



Document Review Comments													
Drawings & Specifications													
Project Name:		FAA Comments - ARFF Station Consolidation											
Date:		12/14/2020											
Item No.	Date	Reviewer	Document ID		Comments	Response	Status	Reviewer Initial		PM Initial		End User Initial	
			Drawings	Specifications				Accept	Reject	Accept	Reject	Accept	Reject
<b>General</b>													
1	14-Dec-20	FAA			More construction detail is necessary for the duct bank since the area would be under pavement. FAA would need right of way access. A stress evaluation and verification of concrete encasement is necessary. The Sponsor would need to perform a survey and boring.	DFW agrees. Initial topographic survey and geotechnical investigation has been performed, however the DB contractor will be conducting his own survey to confirm all site conditions and underground utilities. This detail will be provided at the 35% design stage.							
2	14-Dec-20	FAA			The FAA prefers to push apron further south to avoid pavement over duct bank.	DFW agrees. Please see attached schematic for shift to south agreed by DFW. Design documents by the BD contractor will be developed on this basis.							
3	14-Dec-20	FAA			Is it possible to realign the fiber duct bank?	Ductbank realignment is no longer needed since DFW agrees to shift the East ARFF Station site southward to avoid this ductbank.							
4	14-Dec-20	FAA			Spectrum will need to perform an analysis to evaluate impacts to the ATCT RTR, ASOS, and LLWAS #5 station.	DFW Agrees. Will assist Spectrum as requested.							
5	14-Dec-20	FAA			Potential line of sight impacts for ASDE is difficult to measure until after construction complete. Adjustments can be made during/after construction.	DFW agrees. Will comply with FAA requirements.							
6	14-Dec-20	FAA			Need verification that existing ADSB/SBS sensors are not located on existing ARFF stations. Also, verify if existing ADSB/SBS sensors are on East ATCT.	SBS sensors are located on each of the existing Fire Stations. Since these stations will be demolished, DFW will relocate these units to a location agreed upon with FAA. Any such equipment present on ATCT will not be disturbed.							
<b>Concerns - Low</b>													
7	14-Dec-20	FAA			Weather equipment on tower may need relocation. The Acquisition Control Unit (ACU) may have issues due to line of sight with ground to ground unit	DFW will coordinate with FAA to relocate this equipment at another the appropriate site. DB contractor will reflect this in 35% design submission.							
8	14-Dec-20	FAA			Power requirements for consolidated ARFF may impact power to East ATCT	DFW will ensure that ATCT operations are not impacted. DB contractor will reflect power source in 35% design documents.							
9	14-Dec-20	FAA			Fence line depicted on the drawings show a possible impact to the East ATCT fuel storage tank (FST)	Fence line will be adjusted to avoid any impact.							

## DFW ARFF Discussion with DFW – December 14, 2020, 1pm - 2:15pm

**Attendees:** Dan Chapman (DFW), Jack Gregory, Anthony Mekhail, Sheba Panicker, Esther Chitsinde (DFW), Christopher Birch, Aamir Butt (DFW), Zoe Bolack (DFW), Joseph O’Conner (Consultant)

### General Thoughts

1. More construction detail is necessary for the duct bank since the area would be under pavement. FAA would need right of way access. A stress evaluation and verification of concrete encasement is necessary. The Sponsor would need to perform a survey and boring.
  2. The FAA prefers to push apron further south to avoid pavement over duct bank. **The apron can be shifted 100 feet. The proposed parking lot is 60 feet wide. The contractors are currently planning to enter the job site parallel to FAA site, access via E 23<sup>rd</sup> street, until ARFF Road is constructed.**
  3. Is it possible to realign the fiber duct bank? **The Airport wants to mitigate any issues to any infrastructure utility or interface.**
  4. Spectrum will need to perform an analysis to evaluate impacts to the ATCT RTR, ASOS, and LLWAS #5 station.
  5. Potential line of sight impacts for ASDE is difficult to measure until after construction complete. Adjustments can be made during/after construction.
  6. Need verification that existing ADSB/SBS sensors are not located on existing ARFF stations. Also, verify if existing ADSB/SBS sensors are on East ATCT.
- **Concerns – Low**
    - Weather equipment on tower may need relocation. The Acquisition Control Unit (ACU) may have issues due to line of sight with ground to ground unit
    - Power requirements for consolidated ARFF may impact power to East ATCT
    - Fence line depicted on the drawings show a possible impact to the East ATCT fuel storage tank (FST)
    - Possible noise interference from construction and static
  - **Concerns – Medium**
    - Fire truck flashing lights may cause trouble to the ATCT cab
    - Concern on utility impacts during construction (water, electric, phone)
    - Possible noise interference with dual operating engine generators. Residential grade mufflers may be necessary.
    - Air quality impacts with dust and debris during construction may require increased protection of air intake into the ATCT
  - **Concerns – High**
    - If there is any impact to the fiber line, the airport will lose access to the entire east airfield: COMM, NAVAID, RADAR, and Automation

