of cracking, shoving and rutting. Completion of this project was necessary to avoid the loss of the runway and the vital airfield capacity it provides. Failure to rehabilitate the selected areas would have resulted in severe flight delays and non-compliance with 14 CFR Part 139.

Determinations:
Approved for collection and use.

PFC objective: This project will extend the useful life of runway 18L/36R. The runway is almost 30 years old and was experiencing asphalt/concrete transverse joint failure, asphalt surface cracking, shoving, and rutting, and failing in-pavement runway centerline light cans. If the select areas of the pavement were not rehabilitated, it would result in the runway being taken out of service for repairs, significantly reducing the capacity of the airport and resulting in aircraft delays. Thus, this project meets the PFC objective of preserving the capacity of the national air transportation system.

Basis for eligibility: Table G-3.d and e of FAA Order 5100.38D, AIP Handbook, (September 30, 2014).

Estimated total project cost: $5,498,346.

Proposed sources of financing: PFC revenue ($1,374,587 – the amount requested by the City), and existing AIP Grant number 3-37-0012-72-2014 ($4,123,760).

Description:	Approved Amount
6.18 Air Carrier Ramp Rehabilitation – Phase II	$1,781,875

This project consists of the replacement of 102 concrete slabs on the terminal ramp, each measuring 25 feet by 25 feet. The scope of work for this project includes items related to removal and full-depth replacement of 7,050 square yards of 15-inch Portland Cement Concrete pavement, cement-treated base course repair, recycled concrete aggregated base course, and minimal undercut excavation of wet subgrade material. Incidental work includes joint sawing and joint sealing.

The Air Carrier Ramp was initially constructed in 1982 and has undergone various improvements and expansions since that time. The Airport's Pavement Maintenance Program identified about 102 concrete slabs on the commercial terminal ramp that were at or below a 65 PCI and experiencing structural failure. The selected slabs were cracked and broken. Continued taxi over these slabs could impair directional control of aircraft and produce loose aggregate that could damage aircraft. CLT handles approximately 1,400 air carrier operations per day. During arrival and departure peaks, the airport's ramp is severely congested. Without repair to these slabs, ramp control would be unable to route aircraft traffic around the ramp on Taxiway M and the terminal ramp would be confined to a single taxilane around the Concourses. In addition, parking at some of the gates would be impacted.

Determinations:
Approved for collection and use.

PFC objective: This project will replace select concrete slabs on the air carrier ramp that have reached the end of their useful life and are experiencing structural failure. If these slabs were not replaced, portions of the ramp and Taxiway M would have to be closed for repairs, which due to the amount of traffic on the air carrier ramp, would result in significant ramp congestion. Thus, this project meets the PFC objective of preserving the capacity of the national air transportation system.

Basis for eligibility: Table I-3.d of FAA Order 5100.38D, AIP Handbook, (September 30, 2014).

Estimated total project cost: $1,781,875.

Proposed sources of financing: PFC revenue ($1,781,875 – the amount requested by the City).

Description:	Approved Amount
6.19 Conduct Environmental Assessment For Master Plan Update Projects	$160,403

This project includes the cost of preparing the necessary environmental review documents for all fiscal year 2015 and fiscal year 2016 projects included in the Airport's 2015 Airport Master Plan Update Phase I which require National Environmental Policy Act (NEPA) review, and the coordination of documents to ensure consistency in databases and information. NEPA requires that the Federal government evaluate the environmental impacts of projects that involve a "Federal Action" such as Federal grant funding.

Determinations:
Approved for collection and use.

PFC objective: Airport development projects resulting from this project may maintain and/or increase the capacity of CLT. Thus, this project meets the PFC objective of preserving and enhancing the capacity of the national air transportation system.

Basis for eligibility: Table S-1.a of FAA Order 5100.38D, AIP Handbook, (September 30, 2014).

Estimated total project cost: $641,613.

Proposed sources of financing: PFC revenue ($160,403 – the amount requested by the City) and existing AIP Grant number 3-37-0012-74-2015 ($481,210).

Description:	Approved Amount
6.20 Snow Removal Equipment	$1,459,060

This project includes the purchase of one new multi-function snow removal vehicle and one rotary plow. The rotary plow replaced a displacement plow which had exceeded its useful life. The multi-function snow removal vehicle is an additional piece of equipment. Together these vehicles will provide multi-functional, high speed plow, broom, blower capabilities for snow removal on airfield ground surfaces during snow and ice conditions.

