

**Public Notice**  
**Passenger Facility Charge PFC Application No. 10**  
**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 file its Passenger Facility Charge (“PFC”) Application No. 10 with the Federal Aviation Administration (“FAA”) to fund, in whole, or, in part, certain eligible improvements 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 proposes to undertake this program of capital improvements and to fund them with a combination of grants, PFCs on a PAYGO and debt leveraged basis. The City is applying to the FAA for the authority to impose and use PFC revenue 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 No. 10 will be concurrent with the charge expiration date of PFC Application No. 8 which is currently estimated to be July 1, 2047. City estimates that the charge expiration date for PFC Application No. 10 is March 1, 2062.

In summary, the City estimates using \$1,437,546,300 in PFC revenue to fund certain PFC eligible costs of the projects to be included in PFC Application No. 10. Of this amount, the City estimates using \$171,128,372 in PFC revenue on a PAYGO basis and using \$1,266,417,928 in PFC revenue on a debt leveraged basis, which includes \$476,231,997 of PFC eligible debt proceeds and \$790,185,931 of estimated debt financing costs and interest costs.

The following sets forth the PWEs included in PFC Application No. 10, 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

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## PROJECT TITLE:

### PWE 10.1 Fourth Parallel Runway Program

**Description:** The Fourth Parallel Runway Program includes the design, site preparation and construction of a fourth parallel runway (“Fourth Parallel Runway”), associated taxiway system, an aircraft hold pad, and an Aircraft Rescue and Fire Fighting Station. The Fourth Parallel Runway has been referenced as Runway 1/19 in the Airport’s Master Plan Update Phase I.

The Fourth Parallel Runway will have a length of 10,000 feet with a width of 150 feet, with its centerline located 1,100 feet to the west of the Runway 18C/36C centerline and 3,200 feet to the east of Runway 18R/36L centerline. The runway has been identified as a primary departure runway, but its placement between the two existing runways provides for future flexibility for arrivals and departures. The Fourth Parallel Runway will include runway lighting, signage, and navigational aids. The Runway 1/19 nomenclature will later be renumbered to align with the nomenclature standards of parallel runway operations.

The taxiway system serving the Fourth Parallel Runway Program will include end around taxiways, high-speed exit taxiways, a full length, single parallel taxiway, an extension of Taxiway V and connector taxiways. All taxiways will meet the federal design criteria to support Airplane Design Group (ADG) V and Taxiway Design Group (TDG) VI. Below are descriptions of each taxiway element.

**Objective:** The primary objective of the Fourth Parallel Runway Program is to enhance airfield capacity. The Fourth Parallel Runway Program will enhance capacity by providing a primary departure runway. Runways 18R/36L, 18C/36C, and 18L/36R will continue to provide dedicated simultaneous triple independent approaches capability during peak periods. The Fourth Parallel Runway allows existing Runway 18C/36C and the future Runway 1/19 to operate in a more efficient operation as each runway is supporting a specific role and not having to mix arrivals and departures.

According to the Airport’s Fourth Parallel Runway Benefit Cost Analysis (“BCA”) dated September 2, 2022, Runways 18C/36C and 18L/36R are mixed operations runways whereas Runway 18R/36L is used primarily for arrivals. Simulation analysis confirmed that the addition of the fourth parallel runway results in an increase in all- weather average throughput of 20 operations per peak hour in 2028 and of 32 per peak hour in 2038. This increase in throughput results in the Runway 1/19 departure queues dissipating faster, fewer gate holds, lower delays, and less taxi time than that currently.

The addition of the Fourth Parallel Runway addresses the capacity loss with the decommissioning of the Airport’s Crosswind Runway 5/23. The decommissioning of this runway is a connected action to another project of the Major Capacity Enhancement Projects Environmental Assessment. The parallel configuration of the runway system is ideal due to the operation and weather conditions of this geographic region.