- The proposed plan blocks emergency egress for the east tower to E 23rd Street. Only one emergency access in and out for fire trucks. This can cause delays of ATCT personnel getting in and out of the facility.
  - A possible alternative is to build a temporary access road to separate the two types of traffic. During temporary road construction, contractor can take precautionary measures to reinforce duct bank. Construct temporary road east of tower complex, parallel running north/south off E 23<sup>rd</sup> St, and then east/west south of the tower complex. \*Airport to check that all stakeholders agree

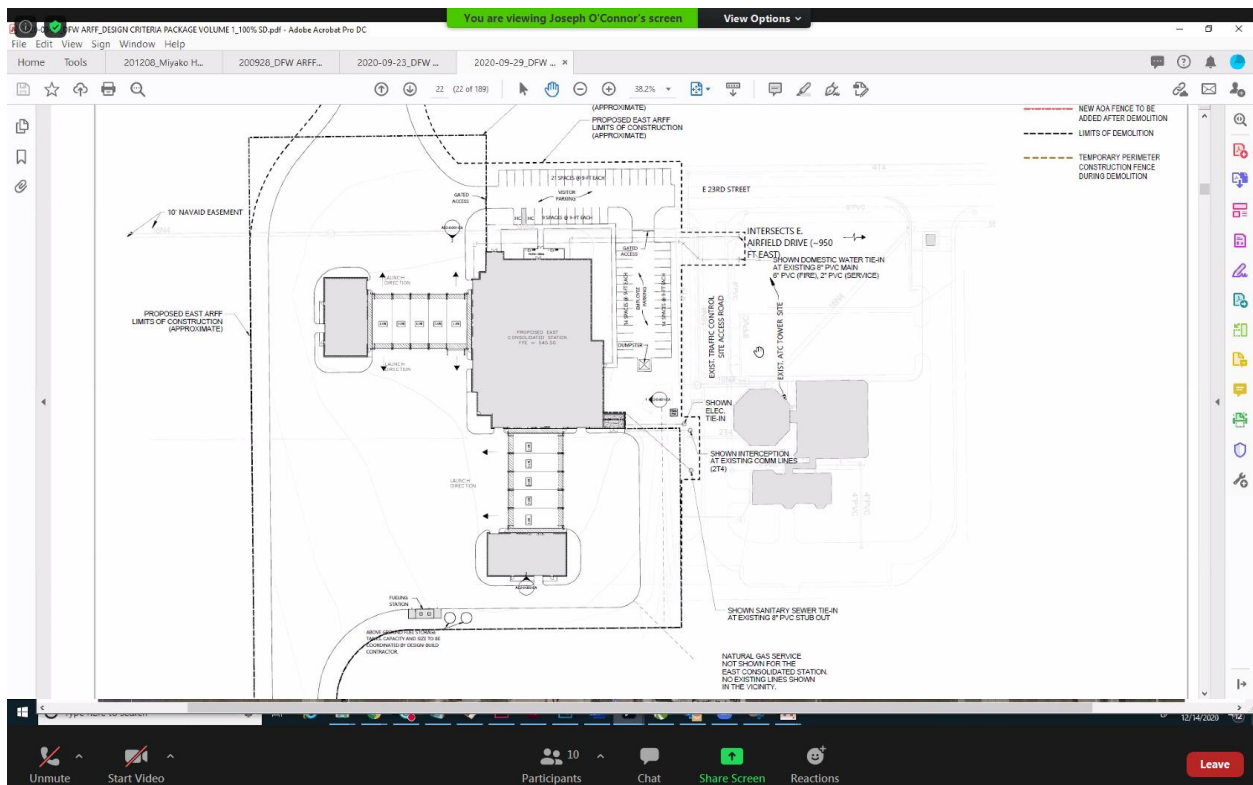
### Questions/Requests

1. How tall are the cranes for LOS?
  - a. The LOS cannot be determined at this point. The design build (DB) contractor will complete the CSPP. There will be panels to install. Any projects with Airport grant requires a CSPP for FAA to provide any input. \*DFW design build to coordinate cranes that are acceptable by FAA.
  - b. Conduct a preliminary study to determine maximum crane height. Filing an airspace study earlier allows the Sponsor earlier notice in receiving input from LOBs, which based on responses, can leave time for alteration and resubmittal. The Sponsor had previous discussion with ADO on preference for 90-100% CSPP airspace study review and approval, though it is fine for contractor to submit 35% design.  
\*FAA to have internal discussion with ADO to confirm on how Sponsor (Aamir) should proceed with 7460 for 35% design or 90-100% design; follow up with Sponsor on FAA determination
2. How will the ATCT utilities (i.e.-water, electric, phone) be affected? The consultant pulled up utility interface drawing (see below). It is limited to areas of proposed building. Domestic water tie is NNW of tower intersecting E Airfield drive. Electric tie in and communication line is west of the tower. Sanitary line is southwest of tower.
3. Will there be interference or loss with building access? May mitigate impact with shifting the proposal south
4. What are the power requirements? Where is Oncor power? Is the Airport tying into our transformer? Uncertain at this time. It will be developed more by DB contractor at 35%, which can provide more clarity
5. What is the distance from the ARFF to the LLWAS #5 and ASOS  
Reference email response 12/14. ASOS power may need relocation.
6. What frequencies will broadcast from the facility? Master control and ARFF station frequency range. \*Aamir checking frequencies with DFW Operations and ITS
7. Can the 10' NAVAID easement in the drawing be clarified? \*Consultant to find out where that number is coming from
8. Will the airport provide survey and boring results? Preliminary survey already done. This is a design build contract or design build strategy. The number of surveys is the responsibility of design build contract.
