



April 11, 2024

CITY OF DALLAS

**PROPOSED PASSENGER FACILITY CHARGE APPLICATION NO. 24-06-C-00-DAL
TO THE FAA TO IMPOSE AND USE A PFC AT DALLAS LOVE FIELD AIRPORT**

NOTICE OF OPPORTUNITY FOR PUBLIC COMMENT

The City of Dallas (the City) has determined the need to submit to the Federal Aviation Administration (FAA) a Passenger Facility Charge (PFC) Application to impose at Dallas Love Field Airport (DAL or the Airport) and to concurrently use PFC revenue at the Airport. The City has issued this public notice as part of the PFC application process as per Title 14 Code of Regulation (CFR) Part 158.24 *Notice and Opportunity for Public Comment*.

Comment Period: The City will accept public comments on the proposed PFC Application No. 24-06-C-00-DAL (PFC 24-06) from the day of posting through Monday, May 13, 2024.

City Point of Contact: Comments may be mailed to Mr. Vincent Lewis, Interim Assistant Director, Dallas Love Field Airport, 7555 Lemmon Avenue, Dallas, TX 75209 or e-mailed at vincent.lewis@dallas.gov.

The following information is provided in accordance with 14 CFR 158.24(b)(1):

The City will seek Authority from the FAA to impose and use PFCs with the following characteristics:

PFC Level: A four dollar and fifty cent (\$4.50) charge on eligible passengers enplaned at the Airport.

Charge Effective Date: June 1, 2028

Estimated Charge Expiration Date: May 1, 2032

Estimated Total PFC Impose and Use Revenue: \$78,555,525

Projects for which the City is seeking Impose and Use Authority:

6.01. Reconstruct Taxiway C - Phase I - Construction

Project Description: This reimbursement project funded for the reconstruction of Taxiway C and associated taxiway connectors. Work also included installation of new taxiway signs, lights, drainage systems, conduits, and pavement markings.

Project Justification: Taxiway C provides access to Runway 13R-31L. The pavement sections were last rehabilitated or reconstructed in a range from 1964 through 2009 and have exceeded

their minimum useful life based on the FAA Order 5100.38D Change 1 *Airport Improvement Handbook* (AIP Handbook). A pavement evaluation completed in 2015 identified the average Pavement Condition Index (PCI) ratings for Taxiway C and Taxiway C shoulders as 70 and 80 respectively and were considered in poor to fair condition.

6.02 Reconstruct Taxiway C - Phase II - Construction

Project Description: This project funds for the construction of Taxiway C Phase II which reconstructs a section of Taxiway C between Taxiways K and C10. The project includes removal of existing pavement and installation of new pavement, along with other necessary infrastructure upgrades such as new signs, lights, drainage pipes, conduits, cabling, and pavement markings to meet FAA standards.

Project Justification: Taxiway C provides access to Runway 13R-31L. This project reconstructs a section of Taxiway C between Taxiways K and C10, The pavement sections were last rehabilitated or reconstructed in a range from 1964 through 2009 and have exceeded their minimum useful life based on the AIP Handbook. A pavement evaluation completed in 2015 identified the average PCI ratings for this section of Taxiway C and Taxiway C shoulders as 70 and 66 respectively and were considered in poor to fair condition.

6.03 Reconstruct Taxiway L - Construction

Project Description: This project funds for the reconstruction of Taxiway L between Taxiway C9 and Runway end 13R, as part of Taxiway C Phase II project. This project includes removal of existing pavement and installation of new pavement, along with other necessary infrastructure upgrades such as new signs, lights, drainage pipes, conduits, cabling, and markings to meet FAA standards.

Project Justification: Taxiway L provides access to Runway 13R-31L and is also used as a holding area. The pavement sections were last rehabilitated or reconstructed in a range from 1964 through 2009 and have exceeded their minimum useful life based on the AIP Handbook. A pavement evaluation completed in 2020 identified the average PCI ratings for this section of Taxiway L and Taxiway L shoulders as 71 and 77 respectively and are considered in fair condition.

6.04 Reconstruct Taxiway A - Design and Construction

Project Description: This project includes the reconstruction of Taxiway A and connectors, ramp connectors, and shoulders between Taxiway A1 and A5. This project also entails the removal of a part of existing pavement from Taxiway A5 to the holding apron of Runway 31R, followed by installation of new pavements along with new drainage pipes, conduits, cabling, lights, signage, and pavement markings.

Project Justification: Taxiway A provides access to Runway 13L-31R and provides access to support facilities on the north side of the Airport. The pavement sections were last rehabilitated or reconstructed in a range from 1970 through 1988 and have exceeded their minimum useful life based on the AIP Handbook. A pavement evaluation completed in 2020 identified the average PCI ratings for these sections of Taxiway A and Taxiway A shoulders as 66 and 44 respectively and are considered in poor to fair condition.