Project Cost:	\$1,006,131,863
AIP Grants Existing:	\$0
AIP LOI Grants Future:	\$250,000,000
PFC PAYGO:	\$152,609,000
PFC Bonds:	\$476,231,997
Non-PFC Bonds:	\$127,290,866
PFC Financing & Interest	\$790,185,931
Non PFC Fin. & Interest	\$211,206,832
% PFC Est.	87%
<b>Total Est. PFC Amount</b>	<b>\$1,419,026,928</b>

## PROJECT TITLE:

### PWE 10.2 East Apron Dual Taxilanes (Ramp D&E)

**Description:** This PWE will include the reconfiguration of the existing terminal ramp adjacent to Concourse D and Concourse E to accommodate dual taxilanes to provide bi-directional flow of aircraft on the terminal ramp around Concourses D and E. This project will construct approximately 12,700 square yards of concrete pavement, expanding the terminal ramp for Concourses D and E which will also provide for a necessary vehicle service road around Concourse E which currently does not exist.

The design will accommodate dual taxilanes adjacent to Concourse E spaced for CRJ-900 aircraft, a predominant aircraft type of Concourse E. The dual taxilanes adjacent to Concourse D are sized to accommodate Airplane Design Group (ADG) III. The ADG restrictions of the taxilanes allows the Airport to maintain the terminal gates. Previous design standards of Advisory Circular *150/5300-13A: Airport Design* would have removed eight gates from Concourse E and three gates on Concourse D. The updated design standards with Advisory Circular *150/5300-13B: Airport Design* allow the Airport to achieve dual taxilanes, maintain those 11 gates, and include the implementation of a vehicle service road. Due to the cost of an expanded terminal facility to accommodate the 11 positions, this was an opportunity to achieve this operating standard for several years. In addition, American Airlines upgauged some of their smaller regional fleet to ERJ-175s. These upgauged aircraft were accommodated along specific areas of the Concourse to maintain the operational benefit of the dual taxilanes.

**Objective:** The East Apron Dual Taxilanes project will enhance capacity at the Airport and for the national air transportation system. This will be accomplished by improving efficiency for aircraft taxiing on the existing terminal ramp by providing bidirectional flow around concourses at CLT. Today's taxilane configuration on the terminal ramp is inconsistent providing a single directional taxilane at some areas while dual taxilanes around other areas. This is a significant airside operating constraint causing significant delay and congestion on the terminal ramp that later affects the taxiway network.

**Justification:** The East Apron Dual Taxilanes project is intended to provide bidirectional flow of aircraft on the terminal ramp around Concourses D and E. During peak periods, arriving and departing aircraft must navigate through two areas where only a single taxilane is available. The efficiency of traffic flow is impacted by requiring aircraft to wait for the opposing traffic to pass before being able to taxi to the departure queue or arrival gate. This results in increased delays to both arrive and departing aircraft on the ramps and impacts the surrounding airfield during high volume periods.

Concourse D has 13 gates and Concourse E has 45 gates, creating significant congestion on the terminal ramp during peak operating periods, compounded by the issue of having a single ADG III taxilane. Concourse E supports the regional operation where there are more aircraft operations per gate in comparison to other concourses.

The Airport is able to maintain the terminal gates and achieve bidirectional flow around all concourses of the Airport. Previous design standards of Advisory Circular *150/5300-13A: Airport Design* would have removed eight gates from Concourse E and three gates on Concourse D. The updated design standards with Advisory Circular *150/5300-13B: Airport Design* allow the Airport to achieve dual taxilanes, maintain those 11 gates, and include the implementation of a vehicle service road. Due to the cost of an expanded terminal facility to accommodate the 11 positions, this was an opportunity to achieve this standard for several years. In addition, American Airlines upgauged some of their smaller regional fleet to ERJ-175s. These upgauged aircraft were accommodated along specific areas of the Concourse to maintain the operational benefit of the dual taxilanes.

**FINANCING PLAN**

Project Cost:	\$27,000,000
AIP Grants Existing:	\$0
AIP Grants Future:	\$0
PFC PAYGO:	\$18,419,372
PFC Bonds:	\$0
PFC Financing & Interest	\$0
BIL Grant	\$8,580,628
% PFC Est.	100%
<b>Total Est. PFC Amount</b>	<b>\$18,419,372</b>

**PROJECT TITLE:**

PWE 10.3 PFC APPLICATION DEVELOPMENT

**PROJECT DESCRIPTION:** This project will provide for the development and completion of the PFC application process for PFC Application No. 10. 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 No. 10 as mandated by Part 158.43 and to begin collecting PFC's.

**PROJECT OBJECTIVE:** Projects resulting from this project will maintain and/or increase the safety, security and/or capacity and/or will reduce noise impacts resulting from aircraft operations.