9. Can the building be moved further south of the tower complex while keeping the same ARFF response time? As discussed above, Sponsor to check with stakeholders.
  - a. Ditch in the north that runs north to east is not jurisdictional
  - b. DFW wants to preserve south for future building/construction

10. What type of roof will be on the ARFF building? Glare analysis was part of DB contract. Don't have comprehensive design yet. Trying to achieve zero energy with panels on roof.
11. These comments may suffice as FAA's preliminary comments for resolution matrix. Further discussion to take place under reimbursable agreement. \*Sponsor to determine if comments suffice as preliminary comments.
12. For the west ARFF, will the ARFF site 4 training site remain or demolition? Training site will remain

## Actions

1. Airport checking that all stakeholders agree to shifting ARFF station to the south
2. DFW design build will have to coordinate cranes that are acceptable by FAA
3. FAA to have internal discussion with ADO to confirm on how Sponsor (Aamir) should proceed with 7460 for 35% design or 90-100% design; follow up with Sponsor on FAA determination.
4. Aamir checking with DFW Operations and ITS on ARFF broadcast frequencies.
5. Consultant to find out where the 10' NAVAID easement number came from.
6. Sponsor to determine if these comments will suffice as FAA's preliminary comments for the resolution matrix.



## Butt, Aamir

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**From:** McKinney, Brian  
**Sent:** Wednesday, December 16, 2020 2:39 PM  
**To:** Butt, Aamir; Andrew Kirchhoff; Olaniyan, Olanrewaju; Brookby, John; Dennis, Jeremy B; Chapman, Daniel; Chitsinde, Esther N; Lancaster, Sandra; Andrew Kirchhoff; Henson, Lauren E; Bolack, Zoe R; Ziomek, Sarah K  
**Cc:** tim\_hudson@gensler.com; Joseph O'Connor; Radhakrishnan, Smitha  
**Subject:** Re: East ARFF Station - Site Shift

Aamir,

Thanks for the time and review today.

Brian

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**From:** "Butt, Aamir" <AButt@dfwairport.com>  
**Date:** Wednesday, December 16, 2020 at 1:44 PM  
**To:** Brian McKinney <bmckinney@dfwairport.com>, Andrew Kirchhoff <akirchhoff@landrum-brown.com>, "Olaniyan, Olanrewaju" <oolaniyan@dfwairport.com>, "Brookby, John" <JBrookby@dfwairport.com>, "Dennis, Jeremy B" <jdennis1@dfwairport.com>, "Chapman, Daniel" <dchapman@dfwairport.com>, "Chitsinde, Esther N" <echitsinde@dfwairport.com>, "Lancaster, Sandra" <SLancaster@dfwairport.com>, Andrew Kirchhoff <Andrew.Kirchhoff@landrumbrown.com>, "Henson, Lauren E" <lhenson@dfwairport.com>, "Bolack, Zoe R" <zbolack@dfwairport.com>, "Ziomek, Sarah K" <szimek@dfwairport.com>  
**Cc:** "tim\_hudson@gensler.com" <tim\_hudson@gensler.com>, Joseph O'Connor <Joseph\_OConnor@gensler.com>, "Radhakrishnan, Smitha" <sradhakrishnan@dfwairport.com>  
**Subject:** East ARFF Station - Site Shift

Good Afternoon

Thank you attending the coordination meeting this morning.

