

Public Notice – Passenger Facility Charge PFC Application No. 6 Charlotte Douglas International Airport

Effective: September 1, 2016

Pursuant to CFR 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 Application (“PFC”) No. 6 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 PFCs on a PAYGO 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 Number 6 will be concurrent with the Charge Expiration Date of PFC Application Number 5 which is currently estimated to be May 1, 2023 (which is the revised estimated charge expiration date in the City’s proposed amendment to PFC Application Number 5 which is being developed and submitted concurrently with PFC Application Number 6). Accordingly, for the purpose of this Public Notice, the Charge Effective Date for PFC Application Number 6 is estimated to be May 1, 2023. Based on the forecast of enplanements at the Airport, the estimated Charge Expiration Date for PFC Application Number 6 is October 1, 2032.

In summary, the City estimates using \$669,933,428 in PFC revenue to fund certain PFC eligible costs of the projects to be included in PFC Application Number 6. Of this amount, the City estimates using \$207,806,106 in PFC revenue on a PAYGO basis and using 462,127,322 (principal and financing costs and interest) in PFC revenue on a debt leveraged basis. Combined with the estimated PFC revenues to be collected pursuant to approved PFC Applications Number 1, Number 2, Number 3, Number 4 and Number 5, as proposed to be amended (\$1,088,799,314), the total amount of Impose and Use authority for the City's PFC program would be \$1,758,732,742.

The following sets forth the PWEs included in PFC Application No. 6, 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 6.1 EAST TERMINAL EXPANSION - PHASE II

PROJECT DESCRIPTION: This project will expand the passenger circulation and public restroom areas at the connection of Concourses D and E. This project will also provide an expanded concession area at the connection. The total square footage for this expansion project is approximately 53,600.

This project will upgrade the vertical circulation to the E Concourse by:

- Replacing the existing two narrow escalators that provide passenger access to Concourse E with five wider escalators;
- Replacing the existing elevator with two public access elevators, and one larger service elevator; and
- Replacing the existing staircase to Concourse E with a wider staircase.

All of these improvements will greatly increase the passenger flow to and from Concourse D and Concourse E.

Other components of this project include a service dock area for both concourses, a food court area to increase food, beverage and retail options available to the passengers, as well as public restrooms, a mother's room, children's play area, and an ADA required, secured side animal relief area. There will also be an office level for various tenants. The City requests PFC approval for the cost attributable to the public circulation corridors and restrooms, mother's room, and the ADA required, secured side animal relief areas included in this project. All areas related to concession, airline office areas, non-public use areas and the non-public service elevator are excluded from the request for use of PFCs.

PROJECT OBJECTIVE: This project is eligible pursuant to 158.15(a)(1) and will enhance capacity for the Airport and for the national air transportation system. This project is further eligible pursuant to 158.15(b)(6) and is directly related to the movement of passengers and baggage in the terminal as required in Order 5100.38D, Appendix N, Table N-2 by expanding the passenger circulation and public restroom areas at the connection of Concourses D and E.

PROJECT JUSTIFICATION:

The East Terminal Expansion - Phase II project is necessary to increase public circulation at the connection of Concourse D & E due to the rapidly increasing passenger growth at CLT and the resulting flow of passengers to and from Concourses D and E.

Concourse E was constructed in 2002 with 26 gates operated by the City on a common use basis for commuter aircraft operating at the Airport and has undergone numerous expansions to meet the increased demand. The airlines operating on Concourse E have been shifting to the use of larger regional jets. As a result of the increased size of aircraft operating on Concourse E, the concourse is operating at approximately 200 percent above its original capacity. Enplanement growth on Concourses D and E has increased from approximately 1.2 million in 2002 to an estimated 5.8 million in 2015, an average annual growth rate of 12.6 percent per year.

FINANCING PLAN

Project Cost:	\$34,419,942
AIP Grants Existing:	\$0
AIP Grants Future:	\$0
PFC PAYGO:	\$0
PFC Bonds:	\$19,619,367
Non-PFC Bonds:	\$14,800,575
% PFC Est.	57% ¹

ESTIMATED PROJECT IMPLEMENTATION AND COMPLETION DATES

Project Start Date:	08/01/16
Project End Date:	09/01/18

¹ Source: Newton & Associates, Inc. – estimated AIP/PFC Eligibility Determination dated May 29, 2016.

PROJECT TITLE:

PWE 6.2 MAIN TERMINAL REHABILITATION

PROJECT DESCRIPTION: This project will rehabilitate the public areas in the main terminal building beyond the security checkpoint comprising of Concourses A, B, C, D and the South Atrium including all connector corridors to the concourses. This project will include the replacement of carpet in high traffic public circulation areas of the concourses with a combination of terrazzo/tile and new carpet, more durable, metal panel wall finishes in the public areas, new ceilings which will replace the existing T12 fluorescent fixtures and contain LED lighting fixtures. This project will also incorporate the rehabilitation of public restrooms (which will include the replacement of light fixtures, HVAC registers, mirrors, partitions, ceiling tiles, counters, sinks, faucets, soap and paper towel dispensers, and wall and flooring surfaces), passenger wayfinding signage upgrades in the public circulation areas, replacement of terminal seating incidental to the rehabilitations, provide charging capabilities for passenger electronic devices, replacement of information technology infrastructure incidental to this initiative, installation of a fire protection system per current municipal code, and system upgrades including enhanced capacity electrical distribution, enhanced controls of HVAC and lighting systems for energy conservation, new public address system components and moving sidewalk and escalator rehabilitation to meet current safety standards.

The following rehabilitation improvements are to be included in this project:

South Atrium and Concourse Connectors

The South Atrium is the central circulation node for passengers at the Airport and opened for operation in 1991. It is the primary connection between the terminal and gates, and acts as a common meeting point and public circulation corridor for travelers. Approximately 100,000 passengers circulate through this space daily and it continues to see more demand as traffic numbers rise. The atrium area is approximately 60,000 square feet of public use space and has not seen any building upgrades besides basic building maintenance over the last twenty plus years. The rehabilitation of the South Atrium consists of the following elements:

- Replace original acoustical ceiling panels with a new metal ceiling system and paint all existing soffits
- Reseal approximately 30,000 square feet of the existing curtain wall system
- Rehabilitate existing terrazzo flooring in approximately 40,000 square feet of public circulation
- Add approximately 20,000 square feet of new terrazzo/tile flooring in the circulation corridors leading to the concourses from the atrium (concourse connectors)
- Add wall protection systems to the public facing high traffic areas along the concourse connectors
- New public use elevator to accommodate passengers going from the ticketing/concourse level to the public areas of the third floor/office level, where the USO, Mother's Nursing Room, Chapel and quiet seating area is located