These vehicles are needed to satisfy the Airport's snow removal needs as identified in its Snow and Ice Control Plan, which was approved by the FAA on September 26, 2016, and will allow the Airport to maintain clear runway and taxiway surfaces during snow and ice events. With the new multi-function snow removal vehicle, the Airport expects to be able to clear its Priority Areas one and

two approximately 25 percent faster than prior to its acquisition. Although infrequent and unpredictable, snow and ice events in Charlotte can be severe and incapacitating.

Determinations:
Approved for collection and use.

PFC objective: This project will allow CLT to meet its snow removal needs as identified in the Airport's FAA-approved Snow and Ice Control Plan. It will allow the Airport to expeditiously clear the runways and taxiways during a snow and/or ice event; therefore, reducing the length of time the airport's runways and taxiways are out of service during inclement weather. Reducing the availability of the Airport's runways and taxiways during inclement weather has a negative impact on airport capacity. Thus, this project meets the PFC objective of preserving the capacity of the national air transportation system.

Basis for eligibility: Table M-1.d(1) of FAA Order 5100.38D, AIP Handbook, (September 30, 2014).

Estimated total project cost: $1,459,060.

Proposed sources of financing: PFC revenue ($1,459,060 – the amount requested by the City).

Description:	**Approved Amount**
6.22 Vehicle Transponders	$140,870

This project includes the purchase, installation, licensing, and verification of 75 vehicle movement area transponder (VMAT) units ("squitters") to be installed on airport owned and operated vehicles that operate in the aircraft movement areas.

Prior to this project, airport owned and operated vehicles used radios to communicate their location in the aircraft movement areas with the Air Traffic Control Tower. The VMAT units will improve safety at the Airport by combining satellite positioning service, aircraft avionics, and ground infrastructure to enable transmission of more accurate information between vehicle operators, aircraft, and Air Traffic Control. More accurate and timely positioning information enables more effective decision-making, improves operational performance, provides common situational awareness, and reduces the possibility of runway incursions, especially during low visibility operations. During low visibility operations, a loss of situational awareness is heightened, leading to potential serious incidents or accidents.

Determinations:
Approved for collection and use.

PFC objective: This project will equip airport owned and operated vehicles with VMAT units which provide more accurate and timely information to Air Traffic Control and aircraft with regard to the location of these vehicles in the aircraft movement areas. More accurate and timely location information will improve situational awareness and reduce the possibility of runway incursions, particularly in low visibility conditions. Thus, this project meets the PFC objective of enhancing the safety of the national air transportation system.

Basis for eligibility: Table L-2.m of FAA Order 5100.38D, AIP Handbook, (September 30, 2014).

Estimated total project cost: $563,480.

Proposed sources of financing: PFC revenue ($140,870 – the amount requested by the City), and existing AIP Grant 3-37-0012-73-2015 ($422,610).

Description:	**Approved Amount**
6.23 ARFF Trucks	$477,711

This project consists of the purchase of three FAA Class 5 ARFF Vehicles that carry 450 pounds of potassium based dry chemical and 3000 gallons of water, with a commensurate amount of aqueous film-forming foam. The new vehicles are replacing the following three ARFF trucks: a 1992 E-One 1500 (Blaze 47), a 1992 E-One 3000 (Blaze 2), and a 1993 E-One 3000 (Blaze 41).

The three existing ARFF trucks are 15 years old and have exceeded their useful lives. The ARFF trucks are required to meet Part 139.317 requirements for Index E airports and will allow the airport to maintain its Index. In addition, the trucks will relieve the Airport's dependency on the North Carolina Air National Guard to supplement its ARFF capability in order to meet Index E requirements.

Determinations:
Approved for collection and use.

PFC objective: This project will replace 15-year-old ARFF trucks that have exceeded their useful lives and allow the airport to maintain Part 139 Index E ARFF requirements. Thus, this project meets the PFC objective of preserving the safety of the national air transportation system.

Basis for eligibility: Table L-2.a of FAA Order 5100.38D, AIP Handbook, (September 30, 2014).

Estimated total project cost: $1,910,842.

Proposed sources of financing: PFC revenue ($477,711 – the amount requested by the City) and existing AIP Grant numbers 3-37-0012-74-2015 ($955,545) and 3-37-0012-76-2016 ($477,587).

