

**Public Notice – Passenger Facility Charge PFC Application No. 8
Amendment No. 2
Charlotte Douglas International Airport**

Effective: October 24, 2022

Pursuant to 49 CFR Part 158.24, the city of Charlotte (“City”), owner and operator of the Charlotte Douglas International Airport (“Airport”), hereby provides public notice (“Public Notice”) of the City’s intention to amend its Passenger Facility Charge Application (“PFC”) No. 8 (“Amendment No. 2”) with the Federal Aviation Administration (“FAA”) to amend the authority to impose and use PFCs to fund, in whole, or, in part, two previously approved eligible projects at the Airport.

As required by Part 158.24(a)(1), the following information is included in this Public Notice:

- (i) Descriptions of the projects;
- (ii) A brief justification of the need for the projects;
- (iii) The PFC level for each project;
- (iv) The estimated total PFC revenue for each project;
- (v) The proposed charge effective date for the application;
- (vi) The estimated charge expiration date for the application;
- (vii) The estimated total PFC revenue that will be used to finance the projects; and
- (viii) The name of and contact information for the person within the public agency to whom comments should be sent.

The City is applying to the FAA for the authority to amend the PFC PAYGO amounts of two project work elements (“PWEs”) in PFC Application No. 8 and eliminate any leveraged funding for those two PWE’s. The PFC revenue collected will be used to pay the PFC eligible costs of the two of the PWEs approved in PFC Application No. 8 (as amended).

Background:

On November 18, 2019 the FAA approved the City’s PFC Application No. 8 to collect a \$3.00 PFC for 19 PWEs in PFC Application No. 8 including: PWE 8.6 North End Around Taxiway & Relocations Design & Construction, and PWE 8.7 Deice Pad, TWY F Ext. & South Cross Field Taxiway Design & Construction, the two PWE’s being amended.

On May 4, 2021 the City submitted its first amendment to PFC Application No. 8 (“Amendment No.1”) to modify the PFC authority for three PWEs, including PWE 8.6 North End Around Taxiway & Relocations Design & Construction and PWE 8.7 Deice Pad, TWY F Ext. & South Cross Field Taxiway Design & Construction. The FAA approved Amendment No. 1 on May 26, 2021.

The City is now submitting its second amendment to PFC Application No. 8 (Amendment No. 2) to FAA to reduce the amount of PFCs for these PWEs. See the table below for the projects and funding amounts to be submitted to FAA in this Amendment No. 2.

PROJECT WORK ELEMENTS (PWE'S)		FAA APPROVAL -May 26, 2021 FAD					
		PFC PAYGO	PFC Bonds Project Costs	Total PFC Fin. & Int.	PFC Bonds Total PFC Cost	Total PFC Request	
PWE 8.6	North End Around Taxiway & Relocations Design & Const.	\$50,000,000	\$97,299,524	\$128,766,949	\$226,066,473	\$276,066,473	
PWE 8.7	Deice Pad, Taxiway F Extension & South Cross Field TWY	\$50,000,000	\$56,378,810	\$74,612,158	\$130,990,968	\$180,990,968	
TOTAL PFC NO. 8 AMENDMENT NO. 1 FAA APPROVED		\$100,000,000	\$153,678,334	\$203,379,107	\$357,057,441	\$457,057,441	
		CLT PROPOSED AMENDMENT AMOUNTS - PFC NO. 8 - AMENDMENT NO.2					
		PFC PAYGO	PFC Bonds Project Costs	Total PFC Fin. & Int.	PFC Bonds Total PFC Cost	Total PFC Approval	
PWE 8.6	North End Around Taxiway & Relocations Design & Const.	\$49,250,524	\$0	\$0	\$0	\$49,250,524	
PWE 8.7	Deice Pad, Taxiway F Extension & South Cross Field TWY	\$28,385,487	\$0	\$0	\$0	\$28,385,487	
TOTAL PFC NO. 8 AMENDMENT NO. 2 PROPOSED		\$77,636,011	\$0	\$0	\$0	\$77,636,011	
		PROPOSED INCREASES/(DECREASES) TO FAA APPROVAL					
		PFC PAYGO	PFC Bonds Project Costs	Total PFC Fin. & Int.	PFC Bonds Total PFC Cost	Total (net) PFC Amended Amount	Percent Change
PWE 8.6	North End Around Taxiway & Relocations Design & Const.	\$749,476	\$97,299,524	\$128,766,949	\$226,066,473	\$226,815,949	82.16%
PWE 8.7	Deice Pad, Taxiway F Extension & South Cross Field TWY	\$21,614,513	\$56,378,810	\$74,612,158	\$130,990,968	\$152,605,481	84.32%
TOTAL PFC NO. 8 AMENDMENT NO. 2 PROPOSED INCREASE/(DECREAS		\$22,363,989	\$153,678,334	\$203,379,107	\$357,057,441	\$379,421,430	83.01%