- Reconstruction of public circulation stairs from the ticketing/concourse level to the third floor/office level, where the USO, Mother's Nursing Room, Chapel and quiet seating area is located, in order to meet current building codes
- Temporary construction signage during renovation for passenger wayfinding
- New wayfinding elements in public areas for passengers to include both static and digital signage, as well as upgrades to terminal directories and information kiosks
- Installation of new fire protection system, required per current building codes
- General and specialty lighting upgrades and lighting controls to provide for energy efficiency
- Upgrade to the power distribution system for the entire public circulation atrium area
- Electrical and communications updates for the public paging and wi-fi systems, which includes backbone cabling and cabling pathway expansion
- The rehabilitation of four sets (men and women) of public restrooms to upgrade the following:
 - Light fixtures to be replaced with more energy efficient fixtures
 - Plumbing fixtures (flush valves, faucets and associated china) to be replaced with higher efficiency fixtures
 - New ceiling systems and painted soffits
 - New HVAC registers, grilles, distribution ducts and vent repairs to original lines
 - New higher durability wall tile
 - Patch and repair existing terrazzo flooring
 - Provide more adequate baby-changing areas
 - New toilet partitions

Concourse A

- Add approximately 15,000 square feet of new terrazzo/tile flooring in the main public circulation corridor
- Add high performance woven carpet for lasting durability in all holdrooms and other public areas
- Refurbish the moving sidewalks
- New ceiling system to include replacement of original acoustical ceiling panels with a new metal ceiling system and drywalls soffits to define the public circulation corridor over the circulation corridor and new acoustical ceiling system over the holdrooms
- Add wall protection systems to the public facing high traffic areas along the concourse connectors
- Temporary construction signage during renovation for passenger wayfinding
- New wayfinding elements for passengers to include both static and digital signage, as well as upgrades to terminal directories
- Lighting upgrades and lighting controls to provide for energy efficiency
- Upgrade to the power distribution system for the entire public area to support updates to electrical loads and communications updates for the public paging and wi-fi systems,

emergency power and generators for back-up power and backbone cabling and cabling pathway expansion

- New seating with integrated power for charging capabilities in all passenger holdrooms
- New fire alarm, sprinkler system, HVAC distribution and HVAC controls to meet current building codes
- Tenant façade demolition and temporary facades and façade signage bands facing public circulation for improved passenger wayfinding by creating standards and clarity in signage
- The rehabilitation of two sets (men and women) of public restrooms to upgrade the following:
 - Light fixtures to be replaced with more energy efficient fixtures
 - Plumbing fixtures (flush valves, faucets and associated china) to be replaced with higher efficiency fixtures
 - New ceiling systems and painted soffits
 - New HVAC registers, grilles, distribution ducts and vent repairs to original lines
 - New higher durability wall tile
 - Patch and repair existing terrazzo flooring
 - Provide more adequate baby-changing areas
 - New toilet partitions

Concourse B

- Add approximately 20,000 square feet of new terrazzo/tile flooring in the main public circulation corridor
- Add high performance woven carpet for lasting durability in all holdrooms and other public areas
- Refurbish the moving sidewalks
- New ceiling system to include replacement of original acoustical ceiling panels with a new metal ceiling system and drywalls soffits to define the public circulation corridor over the circulation corridor and new acoustical ceiling system over the holdrooms
- Add wall protection systems to the public facing high traffic areas along the concourse connectors
- Temporary construction signage during renovation for passenger wayfinding
- New wayfinding elements for passengers to include both static and digital signage, as well as upgrades to terminal directories
- Lighting upgrades and lighting controls to provide for energy efficiency
- Upgrade to the power distribution system for the entire public area to support updates to electrical loads and communications updates for the public paging and wi-fi systems, emergency power and generators for back-up power and backbone cabling and cabling pathway expansion
- New seating with integrated power for charging capabilities in all passenger holdrooms

- New fire alarm, sprinkler system, HVAC distribution and HVAC controls to meet current building codes
- Tenant façade demolition and temporary facades and façade signage bands facing public circulation for improved passenger wayfinding by creating standards and clarity in signage
- The rehabilitation of two sets (men and women) of public restrooms to upgrade the following:
 - Light fixtures to be replaced with more energy efficient fixtures
 - Plumbing fixtures (flush valves, faucets and associated china) to be replaced with higher efficiency fixtures
 - New ceiling systems and painted soffits
 - New HVAC registers, grilles, distribution ducts and vent repairs to original lines
 - New higher durability wall tile
 - Patch and repair existing terrazzo flooring
 - Provide more adequate baby-changing areas
 - New toilet partitions
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Concourse C

- Add approximately 20,000 square feet of new terrazzo/tile flooring in the main public circulation corridor
- Add high performance woven carpet for lasting durability in all holdrooms and other public areas
- Refurbish the moving sidewalks
- New ceiling system to include replacement of original acoustical ceiling panels with a new metal ceiling system and drywalls soffits to define the public circulation corridor over the circulation corridor and new acoustical ceiling system over the holdrooms
- Add wall protection systems to the public facing high traffic areas along the concourse connectors
- Temporary construction signage during renovation for passenger wayfinding
- New wayfinding elements for passengers to include both static and digital signage, as well as upgrades to terminal directories
- Lighting upgrades and lighting controls to provide for energy efficiency
- Upgrade to the power distribution system for the entire public area to support updates to electrical loads and communications updates for the public paging and wi-fi systems, emergency power and generators for back-up power and backbone cabling and cabling pathway expansion
- New seating with integrated power for charging capabilities in all passenger holdrooms
- New fire alarm, sprinkler system, HVAC distribution and HVAC controls to meet current building codes

- Tenant façade demolition and temporary facades and façade signage bands facing public circulation for improved passenger wayfinding by creating standards and clarity in signage
- The rehabilitation of two sets (men and women) of public restrooms to upgrade the following:
 - Light fixtures to be replaced with more energy efficient fixtures
 - Plumbing fixtures (flush valves, faucets and associated china) to be replaced with higher efficiency fixtures
 - New ceiling systems and painted soffits
 - New HVAC registers, grilles, distribution ducts and vent repairs to original lines
 - New higher durability wall tile
 - Patch and repair existing terrazzo flooring
 - Provide more adequate baby-changing areas
 - New toilet partitions

Concourse D

- Add approximately 4,000 square feet of new terrazzo/tile flooring in the main public circulation corridor
- Add high performance woven carpet for lasting durability in all holdrooms and other public areas
- New ceiling system to include replacement of original acoustical ceiling panels with a new metal ceiling system and drywalls soffits to define the public circulation corridor over the circulation corridor and new acoustical ceiling system over the holdrooms
- Add wall protection systems to the public facing high traffic areas along the concourse connectors
- Temporary construction signage during renovation for passenger wayfinding
- New wayfinding elements for passengers to include both static and digital signage, as well as upgrades to terminal directories
- Lighting upgrades and lighting controls to provide for energy efficiency
- Upgrade to the power distribution system for the entire public area to support updates to electrical loads and communications updates for the public paging and wi-fi systems, emergency power and generators for back-up power and backbone cabling and cabling pathway expansion
- New seating with integrated power for charging capabilities in all passenger holdrooms
- New fire alarm, sprinkler system, HVAC distribution and HVAC controls to meet current building codes
- Tenant façade demolition and temporary facades and façade signage bands facing public circulation for improved passenger wayfinding by creating standards and clarity in signage
- The rehabilitation of two sets (men and women) of public restrooms to upgrade the following:

- Light fixtures to be replaced with more energy efficient fixtures
- Plumbing fixtures (flush valves, faucets and associated china) to be replaced with higher efficiency fixtures
- New ceiling systems and painted soffits
- New HVAC registers, grilles, distribution ducts and vent repairs to original lines
- New higher durability wall tile
- Patch and repair existing terrazzo flooring
- Provide more adequate baby-changing areas
- New toilet partitions

PROJECT OBJECTIVE: This project is eligible pursuant to 158.15(a)(1) and will preserve capacity at the Airport and for the national air transportation system. This project will preserve capacity by providing the necessary updates and replacements to the mechanical systems, public vertical and horizontal circulation areas, lighting and flooring systems, public restroom areas and passenger processing areas of the terminal building.

PROJECT JUSTIFICATION: The Airport's original terminal and Concourses B and C were constructed in the early 1980s. Since that time, the Airport has undergone several terminal expansion initiatives. Additions were made to Concourses B and C and a new Concourse A was built during the mid, to late, 1980's. Concourse D was constructed in 1992 and expanded in 2001. These main terminal areas and critical building systems have exceeded their useful life and require rehabilitation to preserve capacity for the movement of passengers and baggage.

The original terminal building was constructed approximately 35 years ago and consisted of what we know today as the landside terminal processor and Concourses B and C. Concourse A opened next in the mid-1980's, followed by Concourse D and E completed almost 15 years ago. The concourses have seen only basic maintenance since opening. Some of the more extensive upgrades have been carpet replacement, repainting, drywall repair, and required electrical and communications upgrades to support the operation and technology. Today, with over 44,000,000 passengers annually, the Airport is the highest utilized airport per square foot in the United States.

The age of the terminal core combined with the ultra-intense utilization of the facility have resulted in a significant deterioration of critical terminal finishes and mechanical systems, particularly in the public circulation corridors, public restrooms and in the common use/preferential use passenger holdroom areas. The circulation area and holdrooms are fully carpeted, with the circulation corridors seeing the most wear and tear from passenger traffic. One of the primary objectives of the rehabilitation of the concourses is to replace the high traffic corridor carpet with a hard surface to provide for a better overall passenger experience, change of finish material for wayfinding, and give a more durable floor surface with a longer lifespan and less maintenance.

FINANCING PLAN

Project Cost:	\$75,367,054
AIP Grants Existing:	\$0
AIP Grants Future:	\$0
PFC PAYGO:	\$0
PFC Bonds:	\$73,106,042
Non-PFC Bonds:	\$2,261,012
% PFC Est.	97% ²

ESTIMATED PROJECT IMPLEMENTATION AND COMPLETION DATES

Project Start Date:	08/01/16
Project End Date:	08/01/19

² Source: CLT/Newton & Associates, Inc. – estimated AIP/PFC Eligibility Determination dated July 18, 2016.

PROJECT TITLE:

PWE 6.3 CONCOURSE E BAGGAGE MAKEUP STATION

PROJECT DESCRIPTION: This project will construct an approximately 41,000 square foot, enclosed common-use baggage processing and make-up facility on the western edge of the ramp serving Concourse E. This project also includes approximately 7,000 square feet of covered area to house baggage conveyors. This project will include three 115 - foot long, flat loop bag conveyors and approximately 1,000 feet of connection conveyors. A graphic for the project is provided in Attachment I.

PROJECT OBJECTIVE: This project is eligible pursuant to 158.15(a)(1) and will project enhance capacity at the Airport and for the national air transportation system. This project will enhance capacity by providing additional baggage transfer facilities necessary to process the volume of passenger baggage generated by passengers traveling to and from Concourse E.

PROJECT JUSTIFICATION: Concourse E accommodated 46 percent of the Airport’s operations in 2015. Enplanement growth on Concourse E has increased from approximately 1.2 million in 2002 to an estimated 5.8 million in 2015, an average annual growth rate of 12.6 percent. No permanent baggage makeup facilities currently exist on Concourse E. The airlines operating on Concourse E are required to perform baggage makeup functions by hand using baggage tractors and carts on the exposed Aircraft Operating Area. In order to provide for a safe and secure area and sufficient passenger baggage processing capacity required by the continued growth in passengers utilizing Concourse E, the City will construct this permanent baggage makeup facility.

FINANCING PLAN

Project Cost:	\$20,846,153
AIP Grants Existing:	\$0
AIP Grants Future:	\$0
PFC PAYGO:	\$20,846,153
PFC Bonds:	\$0
Non-PFC Bonds:	\$0
% PFC Est.	100%

ESTIMATED PROJECT IMPLEMENTATION AND COMPLETION DATES

Project Start Date:	10/01/2016
Project End Date:	05/01/2018

PROJECT TITLE:

PWE 6.4 CONCOURSE A EXPANSION – PHASE 1 (9 GATES)

PROJECT DESCRIPTION: This project includes the design and construction of a new concourse pier and connector (Concourse A Expansion) to the north of the existing Concourse A pier to accommodate the relocation of existing gates on the existing Concourse A pier which is required to allow for the reconfiguration of the taxilanes/taxiways around Concourse A. This expansion of Concourse A will include a three level pier of approximately 225,100 square feet and will include nine passenger boarding gates, holdrooms, public restrooms, and circulation areas with moving sidewalks, concession areas, a baggage conveyor system, and other support areas. Four of the nine new gates will serve as replacements for the gates to be removed from the existing Concourse A pier. The additional five gates will provide additional capacity incidental to construction. The projected total square footage and gates for Phase 1 and all future phases is 620,000 square feet and 24 gates.

PROJECT OBJECTIVE: This project is eligible pursuant to 158.15(a)(1) and will preserve capacity at the Airport and for the national air transportation system by providing replacement gates for those gates on the existing Concourse A pier which must be relocated to provide for dual Group V parallel taxiway system in support of Runway 18C/36C.

PROJECT JUSTIFICATION: The current taxiway system supporting Runway 18C/36C lacks sufficient bidirectional flow and consists of a single parallel group V taxiway and a single group III taxilane around the perimeter of the Concourse A apron. This configuration reduces the ability for aircraft to taxi, queue for departure and push back from parking positions on Concourse A. The required action identified in the Master Plan Update Phase I includes the reconfiguration of taxilanes/taxiways on the end of existing Concourse A to meet FAA design standards and to allow for the bidirectional flow. These taxilane/taxiway improvements require the relocation of four aircraft boarding gates on the west end of existing Concourse A pier. Concourse A Expansion –Phase I is a connected action to the reconfiguration of the taxilanes/taxiways on the end of existing Concourse A. This project is also necessary to meet existing and future passenger demand as identified in the Airport’s Master Plan Update Phase I.