Description:	Approved Amount
6.24 PFC Application Development	$280,000

This project will provide for the development and completion of the PFC application process for CLT PFC Application Number 6. Costs expected to be incurred by the Airport include consulting services covering the preparation of the appropriate documentation, including the PFC project detailed financial plan (Attachment A), the air carrier consultation information packages, FAA informal review information packages, the ultimate PFC Application document for submittal to the FAA, and notification to air carriers of FAA approval of PFC Application Number 6 as mandated by §158.43.

Determinations:
Approved for collection and use.

PFC objective: Airport development projects resulting from this project may preserve or enhance the safety and/or capacity of CLT, or reduce noise impacts resulting from aircraft operations at the airport. Thus, this project meets the PFC objectives of preserving and enhancing the safety and capacity of the national air transportation system, and mitigating noise impacts resulting from aircraft operations at the airport.

Basis for eligibility: PFC eligible in accordance with §158.3, Definition of "allowable cost".

Estimated total project cost: $280,000.

Proposed sources of financing: PFC revenue ($280,000 – the amount requested by the City).

Projects Partially Approved for the Authority to Impose a PFC at CLT and Use PFC Revenue at CLT at a $3.00 Level:

Description:	Approved Amount
6.1 East Terminal Expansion – Phase II	**$0**
Bond capital	**$13,744,788**
Financing and Interest	**$19,593,194**
Total	**$33,337,982**

This project consists of expanding the passenger circulation and public restroom areas at the connection of Concourses D and E. It will also provide an expanded concession area at the connection. The total area for this expansion project is approximately 53,152 square feet. The project will upgrade the vertical circulation to Concourse E by: (1) replacing the existing two narrow escalators that provide passenger access to Concourse E with five wider escalators; (2) replacing the existing elevator with two public access elevators, and one larger service elevator; and (3) replacing the existing staircase to Concourse E with a wider staircase. Other components of this project include a service dock area for both concourses, a food court area to increase food, beverage and retail options available to the passengers, as well as public restrooms, a mother's room, children's play area, and an ADA required secured-side animal relief area. There will also be an office level for various tenants. The costs for all areas related to concessions, airline office areas, the children's play area, non-public use areas, and the non-public service elevator will not be PFC funded.

All of these improvements will greatly increase the passenger flow to and from Concourses D and E. They are necessary due to the historical and rapidly increasing passenger growth at CLT, and the resulting increased flow of passengers to and from Concourses D and E to the other areas of the terminal. Enplanement growth on Concourses D and E has increased from approximately 1.2 million in 2002 to an estimated 5.8 million in 2015, an average annual growth rate of 12.6 percent. The connector area between Concourses D and E has not been expanded since Concourse E was constructed in 2002. Its horizontal and vertical circulation capacity has been exceeded and it is a chokepoint for passengers and their baggage.

Determination:
Partially approved for collection and use.

PFC objective: This project will increase the horizontal and vertical capacity of the connection between Concourses D and E to accommodate the growth in passenger traffic at the airport. This includes expansion of the circulation space, public restrooms, escalators, elevators, and stairs. Thus, this project meets the PFC objective of enhancing the capacity of the national air transportation system.

Basis for eligibility: Tables N-1, N-5 and N-9 of FAA Order 5100.38D, AIP Handbook, (September 30, 2014) and PFC eligible in accordance with §158.3, Definition of "allowable cost". Although the tenant office areas, storage space, concessions, concession seating, service elevator, other non-public-use areas, and the mechanical, electrical, and communications space associated with non-eligible areas are not PFC eligible, according to the application, the City did not include the costs for these areas in the portion of the project to be PFC funded. However, the City did include the cost of the restrooms on the Office Level of the terminal in the portion of the project to be PFC funded. The FAA has determined

that these restrooms, and their associated mechanical and electrical systems, will primarily be used by office tenants, and are therefore not PFC eligible.

Estimated total project cost: $84,665,013.

Proposed sources of financing: PFC revenue ($33,337,982 – which is less than the amount originally requested by the City. The City requested $34,786,995; however, the FAA determined that a portion of the project to be PFC funded is ineligible and reduced the approved PFC amount by the amount of the bond capital and financing costs associated with the ineligible work.), and non-PFC bond funds ($51,327,031).

Reason for partial approval: The FAA determined that the restrooms on the Office Level of the terminal, and their associated mechanical/electrical space, are not PFC eligible because they will be primarily used by office tenants and thus are not "public-use". Table N-1 of the AIP Handbook states that public-use spaces of the terminal are "those areas that passengers may need to occupy as part of their air travel." Areas that passengers do not need to occupy as part of their air travel are not considered public-use even if they may be occasionally accessed by the public. The FAA determined that the restrooms on the Office Level of the terminal are such areas. Therefore, the FAA has deducted the bond capital and financing costs associated with these restrooms and their associated mechanical/electrical space from the portion of the project to be PFC funded and is approving the lesser amount.