Please see attached exhibit presented during the meeting. As discussed and agreed by DPS, Commercial Development and EAD representatives, and other attendees, project will proceed with the Site Option 1 (south shift) by moving East ARFF Station site approximately 175 feet south. This is to comply with FAA's request to avoid placing East ARFF Station parking and north ARFF Road apron over their underground fiber comm duct bank. It is also agreed that landside access roads required by DPS will be provided as shown in attached concept.

Option 2 (north shift) was not preferred due to the impact to existing storm water collector and associated cost for continued function.

Please advise if there are any questions regarding this matter.

Thank you

**Aamir Butt, D.E., P.E.**

Sr. Project Manager

Design, Code and Construction

Dallas Fort Worth International Airport

Mobile: 214-422-9388

[www.dfwairport.com](http://www.dfwairport.com)

## Butt, Aamir

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**From:** Mekhail, Anthony (FAA) <anthony.mekhail@faa.gov>  
**Sent:** Thursday, March 18, 2021 7:21 AM  
**To:** Butt, Aamir  
**Cc:** Chapman, Daniel  
**Subject:** Re: DFW ARFF Station Discussion

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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Aamir,

Yes, I have received your previous email and I believe we discussed the items in the matrix with the DFW team back in January. At this time I don't have any further feedback. Thanks.

Anthony Mekhail

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**From:** Butt, Aamir <AButt@dfwairport.com>  
**Sent:** Wednesday, March 17, 2021 5:18 PM  
**To:** Mekhail, Anthony (FAA) <anthony.mekhail@faa.gov>  
**Cc:** Chapman, Daniel <dchapman@dfwairport.com>  
**Subject:** DFW ARFF Station Discussion

Hi Anthony

Kindly confirm the receipt of my earlier email below and advise if you have any further feedback.

Thank you  
Aamir

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**From:** Butt, Aamir  
**Sent:** Monday, December 28, 2020 2:12 PM  
**To:** Mekhail, Anthony (FAA) <anthony.mekhail@faa.gov>; Panicker, Sheba (FAA) <Sheba.Panicker@faa.gov>; Gregory, Jackie D (FAA) <Jackie.D.Gregory@faa.gov>; Desalegn Adane <Desalegn.Adane@faa.gov>; MacFarlane, John (FAA) <john.macfarlane@faa.gov>; Cooks, Steven (FAA) <Steven.Cooks@faa.gov>  
**Cc:** Chitsinde, Esther N <echitsinde@dfwairport.com>; Christopher Birch <christopher.birch@faa.gov>; Bolack, Zoe R <zbolack@dfwairport.com>; Lancaster, Sandra <SLancaster@dfwairport.com>; Chapman, Daniel <dchapman@dfwairport.com>  
**Subject:** RE: DFW East ARFF Station Discussion

Good Afternoon Anthony

In light of FAA/DFW discussion on 14<sup>th</sup> December 2020, please see attached log documenting FAA's comments and DFW's responses. Also attached are exhibits referenced in the DFW's responses. DFW will appreciate FAA's confirmation that these responses will suffice as a resolution/mitigation matrix for DFW to proceed with the submission of the NEPA documents, for FAA's approval. Your consideration in this regard will be appreciated.

Happy Holidays!

**Aamir Butt, D.E., P.E.**

Sr. Project Manager  
Design, Code and Construction

Dallas Fort Worth International Airport

Mobile: 214-422-9388

[www.dfwairport.com](http://www.dfwairport.com)

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PM Initial													
End User Initial													
10	14-Dec-20	FAA			Possible noise interference from construction and static	Noise interference will be minimized to avoid interference. DB contractor will be instructed to provide a noise mitigation plan for FAA's review and approval.							
<b>Concerns - Medium</b>													
11	14-Dec-20	FAA			Fire truck flashing lights may cause trouble to the ATCT cab	DPS advises that the truck lights shine out and do not shine up and therefore should not cause any visual interference with the ATCT cab. However they will perform a field test to confirm this. Results will be shared with the FAA.							
12	14-Dec-20	FAA			Concern on utility impacts during construction (water, electric, phone)	All impact to existing utilities will be avoided or mitigated. DB contractor will reflect this in 35% design documents.							
13	14-Dec-20	FAA			Possible noise interference with dual operating engine generators. Residential grade mufflers may be necessary	Mufflers will be provided if needed.							
14	14-Dec-20	FAA			Air quality impacts with dust and debris during construction may require increased protection of air intake into the ATCT	A Dust & Debris mitigation plan will be requested from the DB contractor for FAA's review and approval.							