FINANCING PLAN

Project Cost:	\$146,000,000
AIP Grants Existing:	\$0
AIP Grants Future:	\$0
PFC PAYGO:	\$66,260,800
PFC Bonds:	\$60,000,000
Non-PFC Bonds:	\$19,739,200
% PFC Est.	86% ³

ESTIMATED PROJECT IMPLEMENTATION AND COMPLETION DATES

Project Start Date:	09/01/2016
Project End Date:	06/01/2018

³ Source: Newton & Associates, Inc. – estimated AIP/PFC Eligibility Determination dated July 26, 2016.

PROJECT TITLE:

PWE 6.5 ENERGY INFRASTRUCTURE UPGRADE

PROJECT DESCRIPTION: This project includes the design and construction of necessary upgrades to replace the Airport’s energy infrastructure and will provide power to all campuses comprising Airport property. The project will construct a 7,800-foot electric/communication duct bank from the primary Duke Energy (the Airport’s energy provider) substation to the passenger terminal area and to the Airport’s south campus. Incidentally, this project will also provide a communication pathway to the new FAA ATCT site.

It is anticipated that a 15-way, 6” duct bank will be required by Duke Energy for electric service and that a 6-way, 4” duct will be required for telecommunications. The power and communication duct banks will be installed in the same trench, encased in concrete per current Duke Energy standards. The alignment of the duct banks is proposed between Taxiway E and Taxiway F, around the end of Runway 5/23, and along Hangar Road to the Airport’s south campus.

PROJECT OBJECTIVE: This project is eligible pursuant to 158.15(a)(1) and will enhance capacity at the Airport and for the national air transportation system by providing required energy infrastructure systems on Airport property. This project is necessary for existing facilities as well as the continued development and expansion of Airport facilities.

PROJECT JUSTIFICATION: The Airport’s existing energy infrastructure is inadequate to provide necessary power for the Airport. The Airport experiences periodic interruptions in the power supply to the airfield, terminal area and other Airport facilities (see outage data table below). This project is necessary to upgrade the Airport’s energy infrastructure to convert the entire Airport power grid to 24 kV energy standard as required by Duke Energy. This upgraded power supply is necessary to maintain continuous power for Airport operations. If this project is not undertaken, then the Airport will continue to experience periodic interruptions in the supply of power to airfield, terminal area facilities, communication links and other Airport facilities.

Substation	Circuit	Feeds	Sustained outages (5 yr period)	Longest Duration (Minutes)	Momentary Outages (Blink)
Coffee Creek	2406	South Side of Airport	4	269	9
Kudzu	2402	Airport Terminal Area	2	159	1
Little Rock	1205	West side of Terminal area	0	0	1
Little Rock	1206	North End Runway Lights	7	420	15
Little Rock	1207	Alt Feed into airport	0	0	0
Little Rock	1208	Lighting and Parking decks	1	130	0
Little Rock	1210	Lighting and Parking decks	0	0	3
Little Rock	1211	Lighting at new entrance	1	42	16
Little Rock	2413	Large portion of Terminal area and Tower	0	0	1
Remount	1203	SE portion of airport	2	91	4
Remount	1214	NE portion of Airport at Hangar area	6	76	14
Withers	2407	SW portion of airport	2	227	10
Woodlawn	1209	Southend at National Guard area	17	384	9
			42	1,798	83
Source: Duke Energy					

FINANCING PLAN

Project Cost:	\$9,455,569
Grants:	\$0
PFC PAYGO	\$1,160,012
PFC Bonds	\$8,295,557
Non-PFC Bonds	\$0
% PFC Est.	100%

ESTIMATED PROJECT IMPLEMENTATION AND COMPLETION DATES

Project Start Date:	02/01/17
Project End Date:	12/01/17

PROJECT TITLE:

PWE 6.6 CONCOURSE E EXPANSION - PHASE 8

PROJECT DESCRIPTION:

This project provides for the design and construction of an expansion of existing holdroom and circulation space on the northern and eastern ends of Concourse E. This project will create approximately 30,000 square feet of passenger holdrooms, public circulation and concession space on the north (24,000 square feet) and east (6,000 square feet) ends of Concourse E. This project is separate and apart from PWE 6.1 East Terminal Expansion – Phase II.

PROJECT OBJECTIVE: This project is eligible pursuant to 158.15(a)(1) and will enhance capacity at the Airport and for the national air transportation system by providing more passenger holdroom area to north and east ends of Concourse E which are inadequate for the volume of passenger traffic on Concourse E.

PROJECT JUSTIFICATION: Since opening in 2002 enplanements generated by aircraft operating from Concourse E have continually increased and are expected to continue to increase. Enplanement growth on Concourse E has increased from approximately 1.2 million in 2002 to an estimated 5.8 million in 2015, an average annual growth rate of 12.6 percent.

This project will provide additional passenger holdroom and circulation capacity on Concourse E to meet the demands of existing passenger volumes on Concourse E. Currently, the ramp space on these ends of Concourse E are used for hardstand aircraft parking and all flights serviced from the ends of the concourse share the limited holdroom space, thereby causing excessive congestion in both the hold rooms and circulation areas. As a result, Concourse E does not provide a positive passenger experience because passengers are required to traverse the Airport Operations Area in various weather conditions and board regional aircraft on the AOA using the aircraft’s stairs. This project provides additional terminal space and eliminates the hardstands, replacing them with passenger boarding bridges.

FINANCING PLAN

Project Cost:	\$30,423,730
Grants:	\$0
PFC PAYGO:	\$27,999,832
PFC Bonds:	\$0
Non-PFC Bonds:	\$2,443,898
% PFC Est.	92%

ESTIMATED PROJECT IMPLEMENTATION AND COMPLETION DATES

Project Start Date:	10/01/2016
Project End Date:	11/01/2018

PROJECT TITLE:

PWE 6.7 PASSENGER BOARDING BRIDGE REPLACEMENTS (27)

PROJECT DESCRIPTION: This project will replace 26 city-owned, preferential use passenger boarding bridges (PBBs) on Concourses A, B, C, and D. One additional PBB will also be added on Concourse A in a space that is currently used as hardstand for aircraft parking. The PBBs will be located at the following gates:

- Concourse A (4PBBs) – A1, A9, A11 and A13 (additional);
- Concourse B (9 PBBs) – B2, B5, B7, B9, B10, B11, B12, B15 and B16;
- Concourse C (10 PBBs) – C3, C5, C6, C7, C9, C12, C14, C15, C16 and C18;
- Concourse D (4 PBBs) – D1, D5, D7 and D8.