Description:	**Approved Amount**
6.4 Concourse A Expansion – Phase I	$ 52,435,629
Bond capital	$ 45,553,261
Financing and Interest	$ 64,937,780
Total	$162,926,670

This project includes the design and construction of a new concourse pier and connector (Concourse A Expansion) to the north of the existing Concourse A pier. The expansion of Concourse A will consist of a three-level pier of approximately 237,403 square feet which will include nine passenger boarding gates, holdrooms, public restrooms, circulation areas with moving sidewalks, concession areas, a baggage conveyor system, and other support areas.

The current taxiway system supporting Runway 18C/36C consists of a single parallel group V taxiway and a single group III taxilane around the perimeter of the Concourse A apron; therefore, lacks sufficient bidirectional flow. This configuration reduces the ability for aircraft to taxi, queue for departure and push back from parking positions on Concourse A. Therefore, the taxilanes/taxiways on the end of existing Concourse A will be reconfigured to meet FAA design standards and allow for the bidirectional flow. These taxilane/taxiway

improvements require the relocation of four aircraft boarding gates on the west end of the existing Concourse A pier. Therefore, the Concourse A Expansion – Phase I is a connected action to the reconfiguration of the taxilanes/taxiways on the end of existing Concourse A. Four of the nine new gates will serve as replacements for the gates to be removed from the existing Concourse A pier. The additional five gates will provide additional capacity to serve existing demand, the need for which is documented in Chapter 5 of CLT's 2015 Airport Capacity Enhancement Plan.

Determinations:
Partially approved for collection and use.

PFC objective: This project will replace four gates on Concourse A that must be removed in order to provide for a dual Group V parallel taxiway system around the perimeter of the Concourse A apron. It will also add five new gates to serve existing airport traffic demand. Thus, this project meets the PFC objective of preserving and enhancing the capacity of the national air transportation system.

Basis for eligibility: This project is generally eligible in accordance with Tables N-1, N-5 and N-9.b of FAA Order 5100.38D, AIP Handbook, (September 30, 2014), and/or PFC eligible in accordance with §158.15(b)(6) "gates and related areas" and§158.3, Definition of "allowable cost". However, the airline operations spaces, airport operations spaces, and concessions spaces are not PFC-eligible in accordance with Tables C-2(42)(j), N-1a, N-1c, and N-3a. In addition, the mechanical/electrical spaces must be pro-rated based on the eligible and ineligible areas of the Concourse in accordance with Table N-5d and paragraph N-5. While, according to the application, the City did not include the cost of the airline operations and concessions spaces in the PFC amount of the project, and did pro-rate the mechanical/electrical spaces accordingly, the City did include the cost of a majority of the ineligible airport operations space, and its associated mechanical/electrical space, in the PFC amount of the project.

Estimated total project cost: $219,755,091.

Proposed sources of financing: PFC revenue ($162,926,670 – which is less than the amount originally requested by the City. The City requested $176,751,841 in the application; however, the FAA determined that a portion of the project to be PFC funded is ineligible and reduced the approved PFC Pay-as-you-go amount accordingly.), and non-PFC bond funds ($56,828,421).

Reason for partial approval: in accordance with Tables C-2(42)(j), N-1a, N-1c, and N-3a, the airline operations spaces, airport operations spaces, and concessions spaces of the Concourse are not PFC-eligible. In addition, in accordance with Table N-5d and paragraph N-5, the mechanical/electrical spaces must be pro-rated based on the eligible and ineligible areas of the Concourse. While, according to the application, the City did not include the cost

of the airline operations and concessions spaces in the PFC amount of the project, and did pro-rate the mechanical/electrical spaces accordingly, the City did include the cost of a majority of the ineligible airport operations space, and its associated mechanical/electrical space, in the PFC amount of the project. Therefore, the FAA is reducing the approved PFC Pay-as-you-go amount of the project to account for the ineligible airport operations and associated mechanical/electrical space.

