

PUBLIC NOTICE

The City of Dallas Department of Aviation (the "Department") intends to file with the Federal Aviation Administration (the "FAA") one application to impose and use PFCs on eight (8) new capital projects at Dallas Love Field Airport (the "Airport" or "DAL"). The Department also plans to increase the PFC collection rate to \$4.50 in order to provide sufficient funding for each of the new and previously approved projects.

The proposed effective date for the new application is December 1, 2009, and the estimated charge expiration date is January 1, 2022. An additional \$303,829,389 of PFC collection authority will be requested for the new PFC application. The Department is seeking public comments on the application and on the following projects:

Project No. & Title: **3.01 - Reconstruct Taxiways A, B and D**

Description: The project includes the reconstruction of the following Taxiways: Taxiway A from the approach end of Runway 13L to the intersection of Taxiway D; Taxiway D, between Taxiway A and Runway 13L; Taxiway A at the approach to Runway 31R; and a portion of Taxiway B at the approach end of Runway 13L.

Justification: Approximately 270,000 SF of existing pavement on Taxiway A, B, and D is exhibiting severe signs of distress and is in need of reconstruction. Replacing with PCC pavement will greatly improve the load bearing capabilities and longevity of these portions of pavement.

PFC Revenue: \$825,625

Project No. & Title: **3.02 - Taxiway L Reconstruction and Extension**

Description: The existing concrete taxiway will be reconstructed. Taxiway L will be extended southward approximately 1500 feet. Reconstruction of Taxiway D1 will replace asphalt with concrete and will improve the connection transition across Runway 18-36 from the terminal building apron to Taxiway L.

Justification: Extending Taxiway L will provide DAL with dual taxiway capabilities to the primary runway to facilitate aircraft movement and ATC queuing options/ hold areas for arriving/ departing aircraft. This taxiway addition will significantly enhance the safety and operation of the Airport.

PFC Revenue: \$2,915,832

Project No. & Title: **3.03 - Taxiway B Modifications**

Description: Taxiway B will be modified to provide an additional 3,000 square yards of concrete paving panels and 1,300 square yards of shoulder just north of the B-3 connector to create a fillet. Existing airfield lighting and pavement markings will be modified to correspond with project.

Justification: Modification of Taxiway B is required to accommodate aircraft movements around the new Terminal Building and to prevent encroachment into the movement area during pushback.

PFC Revenue: \$154,750

Project No. & Title: **3.04 - Taxiway M Extension**

Description: Taxiway M will be extended approximately 3,000 LF northwestward and will tie into Runway 18-36. When completed, the new Taxiway M will include twenty-five foot wide shoulders, new centerline and edge lighting and new guidance signage. The Glide Slope Antenna for Runway 31R, currently positioned on Taxiway M, will be relocated to the grass area north of Runway 31R; between Runway 31R and Taxiway A. Other major improvements will include a perpendicular realignment of Taxiway B5 to Runway 13L-31R and a High Speed Exit at Taxiway B2.

Justification: One of the critical projects in the CIP is the extension of existing Taxiway M to the northwest to Runway 18-36. Recent planning and simulation studies have shown that this project will enhance the capacity of the taxiway system serving the north parallel runway and crosswind runway on the one hand and the apron/gate complex on the other. As a result, the project should provide significant benefits in terms of more efficient aircraft ground operations, enhanced safety, and reduction in taxiing delays, particularly in conjunction with the operation of the new apron/gate configuration to be developed as a result of the LFMP.

PFC Revenue: \$2,750,000

Project No. & Title: **3.05 - Holding Pad Reconstruction**

Description: A portion of the Hold Bay Apron will require replacement of selected concrete paving panels. The Hold Bay connector to Runway 13R will be re-configured, including modifications to markings and lighting, to reduce the throat dimension down to seventy-five feet.

Justification: Approximately 4,000 SF of paving was found to need replacement to reduce the FOD potential. In lieu of removing additional paving panels, the connector throat will be reduced to guide aircraft across firm concrete paving.

PFC Revenue: \$605,889

Project No. & Title: **3.06 - North and West Airfield Electrical Vaults**

Description: Construct two new airfield electrical vaults in an area of the existing Terminal Building that will be incorporated into the New Terminal development design. Relocate one fiber optic cable and replace 20 Amp rectifiers with 6.6 Amp regulators along with airfield light fixture transformers.

Justification: Airfield modifications and development of the new concourse at DAL will require a phased decommissioning of two existing airfield electrical vaults, one at the North and one at the West concourse, because these structures will be demolished in order to construct the new apron and fueling system.

PFC Revenue: \$912,293

Project No. & Title: **3.07 - Aircraft Apron and Fuel System**

Description: Approximately 2.54 million square feet of apron will be reconstructed for the new Terminal. Twenty contact gates will be provided with a new

hydrant fuel system capability at each gate, replacing the existing fuel system. A new fuel supply main line will be installed from the Fuel Farm to the new Terminal Building.

Justification: The New Terminal building will require that the existing apron be replaced with a new apron constructed to the configuration of the new concourse and to provide proper drainage from the finished grade of the building. The operational demands of the airlines operating at DAL require an in-ground hydrant fuel system which will provide a safer and more efficient means of fueling aircraft than can be achieved if utilized large refueling trucks driving on the aircraft parking apron.

PFC Revenue: \$28,165,000

Project No. & Title: **3.08 - New Terminal (Debt Service)**

Description: The New Terminal Building will consist of a renovation of the existing terminal lobby, demolition and replacement of the ticketing wing, renovation of the baggage claim wing including new baggage carousels, and replacement of the three existing concourses with a new 20-gate North Concourse.

Justification: Modernization of the Main Terminal is necessary in order to provide sufficient passenger processing capacity to handle the forecast number of passengers resulting from the repeal of the Wright Amendment and is a requirement of the legislation authorizing the repeal. With the ability to add flights to nation-wide markets not presently served from DAL a result of the repeal, DAL will add capacity to the national air transportation system.

PFC Revenue: \$267,500,000

The Department welcomes the public's comments and support for these projects, and will review all comments submitted in writing by no later than June 19, 2009. Please address any questions or comments in writing to:

Passenger Facility Charge
Dallas Love Field Airport
8008 Cedar Springs Road LB16
Dallas, TX 75235

Or, electronically via http://www.ci.dallas.tx.us/forms/avi/avi_form.htm