PROJECT OBJECTIVE: This project is eligible pursuant to 158.15(a)(1) and will preserve capacity at the Airport and for the national air transportation system. This project will preserve capacity at the Airport by providing the necessary replacement of 26 PBBs, the useful lives of which have been exceeded.

PROJECT JUSTIFICATION: The PBBs requiring replacement average more than 20 years of age, surpassing the equipment’s useful life. These PBBs fail due to their ages and require frequent repairs to maintain passenger boarding operations. The additional PBB needed for Concourse A is required to provide covered access to an existing hardstand aircraft parking position. Equipping an additional gate with a PBB will enhance capacity by allowing passengers to board the aircraft faster, thereby reducing the amount of time aircraft utilize the gate and the boarding area.

FINANCING PLAN

Project Cost:	\$25,650,000
AIP Grants Existing:	\$0
PFC PAYGO:	\$25,650,000
PFC Bonds:	\$0
Non-PFC Bonds:	\$0
% PFC Est.	100%

ESTIMATED PROJECT IMPLEMENTATION AND COMPLETION DATES

Project Start Date:	12/01/2015
Project End Date:	12/01/2018

PROJECT TITLE:

PWE 6.8 CONCOURSE E PASSENGER BOARDING BRIDGES – PHASE II (11)

PROJECT DESCRIPTION: This project includes the acquisition and installation of eleven (11) new passenger boarding bridges for preferential use gates on Concourse E. These passenger boarding bridges will be owned by the City and located on Concourse E gates E19, E20, E21, E37, E38, E39, E40, E41, E42, E43, and E44. Concourse E Expansion Phase 8 (PWE 6.8) will be designed to accommodate passenger boarding bridges.

PROJECT OBJECTIVE: This PWE is eligible pursuant to 158.15(a)(1) and will enhance capacity at the Airport and for the national air transportation system by providing passenger boarding bridges for existing and additional gates being constructed.

PROJECT JUSTIFICATION: Certain gates on existing Concourse E do not have passenger boarding bridge equipment. As a result, passengers utilizing these gates are required to enplane and deplane aircraft in open elements on the Aircraft Operating Area (AOA). Equipping existing gates with passenger boarding bridges is necessary to allow passengers to board the aircraft faster, without having direct access to the AOA, thereby reducing the amount of time aircraft utilize the gate and the boarding area. This project will also enhance capacity by shielding passengers from the elements during the boarding process.

FINANCING PLAN

Project Cost:	\$12,618,783
AIP Grants Existing:	\$0
AIP Grants Future:	\$0
PFC PAYGO:	\$12,618,783
Non-PFC Bonds:	\$0
% PFC Est.	100%

ESTIMATED PROJECT IMPLEMENTATION AND COMPLETION DATES

Project Start Date:	10/01/2016
Project End Date:	12/01/2018

PROJECT TITLE:

PWE 6.9 COMMON USE GATE RESOURCE MANAGEMENT SYSTEM

PROJECT DESCRIPTION: This project includes the implementation of a Common Use Gate Resource Management System which will allow the Airport to manage the common use and preferential use aircraft gates at the Airport. This system includes a scheduling resource management utility and a common use check-in system that will be installed on each of the Airport's common use gates and allows the Airport to more efficiently manage the use of the gates and aircraft parking positions. This project will also include the millwork necessary to house the system components at the applicable gate locations.

PROJECT OBJECTIVE: This PWE is eligible pursuant to 158.15(a)(1) and will enhance capacity at the Airport and the national air transportation system by enabling the Airport to maximize the use of its common use and preferential use gates on Concourse A, D, and E. This project will also promote competitive access to the Airport and enhance airlines competition by allowing the Airport to maximize gate availability on both preferential use and common use gates.

PROJECT JUSTIFICATION: The Airport continues to experience significant growth in commercial air carrier activity. In 2015, the Airport enplaned 22.4 million passengers, which is nearly seven times more than 2.9 million enplaned passengers served after the construction of the primary airport terminal building in 1982. Currently, the Airport provides 97 gates serving over 700 daily aircraft departures, which equates to an average of approximately seven turns per airport gates. During this period of growth, the demand for gate flexibility has increased significantly. The growth in the demand for gate flexibility is evidenced by the 61 percent increase in the number of aircraft seats departing from common use gates, which grew from 1,594,578 seats in Fiscal Year 2006 to 2,574,150 in Fiscal Year 2015.

The Airport's existing Airport Use Agreement (AUA) expires on June 30, 2016. The Existing AUA leased the majority of its passenger airline terminal gates exclusively to the signatory airlines. The lack of control and accessibility to exclusive use gates reduced the City's flexibility to access the Airport's overall gate capacity. Furthermore, the Airport's common use gates contained proprietary airline gate equipment, thus limiting the Airport's ability to dynamically schedule multiple air carriers.

In January 2014, the City and airlines serving the Airport commenced negotiations of a new Airport Use Agreement (AUA). One of the City's primary objectives of the lease negotiations was to ensure the preservation of gate capacity and promote the competitive access to the Airport and competition among airlines. The new AUA does not extend exclusive rights to any of the Airport's gates. Under the new AUA, the Airport will lease 87 gates to the signatory airlines on a preferential use basis and retain a total of ten (10) common use gates, located on Concourses A, D and E. In addition to negotiating the City's enhanced property rights, the new AUA also provided for a new Gate Use Policy. The City and the airlines agree that the availability of Common Use and Preferential Use gates and parking positions at the Airport is limited and requires frequent coordination. The purpose of the City's Procedures for Parking and Gate Use, Assignment and Scheduling is to establish and govern the advance scheduling of flight activity at

all Airport gates, the assignment of aircraft to those gates. Sharing the limited number of aircraft gates effectively and efficiently provides the Airport enhanced capacity on Concourse A, D, and E. Shared computer infrastructure acts as a bridge, enabling airlines to access their proprietary reservation systems from common use gate locations

Previously, each airline utilized dedicated airline equipment at certain, common use gates, thus limiting the Airport's ability to schedule an airline at certain gates and limiting the airlines ability to increase operations. The Common Use Resource Management System will provide, the Airport with the flexibility to schedule an airline at any of the common use or preferential use gates, as well as the ability to monitor and control the time an airline spends at each gate. The shared computer infrastructure installed on City controlled common use gates enables each airline to access their proprietary reservation system from all common use locations, allowing an airline to request the use of any of the common use gates located on concourse A, D, and E. The Common Use equipment has currently been placed at all seven (7) of the Airport's common use gates and 14 common use ticket counter positions, and The Common Use Resource Management System is also planned be placed on the future common use gates associated with the A Concourse Expansion project. The Airport has greater flexibility in meeting surge demands caused by weather events and aircraft diversions or temporary changes in unscheduled flights. The ability to more effectively meet surge demand, is a significant benefit to Airport and the National Air Transportation System. Implementation of the Common Use Resource Management System will ultimately provide the ability for the Airport to preserve its limited gate capacity while promoting competitive access to the airport and promoting competition among air carriers.