Description:	**Approved Amount**
6.5 Energy Infrastructure Upgrade, PH I	$ 761,205
Bond capital	$ 4,291,903
Financing and Interest	$ 6,118,259
Total	$11,171,367

This project includes the design and construction of necessary upgrades to replace the Airport's north energy infrastructure, and will provide power to all campuses comprising Airport property. The project will construct a 7,800-foot electrical/communication duct bank from the primary Duke Energy substation to the passenger terminal area, and tie-in to the Airport's south campus power supply. No upgrades to the existing south campus power feed are included in this project. Costs for power supply to ineligible areas of the Airport are not included in the PFC amount of the project. It is anticipated that a 15-way, 6-inch duct bank will be required by Duke Energy for electric service and that a 6-way, 4-inch duct will be required for telecommunications. The power and communication duct banks will be installed in the same trench, encased in concrete per current Duke Energy standards. The proposed alignment of the duct banks is between Taxiways E and F, around the end of Runway 5/23, and along Hangar Road to the Airport's south campus.

The Airport's existing north energy infrastructure supplies the existing passenger terminal area from the north and was installed concurrent with the development of the terminal area in 1982. The existing north energy infrastructure is inadequate to provide necessary power for the Airport. As a result, the Airport experiences periodic interruptions in the power supply to the airfield, terminal area and other airport facilities. Over the past five years, portions of the terminal area, airfield and other airport facilities have experienced several sustained power outages and numerous momentary outages. Furthermore, the Airport's south airfield is fed by electrical infrastructure from the south and there is no connectivity between the two power supplies. Therefore, when the Airport experiences a power outage on either the north or south sides, the other power feed cannot take over and the facilities fed by the interrupted power supply go down. This project will upgrade the Airport's north energy infrastructure to convert the entire Airport power grid to 24 kV energy standards as required by Duke Energy. It will also provide connectivity between the north and south

energy infrastructure so that continuous power to all airport facilities is maintained.

Determinations:
Partially approved for collection and use.

PFC objective: This project will replace and upgrade the Airport's north energy infrastructure that has reached the end of its useful life and has experienced numerous momentary and sustained power outages over the past five years. It will also provide connectivity to the Airport's existing south energy infrastructure so that continuous power to all airport facilities is maintained. Thus, this project meets the PFC objective of preserving the capacity of the national air transportation system.

Basis for eligibility: paragraph 3-98 of FAA Order 5100.38D, AIP Handbook, (September 30, 2014) and PFC eligible in accordance with §158.3, Definition of "allowable cost". However, the energy infrastructure provides power to both eligible and ineligible areas of the airport, and in accordance with Table N-5d and paragraph N-5 of the AIP Handbook, the cost must be pro-rated. In its application, the City pro-rated the cost of the project for eligible and ineligible areas and did not include the portion of the project serving the ineligible areas in the PFC amount of the project. However, the FAA determined that additional portions of the terminal facilities included in projects 6.1 and 6.4 in this application are not PFC-eligible. In addition, the City included construction cost contingencies in the PFC portion of the project, which are not PFC eligible in accordance with Table C-1(9) of FAA Order 5100.38D.

Estimated total project cost: $18,864,694.

Proposed sources of financing: PFC revenue ($11,171,367 – which is less than the amount originally requested by the City. The City requested $11,704,728 in the application. However, the FAA found that additional portions of the terminal facilities to be served by the energy infrastructure and construction cost contingencies are ineligible and is reducing the approved PFC amount accordingly.), non-PFC bond funds ($7,159,966) and local funds ($533,361).

Reason for partial approval: the energy infrastructure provides power to both eligible and ineligible areas of the airport, and in accordance with Table N-5d and paragraph N-5 of the AIP Handbook, the cost must be pro-rated. In its application, the City pro-rated the cost of the project for eligible and ineligible areas and did not include the portion of the project serving the ineligible areas in the PFC amount of the project. However, the FAA determined that additional portions of the terminal facilities included in projects 6.1 and 6.4 in this application are not PFC-eligible. In addition, the City included construction cost contingencies in the PFC portion of the project, which are not PFC eligible in

accordance with Table C-1(9) of FAA Order 5100.38D. Therefore, the FAA is reducing the PFC amount approved accordingly.

Description:	**Approved Amount**
6.6 Concourse E Expansion – Phase 8	$24,876,695

This project will provide for the design and construction of an expansion of existing holdroom, circulation and concession space on the northern and eastern ends of Concourse E. Concourse E currently consists of 152,735 square feet of space. This project will create approximately 30,000 square feet of additional passenger holdroom, public circulation and concession space on the north (24,000 square feet) and east (6,000 square feet) ends of Concourse E. It will add eight new gates on the north end and three new gates on the east end of the concourse. The City operates three common use gates on this concourse and American Airlines uses the remaining gates on a preferential use basis under the Signatory Airline Lease. This project is separate and apart from project 6.1, East Terminal Expansion – Phase II. This project also includes the rehabilitation of the Concourse E apron to accommodate the concourse expansion.