6.05 RSA Improvements and Hot Spot Mitigation

Project Description: The project will make Runway Safety Area improvements between Taxiway A and Runway 13L-31R and Taxiways A5 and A2. This project will also modify runway holding markings and signage to comply with new aircraft design group standards.

Project Justification: The project entails the construction of new taxiway connectors and extensive infield regrading and modifications to hold bars to comply to airfield design standards.

6.06 Vehicle Service Road Improvements - Design and Construction

Project Description: This project funds for reconstruction of the existing vehicle service road (VSR) from Runway 31R Hold Pad to Taxiway A2, and construction of a new VSR on the west side of the Airport.

Project Justification: Service roads are necessary to minimize operating vehicles time spent on the taxiways and runways. The VSR pavement sections were last rehabilitated or reconstructed in 1964 and have exceeded their minimum useful life based on the AIP Handbook. Construction of new VSR on west side of Airport will allow service vehicles access to the south side of the Airport without using runways or taxiways.

6.07 Construct Crossfield Taxiways Design and Construction

Project Description: This project funds for the construction of new crossfield taxiways connecting Taxiways M and C. This project will remove the existing taxiways to provide for the new taxiway connectors. This project installs new pavements, utility infrastructure, lighting, and signage meeting FAA standards.

Project Justification: Construction of the new dual, parallel crossfield taxiways enhances safety and visibility for pilots, improving sight-distance and reducing complexity.

6.08 Construct ARFF Station

Project Description: This project will construct a new ARFF station near the midfield area of the Airport. The ARFF station will include multiple drive-through vehicle bays, storage areas, administrative areas, and living spaces for personnel.

Project Justification: The new ARFF station will be constructed near the midfield area of the Airport to improve response times to eastern and southern airfield areas. The existing ARFF station is undersized, and outdated, and has exceeded the minimum useful life criterion set by the AIP Handbook.

6.09 PFC Administrative Costs

Project Description: This project provides for the preparation and implementation of an application to “Impose and Use” a PFC at DAL, which will be submitted to the FAA. The consultant will gather the necessary project, financial, and statistical information; prepare the required public notice; prepare the required air carrier consultation notice; ensure that all procedural requirements are met during the air carrier meeting; prepare the application; prepare the response to air carrier comments; provide the completed application in a format ready for execution and submission; and prepare the air carrier notice upon FAA approval.

Project Justification: Retaining a PFC consultant helps ensure PFC Applications are filed according to the rules and regulation determined by the FAA. Administrative cost is eligible in accordance with 14 CFR 158.3 PFC Administrative Support Cost

6.10 PFC Audit Services Costs

Project Description: This project funds for the professional fees necessary for the preparation of annual PFC Audit reports by an independent auditor.

Project Justification: The PFC program requires the Airport to acquire the services of an independent auditor to audit the PFC program annually. This project will allow the Airport to fund this administrative service which is eligible in accordance with 14 CFR 158.3 PFC Administrative Support Cost.

Funding Sources for PFC 24-06

Pro No.	Project Title	PFC Level	PFC Revenue Requested		Amt. AIP Funding	Discretionary AIP	CARES Funds	Airport Funding	Total Project Cost
			Pay-Go	Total PFC					
6.01	Reconstruct Taxiway C - Phase I - Construction	\$4.50	\$18,443,139	\$18,443,139	\$2,760,306	\$0	\$0	\$0	\$21,203,445
6.02	Reconstruct Taxiway C - Phase II - Construction	\$4.50	3,066,955	3,066,955	0	7,000,000	0	2,928,155	\$12,995,110
6.03	Reconstruct Taxiway L - Construction	\$4.50	5,321,422	5,321,422	0	0	0	0	\$5,321,422
6.04	Reconstruct Taxiway A - Design and Construction	\$4.50	24,144,825	24,144,825	34,856,001	0	0	0	\$59,000,826
6.05	RSA Improvements and Hot Spot Mitigation	\$4.50	5,073,709	5,073,709	0	0	0	0	\$5,073,709
6.06	Vehicle Service Road Improvements - Design and Construction	\$4.50	4,123,355	4,123,355	0	0	0	0	\$4,123,355
6.07	Construct Crossfield Taxiways Design and Construction	\$4.50	14,186,871	14,186,871	21,767,528	0	17,333,333	0	\$53,287,732
6.08	Construct ARFF Station	\$4.50	4,053,249	4,053,249	0	12,159,749	0	15,391,288	\$31,604,286
6.09	PFC Administrative Costs	\$4.50	82,000	82,000	0	0	0	0	\$82,000
6.10	PFC Audit Services Costs	\$4.50	60,000	60,000	0	0	0	0	\$60,000
Total			\$78,555,525	\$78,555,525	\$59,383,835	\$19,159,749	\$17,333,333	\$18,319,443	\$192,751,885