FINANCING PLAN

Project Cost:	\$1,179,412
AIP Grants Existing:	\$0
AIP Grants Future:	\$0
PFC PAYGO:	\$1,179,412
PFC Bonds:	\$0
Non-PFC Bonds:	\$0
% PFC Est.	100%

ESTIMATED PROJECT IMPLEMENTATION AND COMPLETION DATES

Project Start Date:	07/01/2015
Project End Date:	06/30/2019

PROJECT TITLE:

PWE 6.10 TERMINAL LOBBY EXPANSION DESIGN

PROJECT DESCRIPTION: This project will provide for the design for the ultimate construction of the Terminal Lobby Expansion which will include expansion of all four levels of the ticket lobby to the north and west to provide additional public circulation space, main lobby area, baggage claim lobby area, security check point areas and airline ticket counter queuing spaces, as well as associated mechanical and support areas. This project is separate and apart from PWE 6.2 Main Terminal Rehabilitation.

PROJECT OBJECTIVE: This project is eligible pursuant to 158.15(a)(1) and will enhance capacity at the Airport and the national air transportation system by providing for the terminal lobby capacity identified in the Airport’s Master Plan Update Phase I.

PROJECT JUSTIFICATION: The increasing number of origin and destination passengers has outgrown the ticket lobby, baggage claim lobby and security checkpoint areas capacity. The existing main lobby, baggage claim, and security check point areas comprise approximately 147,000 square feet and must be expanded to accommodate current and future locally generated passenger growth. Since the Terminal Lobby was originally opened in 1982, origin and destination passenger enplanements have increased from 1,400,460 to 5,648,330 in 2015, an increase of 4,247,870 origin and destination enplanements (more than 300 percent).

Upon completion of a more detailed project scope assessment to be completed in connection with this design project, the Airport will propose expansion of the terminal lobby to satisfy existing and anticipated demand based on quantifiable analysis. The PFC eligibility analysis for the ultimate proposed project will take into consideration eligible and non-eligible space determination. Airport management proposes to amend the ultimate PFC eligible component of this design project to mirror the eligibility percentages for the ultimate Terminal Lobby Expansion construction project to be contained in a subsequent PFC Application.

FINANCING PLAN

Project Cost:	\$18,000,000
AIP Grants Existing:	\$0
PFC PAYGO:	\$0
PFC Bonds:	\$18,000,000
Non-PFC Bonds:	\$0
% PFC Est.	100%

ESTIMATED PROJECT IMPLEMENTATION AND COMPLETION DATES

Project Start Date:	10/1/2016
Project End Date:	07/1/2018

PROJECT TITLE:

PWE 6.11 PAVEMENT MANAGEMENT PROGRAM

PROJECT DESCRIPTION: The Pavement Management Program (PMP) will conduct research of airfield pavement history, aircraft fleet mix, traffic data, perform a pavement surface condition survey through pavement distress mapping and non-destructive testing to determine Pavement Condition Index and Pavement Classification Numbers of all airfield pavement. The resulting data will be input into PAVER software for the preparation of reports and recommendations for maintenance and rehabilitation. The PMP will be prepared in accordance with AC 150/5380-7B and AC 150/5335-5C.

PROJECT OBJECTIVE: This project is eligible pursuant to 158.15(a)(1) and will preserve capacity at the Airport and the national air transportation system.

PROJECT JUSTIFICATION: FAA Grant Assurances require the Airport to implement a pavement maintenance-management program. A PMP provides a systematic approach to determining priorities, schedules, and resource allocation for pavement maintenance and rehabilitation. This program will analyze the existing and predicted pavement conditions and determine alternatives for maintenance and rehabilitation to reduce costs and maximize the life of pavement.

FINANCING PLAN

Project Cost:	\$229,869
AIP Grants Existing:	\$0
AIP Grants:	\$0
PFC PAYGO:	\$229,869
PFC Bonds:	\$0
Non-Bonds:	\$0
% PFC Est.	100%

ESTIMATED PROJECT IMPLEMENTATION AND COMPLETION DATES

Project Start Date:	5/1/2016
Project End Date:	11/1/2016

PROJECT TITLE:

PWE 6.12 WEST RAMP EXPANSION– PHASE I

PROJECT DESCRIPTION:

This project will design and construct additional aircraft ramp that will accommodate Concourse A Expansion – Phase I (PWE 6.4) and provide additional aircraft parking and taxilane. This ramp will be 180,200 square yards of 18 - inch concrete on top of 6 inches of cement treated base. This phase includes reconfiguring taxilanes/taxiways on the end of existing Concourse A to meet FAA design standards and to allow for the bidirectional flow which will be made possible by the construction of dual taxi lanes from Taxiway E 11 to the north end of Taxiway E.

PROJECT OBJECTIVE: This PWE is eligible pursuant to 158.15(a)(1) and will enhance capacity at the Airport and the national air transportation system by providing addition passenger processing capacity to Concourse A and additional aircraft parking capacity on Concourse A, as well as provide additional Aircraft Operational Area on the airfield.

PROJECT JUSTIFICATION: This project is integral to and will be constructed in conjunction with the Concourse A Expansion North – Phase I which was identified in the Airport’s Master Plan Update Phase I. As stated in the justification for PWE 6.4 Concourse A Expansion North – Phase I, the current taxilane system supporting Runway 18C/36C lacks sufficient bidirectional flow and consists of a single parallel Group V taxiway and a single Group III taxilane around the perimeter of the terminal apron at existing Concourse A This configuration reduces the ability for aircraft to taxi, queue for departure, push back from parking positions and contributes to delay of aircraft operations. The required action identified in the Master Plan Update Phase I includes reconfiguring taxilanes/taxiways on the end of existing Concourse A to meet FAA design standards and to allow for bidirectional flow. These taxilane/taxiway improvements require the relocation of some aircraft boarding gates on existing Concourse A. This project is a connected action to the reconfiguration of the taxilanes/taxiways on the end of existing Concourse A and must be completed as an integral component to the Concourse A Expansion – Phase I project.

FINANCING PLAN

Project Cost:	\$46,698,309
AIP Grants Existing:	\$0
AIP Grants Future:	\$35,023,732
PFC PAYGO:	\$0
PFC Bonds:	\$11,674,577
Non-PFC Bonds:	\$0
% PFC Est.	100%

ESTIMATED PROJECT IMPLEMENTATION AND COMPLETION DATES

Project Start Date:	05/01/2016
Project End Date:	02/01/2018

PROJECT TITLE:

PWE 6.13 EIS FOR CLT AIRPORT IMPROVEMENT PROGRAM

PROJECT DESCRIPTION: The Environmental Impact Statement (EIS) will evaluate all proposed capacity enhancement projects recommended by the Airport’s Master Plan Update Phase I which focused on airfield and terminal capacity enhancement needs which are included on the resulting Airport Layout Plan. The EIS will examine the effects of the planned development and explore alternatives to ensure any impacts are mitigated.