Since opening in 2002, enplanements generated by aircraft operating from Concourse E have increased from approximately 1.2 million to an estimated 5.8 million in 2015, an average annual growth rate of 12.6 percent, and are expected to continue to increase. Currently, the ramp space on the north and east ends of Concourse E are used for hardstand aircraft parking and all flights serviced from the ends of the concourse share the existing limited holdroom space, thereby causing excessive congestion in both the holdrooms and circulation areas. Passengers are required to traverse the Airport Operations Area (AOA) in various weather conditions and board regional aircraft on the AOA using the aircraft's stairs. This project will provide additional passenger holdroom and circulation capacity on Concourse E to meet the demands of existing passenger volumes, and will eliminate the hardstands, replacing them with new gates with passenger boarding bridges. This project was recommended in the Airport's 2015 Airport Capacity Enhancement Plan.

Determination:
Partially approved for collection and use.

PFC objective: This project will expand the holdrooms and circulation space in Concourse E to accommodate existing passenger traffic and expected increases in passenger traffic. In addition, it will allow the use of passenger boarding bridges to board aircraft rather than the aircraft's stairs, which will speed the enplaning and deplaning process, reducing the time aircraft occupy the gates and passengers occupy the holdroom. Thus, this project meets the PFC objective of enhancing the capacity of the national air transportation system.

Basis for eligibility: Tables N-1 through N-5, and N-9.b of FAA Order 5100.38D, AIP Handbook, (September 30, 2014) and PFC eligible in accordance with §158.15(b)(6), "gates and related areas". In accordance with Tables N-1, N-2 and N-3 of the AIP Handbook, the "airport support" (airline operations) and concessions space is not PFC eligible. However, according to the application, the City did not include the cost of these facilities in the PFC amount of the project. In addition, in accordance with Table N-5.d and paragraph N-5 of the AIP Handbook, the mechanical/electrical space must be pro-rated since it serves both eligible and ineligible areas of the concourse. According to the application, the City pro-rated the cost of this space and did not include the cost of the portion serving ineligible areas of the concourse in the PFC amount of the project. The FAA reduced the PFC amount accordingly.

Estimated total project cost: $32,550,172.

Proposed sources of financing: PFC revenue ($24,876,695 – which is less than the amount originally requested by the City. The City requested $24,901,004 in the application. However, the FAA made an adjustment to the PFC amount in the pro-ration of the eligibility of the mechanical/electrical space in the Concourse E north expansion.), and local funds ($7,673,477).

Reason for partial approval: While, according to their application, the City pro-rated the mechanical/electrical space in the Concourse E north expansion for eligible versus ineligible areas as required by Table N-1.b and paragraph N-5 of the AIP Handbook, the FAA made an adjustment to the pro-ration of this space and is adjusting the approved PFC amount accordingly.

Description:	**Approved Amount**
6.12 West Terminal Ramp Expansion – PH I	$0
Bond capital	$11,533,850
Financing and Interest	$16,441,909
Total	$27,975,759

This project consists of the design and construction of additional aircraft ramp that will accommodate the Concourse A Expansion – Phase I and provide additional aircraft parking, aircraft queuing and dual taxilanes to the west of Concourse A. The ramp will consist of 180,200 square yards of 18-inch concrete on top of 6 inches of cement treated base. The approximate dimensions of the new ramp are 450 feet by 1,330 feet, 460 feet by 560 feet, and three areas of 180 feet by 140 feet. This phase of the west ramp expansion includes reconfiguring taxilanes/taxiways on the end of existing Concourse A to meet FAA design standards and allow for bi-directional traffic flow. This bi-directional flow will be made possible by the construction of dual taxilanes from Taxiway E-11 to the north end of Taxiway E on the perimeter of the terminal apron. This phase

will also provide ramp area necessary for aircraft to operate on the expanded Concourse A and additional ramp to provide increased aircraft queuing area.