As shown in the table, the City proposes to eliminate the use of PFC bonds and reduce the amount of PFC PAYGO for these PWEs.

In summary, the City estimates using \$77,636,011 in PFC revenue (a reduction of \$379,421,430) to fund certain PFC eligible costs of the projects to be included in PFC Amendment No. 2. Of this amount, the City will use this PFC revenue on a PAYGO basis.

The following sets forth the PWEs included in PFC Application No. 9, including a description of the projects, justification for the projects and the estimated total PFC revenue the City will use for each project.

I. PROJECT DESCRIPTIONS, OBJECTIVES AND JUSTIFICATIONS

PROJECT TITLE:

PWE 8.6 NORTH EAT & RELOCATIONS – DESIGN & CONSTRUCTION

PROJECT DESCRIPTION: This project will design and construct a North End-Around Taxiway (EAT) of Runway 18C/36C. Construction of the North EAT will require the following connected actions: FAA Navigational Aids relocations, Old Dowd Rd Relocation, and Airport Overlook Relocation.

A graphic for the project is provided in the Air Carrier Consultation Presentation.

PROJECT OBJECTIVE: This project is eligible pursuant to 158.15(a)(1) and will enhance safety and capacity at the Airport and for the national air transportation system. The North EAT will provide a taxi route around the approach end of Runway 18C. This will eliminate the need to taxi aircraft across an active runway and increase airfield safety.

PROJECT JUSTIFICATION: The North EAT & Relocations project is required to provide a taxi route around the approach end of Runway 18C which will eliminate the need to taxi aircraft across an active runway and increase airfield safety. The change in design from the 2016 approved ALP is based off the RSAT action item to reduce runway crossings and runway incursions. The ALP is being updated and the Airport is currently working with the FAA on the design standards.

Ramp congestion occurs due to the lack of ramp space available. CLT is driven by the banking characteristics of the airline hub operations at the airport. Of the 18 daily banks, nine are arrival banks with heavy demand for gates in advance of each departure bank. If the ramp is full of waiting aircraft, additional arriving flights will wait on taxiways which in turn affects arrival taxi-in times. When experiencing any delay, this initiates a domino effect that results in a rolling increase in delay over time until the next bank begins. Runway 18R/36L manages 51.9 percent of all arriving traffic in a northbound operation and 50.3 percent in a southbound operation. Per the Capacity Delay Analysis and Airfield Modeling Technical Memorandum completed in July 2018, the average taxi-in time was 10.6 minutes in 2016 and is expected to increase to 13.4 minutes by 2028 (TransSolutions, 2018). As the demand increases, there is a need to address the existing infrastructure.