PROJECT OBJECTIVE: This project is eligible pursuant to 158.15(a)(1) and will enhance capacity at the airport and for the national air transportation system by undertaking the required environmental determinations necessary to complete the numerous capacity enhancement projects included in the Master Plan Update Phase I and ALP.

PROJECT JUSTIFICATION: The Airport’s Master Plan Update Phase I identified numerous projects for the airfield and terminal to enhance capacity. Federal laws and regulations require the federal government to evaluate the effects of its actions on the environment and to consider alternative courses of action. Pursuant to the National Environmental Policy Act of 1969 (NEPA) an Environmental Impact Statement (EIS) must be prepared for certain proposed capacity enhancement projects included in the Master Plan Update Phase I and depicted on the ALP. An EIS is required to evaluate connected actions and cumulative impacts.

FINANCING PLAN

Project Cost:	\$5,000,000
AIP Grants Existing:	\$3,750,000
AIP Grants Future:	\$0
PFC PAYGO:	\$1,250,000
PFC Bonds:	\$0
Non-PFC Bonds:	\$0
% PFC Est.	100%

ESTIMATED PROJECT IMPLEMENTATION AND COMPLETION DATES

Project Start Date:	10/01/2016
Project End Date:	10/01/2019

PROJECT TITLE:

PWE 6.14 TAXIWAY A REHABILITATION

PROJECT DESCRIPTION: This project will replace approximately 59,800 square yards of Taxiway A (south of A4 to Taxiway E).

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 extending the life of Taxiway A and by complying with the Airport's Pavement Management Program. This area of Taxiway A is used by all types of aircraft and has a PCI of at or below 65.

PROJECT JUSTIFICATION: The pavement on certain areas of the Taxiway A is showing deterioration due to age and use. The Airport's Pavement Management Study concluded that the rehabilitation areas identified as part of this project are over 30 years old and/or below a 65 PCI. Completion of this project is necessary to avoid loss of the taxiway and the vital airfield capacity it provides. Failure to rehabilitate the selected areas will result in significant flight delays.

Taxiway A is the primary taxi path to the cargo and maintenance facilities at CLT. It also serves as the cross-field connection to Taxiway C and Taxiway E which feed the departure queues in north flow. In north flow operations, ATC uses Taxiway A for taxiing air carrier departures from the central terminal area across Taxiway B and A4 or Taxiway G and R to Taxiways E and C for departure on Runways 36C and 36R, respectively. Taxiway A is under the full control of ATC, whereas Taxiway M transitions from movement to non-movement area adjacent to Runway 5/23 which limits ramp movement.

Night-time noise abatement departures on Runway 23 queue on Taxiway A to depart Runway 23. Another use of Taxiway A is from the GA ramp area (which is available to the public) across Runway 18L/36R to transition to the west side of the airfield.

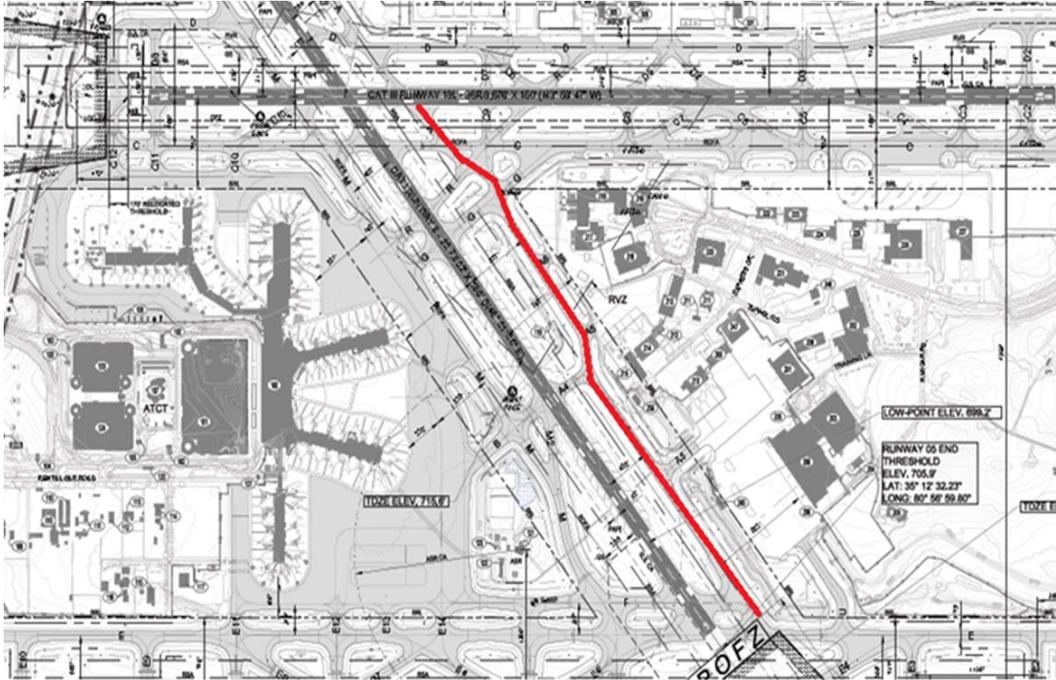
Without Taxiway A, taxi movements from the east GA ramp, the cargo area and the central terminal area would need to traverse from movement to non-movement and back to movement areas through the terminal ramp creating congestion and increased workload for FAA ATC and ramp control. Based on the ACEP simulations, CLT airport moves 411 (51 percent) departures on Runway 36C in VFR conditions as well as 10 percent of arrivals.

FINANCING PLAN

Project Cost:	\$8,000,000
AIP Grants Existing:	\$0
AIP Grants Future:	\$6,000,000
PFC PAYGO:	\$2,000,000
PFC Bonds:	\$0
Non-PFC Bonds:	\$0
% PFC Est.	100%

ESTIMATED PROJECT IMPLEMENTATION AND COMPLETION DATES

Project Start Date:	09/01/2017
Project End Date:	11/01/2017



PROJECT TITLE:

PWE 6.15 TAXIWAY C REHABILITATION

PROJECT DESCRIPTION: This project will rehabilitate the full width of Taxiway C north of Runway 5/23, which comprises approximately 29,500 square yards of concrete.

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 extending the life of Taxiway C and compliance with the Airport’s Pavement Management Plan and has a PCI of 65 or below.

PROJECT JUSTIFICATION: The pavement of Taxiway C north of Runway 5/23 is showing deterioration due to age and use. The Airport’s Pavement Management Study concluded that the rehabilitation areas identified as part of this project are nearly 30 years old and below a 65 PCI. Completion of this project is necessary to avoid loss of the taxiway and the vital airfield capacity it provides. Failure to rehabilitate the selected areas will result in significant flight delays.