The current taxilane system supporting Runway 18C/36C consists of a single parallel Group V taxiway and a single Group III taxilane around the perimeter of the terminal apron at existing Concourse A, therefore, lacks sufficient bi-directional flow. This configuration also reduces the ability for aircraft to taxi, queue for departure, and push back from parking positions, and thus contributes to aircraft operational delays. CLT's 2015 Airport Capacity Enhancement Plan recommended constructing additional ramp area to accommodate the reconfiguration of the taxiways/taxilanes on the end of existing Concourse A to allow for bidirectional flow of taxiing aircraft, to provide for additional aircraft queuing capacity, and to provide the necessary aircraft parking for the expanded Concourse A. The taxiway/taxilane improvements require the relocation of four of the aircraft boarding gates on existing Concourse A. Therefore, this project is associated with the Concourse A Expansion – Phase I project which will replace the displaced gates and provide additional gate capacity to accommodate traffic growth.

Determinations:
Partially approved for collection and use.

PFC objective: This project will provide for bi-directional aircraft traffic flow on the perimeter of the terminal apron around Concourse A, will provide additional aircraft queuing area, and will provide ramp area for aircraft to operate on the expanded Concourse A. Along with the expanded Concourse A, it will also provide for the replacement of four gates on Concourse A being displaced by the reconfiguration of the taxiway/taxilane at the end of existing Concourse A to allow bi-directional traffic flow. Thus, this project meets the PFC objectives of preserving and enhancing the capacity of the national air transportation system.

Basis for eligibility: generally eligible in accordance with Table I-3.a of FAA Order 5100.38D, AIP Handbook, (September 30, 2014) and PFC eligible in accordance with §158.3, Definition of "allowable cost". However, in accordance with Table C-2(12) of FAA Order 5100.38D, the removal of the above ground storage tanks, underground oil/water separators, related contaminated material, and environmental remediation costs are not PFC eligible.

Estimated total project cost: $63,243,115.

Proposed sources of financing: PFC revenue ($27,975,759 – which is less than the amount originally requested by the City. The City requested $28,273,414 in the application. However, the FAA determined that portions of the project were not PFC eligible.), proposed fiscal year 2017 thru 2020 AIP entitlement grants ($34,601,547) and local funds ($665,809). The City anticipated $34,969,701 in

future AIP funds; however, this is greater than the maximum amount of AIP that could be used on the project after accounting for the ineligible work.

Reason for partial approval: in accordance with Table C-2(12) of FAA Order 5100.38D, the removal of the above ground storage tanks, underground oil/water separators, related contaminated material, and environmental remediation costs are not PFC eligible. Therefore, the FAA is reducing the approved PFC amount of the project accordingly.

Project Approved for Authority to Impose a PFC at CLT for Future Use at CLT at a $3.00 Level:

Description:	**Approved Amount**
6.21 EIS Land Acquisition 2000	$40,000,000

This project consists of the voluntary acquisition of 165 parcels of land, including 109 single family residences, 25 associated parcels, and 31 vacant parcels. These properties are located to the south of Runway 18R/36L.

These parcels were identified for mitigation of land use impacts resulting from the construction of the Airport's Third Parallel Runway (Runway 18R/36L) as a requirement of the "*Department of Transportation, Federal Aviation Administration Southern Region Atlanta, Georgia, Record of Decision for Proposed New Parallel Runway, Runway Extension, and Associated Work at Charlotte Douglas International Airport, Charlotte, North Carolina, April 27, 2000*" (The ROD). Forty of the single family residences are within the area of 3-dB noise increase within the 60-65 DNL noise contours. The remaining 69 single family residences are located within isolated pockets of land use impacts east and west of the area of 3-dB noise increase. The ROD required the inclusion of these properties in the mitigation to maintain the integrity of an established neighborhood since they lie within a contiguous development pattern. The acquisition of these residences and the adjacent vacant properties will mitigate the noise impacts from operation of the runway and will allow the City to prevent future incompatible land uses.

Determinations:
Approved for collection.

PFC objective: This project will mitigate noise impacts resulting from the operation of Runway 18R/36L through the acquisition of residential properties and the relocation of the residents, and through the acquisition of adjacent vacant properties. This will allow the City to control the land uses in the impacted area and prevent future incompatible development. Thus, this project meets the PFC objective of mitigating noise impacts resulting from aircraft operations at the airport.

Basis for eligibility: Tables R-1.d and R-6.d of FAA Order 5100.38D, AIP Handbook, (September 30, 2014).

Estimated total project cost: $40,000,000.

Proposed sources of financing: PFC revenue ($40,000,000 – the amount requested by the City).