Table: Average Airspace Delay and Taxi Times (in minutes)

Operational Configuration	Year	Arrival		Departure
		Average Airspace Delay	Average Taxi-In Time	Average Taxi-Out Time
South Flow VMC	2016	2.2	10.3	13.6
	2028	3.3	12.8	13.4
	2033	4.5	15.4	14.8
South Flow IMC	2016	4.3	12.4	17.7
	2028	7.3	15.2	17.9
	2033	12.6	15.4	23.4
North Flow VMC	2016	3.8	10.2	14.8
	2028	7.8	13.9	14.6
	2033	10.9	14.9	15.4
North Flow IMC	2016	3.9	11.1	18.6
	2028	8.6	12.3	23.2
	2033	12.0	12.5	26.6
Annualized Average	2016	3.2	10.6	15.0
	2028	5.8	13.4	15.3
	2033	8.3	14.9	17.1

Note: Annualized average is based on annualized average use of each operational configuration (see Section 3.4)

Source: TransSolutions, LLC; Simmod PLUS!

PFC Amounts:

PFC PAYGO:	\$49,250,524
PFC Bonds:	\$0
Bonds Fin. & Int.:	\$0
Non-PFC Bonds:	\$0

Total Est. PFC Amount \$49,250,524

PROJECT TITLE:

PWE 8.7 DEICE PAD, TWY F EXTENSION & TWY SCF – DESIGN & CONSTRUCTION

PROJECT DESCRIPTION: This project includes the design and construction of a dedicated deicing pad, an extension of Taxiway F and a south cross-field taxiway. Taxiway F will be lengthened 3,000 feet to the approach end of Runway 36C to provide access to the deice pad. The deicing pad will be 1.3 million square feet and will accommodate five aircraft. The new south cross-field taxiway will provide a connection from the deice pad to the approach of Runway 36R. This will provide efficient aircraft flow across the airfield during time-sensitive deicing operations.

A graphic for the project is provided in the Air Carrier Consultation Presentation.

PROJECT OBJECTIVE: This PWE is eligible pursuant to 158.15(a)(1) and will preserve capacity at the Airport and for the national air transportation system by providing expanded simultaneous deicing for five aircraft. The Airport's current layout and infrastructure does not provide a dedicated area for deicing. Having a centralized location for the deicing operation and the cross-field taxiway will allow aircraft to traverse to either the center or east runway in a timely manner.

PROJECT JUSTIFICATION: The Airport does not have a dedicated deicing pad. The two current deicing operations occur on Runway 5/23 and the South Cargo ramp area. The South Cargo ramp is only available for deicing when the cargo carriers are not operating. Because of this, there are insufficient deicing areas to accommodate the aircraft operations at the airport. In addition, the geographic location limits the usage of those pads to those aircraft departing on Runway 36R. If aircraft were departing Runway 36C from this pad, this would require ATC to hold traffic as they would go against the flow of traffic and cause delay for aircraft being deicing on Runway 5/23. Using Runway 5/23 for deicing operation creates substantial congestion to the air carrier ramp as aircraft are queued on the ramp, Taxiway F, and Taxiway M. This operation provides five deice pads that can accommodate two aircraft on the west pad, two on the center pad, and an ADG II on the east pad. The operation on the east pad brings significant safety concerns with its proximity to the intersecting and operating runway. This operation immediately reduces the ramp efficiency by 30 percent.

PFC Amounts:

PFC PAYGO:	\$28,385,487
PFC Bonds:	\$0
Bond Fin. & Int.:	\$0
Non-PFC Bonds:	\$0

Total Est. PFC Amount \$28,385,487

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II. DETAILED FINANCIAL PLAN

The City proposes to undertake this program of capital improvements and to fund them with PFCs on a PAYGO debt leveraged basis. In this action, the City is applying to the FAA for the authority to amend the PFC revenue approved to pay the PFC eligible cost of the proposed project work elements (“PWEs”).

The City proposes to impose a \$3.00 PFC to pay the PFC eligible costs of the PWEs. The proposed charge effective date for PFC Application Number 8 is November 1, 2027. The estimated charge expiration date is July 1, 2047.

In summary, the City estimates using \$77,636,011 in PFC revenue to fund certain PFC eligible costs of the projects included in PFC Application Number 8. All of this amount will be used on a PAYGO basis and using.

The public is invited to provide written comment or request additional information through **November 24, 2022** by writing:

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