**PROJECT JUSTIFICATION:** As defined in 14 CFR Part 158.3, PFC allowable cost includes the reasonable and necessary cost of carrying out an approved project, including costs incurred prior to and subsequent to the approval to impose a PFC.

**FINANCING PLAN**

Project Cost:	\$100,000
AIP Grants Existing:	\$0
AIP Grants Future"	\$0
PFC PAYGO:	\$100,000
PFC Bonds:	\$0
Non-PFC Bonds:	\$0
PFC Financing & Interest	\$0
% PFC Est.	100%
<b>Total Est. PFC Amount</b>	<b>\$100,000</b>

## II. DETAILED FINANCIAL PLAN

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The City proposes to undertake this program of capital improvements and to fund them with PFCs on a PAYGO and debt leveraged basis. The City is applying to the FAA for the authority to impose and use PFC revenue 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 No. 10 will be concurrent with the Charge Expiration Date of PFC Application No. 8 which is currently estimated to be July 1, 2047. Accordingly, for the purpose of this Public Notice, the Charge Effective Date for PFC Application No. 10 is estimated to be July 1, 2047. The estimated Charge Expiration Date for PFC Application is March 1, 2062.

In summary, the City estimates using \$1,437,546,300 in PFC revenue to fund certain PFC eligible costs of the projects to be included in PFC Application No. 10. Of this amount, the City estimates using \$171,128,372 in PFC revenue on a PAYGO basis and using \$1,266,417,928 in PFC revenue on a debt leveraged basis, which includes \$476,231,997 of PFC eligible debt proceeds and \$790,185,931 of estimated debt financing costs and interest costs all of which are shown on Table 2-Project Funding Plan on the following page.

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

Mr. Mike D. Hill, CFO  
Charlotte Douglas International Airport  
P.O. Box 19066 Charlotte, N.C.  
28219  
Or by email to: [mdhill@cltairport.com](mailto:mdhill@cltairport.com)

CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT  
CITY OF CHARLOTTE, NORTH CAROLINA

PASSENGER FACILITY CHARGE APPLICATION NO. 10

TABLE 2  
PROJECT FUNDING PLAN

Project Work Elements (PWEs)	Estimated Project Cost	Estimated PFC Eligibility	AIP	LOI	Federal Grant	Estimated Project Funding				Total Bonds	Total Funding	
						PFC Pay-Go	PFC Bonds	Non-PFC Bonds	Total Bonds			
<b>PWE 10.1 Fourth Parallel Runway Program</b>												
10.1a Runway 1-19 / Parallel Taxiway System & Enabling Projects	\$662,865,573	100.00%	0	\$188,562,429	\$0	\$152,609,000	\$321,694,144	\$0	\$321,694,144	\$662,865,573		
10.1b North End-Around Taxiway Phase II	63,682,225	100.00%	0	18,115,400	0	0	45,566,825	0	45,566,825	\$63,682,225		
10.1c South End-Around Taxiway	152,293,199	100.00%	0	43,322,171	0	0	108,971,028	0	108,971,028	\$152,293,199		
10.0d Program Contingency	127,290,866	100.00%	0	0	0	0	0	127,290,866	127,290,866	\$127,290,866		
<b>Total Fourth Parallel Runway Program</b>	<b>\$1,006,131,863</b>		<b>\$0</b>	<b>\$250,000,000</b>	<b>\$0</b>	<b>\$152,609,000</b>	<b>\$476,231,997</b>	<b>\$127,290,866</b>	<b>\$603,522,863</b>	<b>\$1,006,131,863</b>		
<b>PWE 10.2 East Apron Dual Taxiways</b>	<b>27,000,000</b>	<b>100.00%</b>	<b>0</b>	<b>0</b>	<b>8,580,628</b>	<b>18,419,372</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$27,000,000</b>		
<b>PWE 10.3 PFC Application Development</b>	<b>100,000</b>	<b>100.00%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,000</b>		
<b>TOTAL PROJECT FUNDING PLAN</b>	<b>\$1,033,231,863</b>		<b>\$0</b>	<b>\$250,000,000</b>	<b>\$8,580,628</b>	<b>\$171,128,372</b>	<b>\$476,231,997</b>	<b>\$127,290,866</b>	<b>\$603,522,863</b>	<b>\$1,033,231,863</b>		

Compiled by Newton & Associates, Inc.

CLT PFC App 10 Attachment A Final  
10/21/2022