Project Disapproved for the Authority to Impose and Use PFC Revenue:

Description:	**Disapproved Amount**
6.9 Common Use Gate Resource Management System	$721,258

Determination:
Reason for disapproval: The FAA has determined that this project is for airport/airline operations equipment and therefore not PFC eligible in accordance with FAA Order 5500.1, PFC Handbook (August 9, 2001) paragraph 4-6(d)(4). Also, the project is not PFC eligible in accordance with §158.15(b)(6), *"gates and related areas"*, because it will not be used by passengers. The PFC eligibility for Common Use Terminal Equipment established in the FAA's PFC Update Memorandum, PFC 61-10, issued on December 1, 2009, was specific to common use kiosk equipment used by passengers to check-in at the airport.

Alternative Uses for PFC Revenue

The FAA finds the following as the City's alternative uses for the PFC revenue: the un-collected PFC amount for projects previously approved for the collection and use of PFC revenue in the City's prior PFC applications, and the value of the projects approved for collection and use of PFC revenue in this application. The un-collected PFC amount of these projects exceeds the next 5 years of PFC collections.

The FAA makes this finding on alternative uses to ensure that, in the event an impose-only primary project is not implemented in a timely manner, the City has sufficient eligible uses for the PFC impose-only revenues already collected. Based on information submitted by the City, the cost of the alternative listed above exceeds the amount of PFC revenue which could be collected in 5 years at CLT; therefore, the alternative project requirement has been satisfied.

The FAA cautions the City that, if the City does not submit an application to use the PFC revenue on the impose only primary project within 3 years of the approval date of this Final Agency Decision, and if the City does not begin implementation of the impose only primary project within 5 years of the approval date of this Final Agency Decision, the City's authority to impose a PFC for the

impose-only project will automatically expire in accordance with section 158.33. This does not constitute approval for use of PFC revenue.

Environmental Requirements

The projects approved in this application for concurrent authority to impose and use the PFC were examined under the guidelines contained in FAA Order 5050.4, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Projects (April 28, 2006), and these projects have been determined to be categorically excluded from the requirement for formal environmental review, except as follows. All environmental reviews for the Concourse A Expansion – Phase I, Terminal Lobby Expansion Design, and West Terminal Ramp Expansion – Phase I projects, including the environmental assessments, have been completed, and the final FAA Findings of No Significant Impact with respect to these projects were approved on April 4, 2016, April 5, 2016, and August 4, 2016 respectively. There appear to be no extraordinary circumstances requiring further review.

Request not to Require a Class or Classes of Carriers to Collect PFC's.

The City requests that the following class of air carriers be excluded from the requirement to collect PFC's: Air Taxi/Commercial Operators (ATCO) filing FAA Form 1800-31 and operating at CLT.

Determination: Approved. Based on information contained in the City's application, the FAA has determined that the proposed class accounts for less than 1 percent of CLT's total annual enplanements. The City should confirm, on an annual basis using prior year enplanement data, that the approved class does not exceed 1 percent of the total enplanements at CLT.

Compliance with the Airport Noise and Capacity Act of 1990 (ANCA)

The FAA is not aware of any proposal at CLT that would be found to be in violation of the ANCA. The FAA herein provides notice to the City that a restriction on the operation of aircraft at CLT must comply with all applicable provisions of the ANCA and that failure to comply with the ANCA and Part 161 makes the City subject to provisions of Subpart F of that Part. Subpart F, "Failure to Comply With This Part," describes the procedures to terminate eligibility for AIP funds and authority to collect PFC revenues.

Compliance with Subsection 47107(b) Governing the Use of Airport Revenue

As of the date of this approval, the City of Charlotte has not been found to be in violation of 49 U.S.C. 47107(b) or in violation of grant assurances made under 49 U.S.C. 47107(b).

Compliance with Requirement to Submit a Competition Plan

As of the date of this approval, the City of Charlotte has complied with the requirement to submit a competition plan in accordance with §158.29(a)(1)(viii). Furthermore, by letter dated December 13, 2016, the FAA has determined that the plan is in accordance with §155 of AIR-21.

Legal Authority

This decision is made under the authority of 49 U.S.C. 46110 and 40117, as amended. This decision constitutes a final order to approve, in whole or in part, the City of Charlotte's application to impose a PFC for 23 projects at CLT and use PFC revenue on 22 projects at CLT. Any party to this proceeding having a substantial interest may appeal this decision to the courts of appeals for the United States or the United States Court of Appeals for the District of Columbia upon petition, filed within 60 days after issuance of this decision.

Concur _____ 5/16/17

Acting Director, Southern Region
Airports Division

Date

Nonconcur _____ _____

Director, Southern Region
Airports Division

Date