Taxiway C is the primary taxi path serving Concourse E which amounts to approximately 57 percent of CLT’s gate operations. Taxiway C is under full control of the ATC. In north flow operations, ATC uses Taxiway C, C10, C11, and C12 to feed arrivals into Concourse E. In south flow operations, ATC uses Taxiway C, C10, C11, and C12 to feed departures from Concourse E. Without Taxiway C (north of Runway 5/23), movements from Concourse E would not be possible therefore reducing the Airport’s capacity by approximately 57 percent. ATC utilizes Taxiway C, north of Runway 5/23, as a queue for aircraft departing Runway 18L. Without Taxiway C, aircraft would be required to cross Runway 18L and queue for departure on Taxiway D thereby increasing the risk of runway incursions and delay due runway crossings.

FINANCING PLAN

Project Cost:	\$9,466,958
AIP Grants Existing:	\$7,100,219
AIP Grants Future:	\$0
PFC PAYGO:	\$2,366,740
PFC Bonds:	\$0
Non-PFC Bonds:	\$0
% PFC Est.	100%

ESTIMATED PROJECT IMPLEMENTATION AND COMPLETION DATES

Project Start Date:	09/01/2016
Project End Date:	12/01/2016

PROJECT TITLE:

PWE 6.16 RWY 18R/36L AND ASSOCIATED TAXIWAYS JOINT SEAL REPLACEMENT

PROJECT DESCRIPTION: Runway 18R/36L and its associated taxiways were commissioned in February 2010. The asphalt based joint sealant used during construction has deteriorated and needs to be replaced to maintain the integrity and pavement life of the runway. This project will remove and replace the failing joint seals over the full length of Runway 18R/36L and Taxiways W, N, S and V.

PROJECT OBJECTIVE: This PWE is eligible pursuant to 158.15(a)(1) and will preserve capacity at the Airport and the national air transportation system by extending the useful life of Runway 18R/36L and Taxiways W, N, S and V.

PROJECT JUSTIFICATION: The removal and replacement of the Runway 18R/36L and Taxiways W, N, S and V joint seals are necessary to preserve the useful life of the runway. Joint sealing prevents entry of water and other non-compressible substances into the pavement. When proper joint sealing is performed when necessary, the life cycle costs of the pavement structure can be reduced. One of the major factors in achieving optimum pavement performance is to properly reseal pavement joints and cracks when required. Paragraph 3-13 and Table 3-8 of the AIP Handbook, FAA Order 5100.38D, states the minimum useful life of concrete joint replacement is at least seven years of age.

FINANCING PLAN

Project Cost:	\$2,500,000
AIP Grants Existing:	\$0
AIP Grants Future:	\$1,875,000
PFC PAYGO:	\$625,000
PFC Bonds:	\$0
Non-PFC Bonds:	\$0
% PFC Est.	100%

ESTIMATED PROJECT IMPLEMENTATION AND COMPLETION DATES

Project Start Date:	05/01/2017
Project End Date:	10/01/2017

PROJECT TITLE:

PWE 6.17 RWY 18L REHABILITATION

PROJECT DESCRIPTION: This project was a selective mill and replacement of Runway 18L/36R pavement below a PCI of 65 as identified in Attachment I. Approximately 8,600 square yards of asphalt will be replaced which revitalized the structural integrity of the runway by reconstructing the pavement that had degraded over time. The project rehabilitated the asphalt/concrete transverse joint failure at the south end of the runway, removed and replaced surface asphalt shoving in three areas on the west side of centerline, removed and replaced failing in-pavement runway centerline light can extensions and resealed, replaced aging/rough pavement at west exit to TWY R, crack sealed portions of remaining asphalt pavement, removed TWY C5 and C6 centerline lighting infrastructure on the runway surface and replaced asphalt. Taxiway C5 and C6 centerline lights were never in-service or installed beyond the runway.

PROJECT OBJECTIVE: This project is eligible pursuant to 158.15(a)(1) and will preserve capacity at the Airport and for the national air transportation system. This project will preserve capacity by extending the useful life of Runway 18L providing for continued compliance with 14 CFR 139 and the Airport’s Pavement Management Plan. The project will eliminate potential FOD hazards where pavement failure has begun.

PROJECT JUSTIFICATION: The pavement on certain areas of Runway 18L, as identified in Attachment I, was showing deterioration due to age and use. The Airport’s Pavement Management Study concluded that the rehabilitation areas identified as part of this project are nearly 30 years old and/or below a 65 PCI. Completion of this project was necessary to avoid loss of the runway and the vital airfield capacity it provides. Failure to rehabilitate the selected areas would have resulted in severe flight delays and non-compliance with 14 CFR 139.

FINANCING PLAN

Project Cost:	\$5,498,346
AIP Grants Existing:	\$4,123,760
AIP Grants Future:	\$0
PFC PAYGO:	\$1,374,587
PFC Bonds:	\$0
Non-PFC Bonds	\$0
% PFC Est.	100%

ESTIMATED PROJECT IMPLEMENTATION AND COMPLETION DATES

Project Start Date:	04/02/2015
Project End Date:	04/19/2016

PROJECT TITLE:

PWE 6.18 AIR CARRIER RAMP REHABILITATION

PROJECT DESCRIPTION: The Terminal Ramp Rehabilitation project includes repairs to 102 concrete slabs on the terminal ramp. The scope of work for this project includes items related to removal and replacement of 7,050 square yards of 15” concrete for each specified slab, cement-treat base course repair, recycled concrete aggregated base course and minimal undercut excavation of wet subgrade material. Incidental work includes joint sawing and joint sealing.

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. This project will preserve capacity at the airport by extending the useful life of the terminal ramp and replacing the slabs to eliminate Foreign Object Debris (FOD) on the terminal ramp.

PROJECT JUSTIFICATION: The Airports Pavement Maintenance Program identified approximately 102 concrete slabs on the commercial terminal ramp which are experiencing structural failure. The replacement of these slabs is necessary to facilitate the safe movement of aircraft and to remain in compliance with the Airport Certification Manual and 14 CFR 139.

The select rehabilitated slabs had experienced failure and were cracked and broken. As a result, there were no PCI measurements performed on the 102 slabs that will be replaced. Continued taxi over these slabs could impair directional control of aircraft and produce loose aggregate. During arrival and departure peaks, the airport’s ramp is severely congested. Without repair to these slabs the terminal ramp would be confined to a single taxi lane around the Concourse, unable to route aircraft around the ramp on Taxiway M, and impact terminal gates.

FINANCING PLAN

Project Cost:	\$1,781,785
AIP Grants Existing:	\$0
AIP Grants Future:	\$0
PFC PAYGO:	\$1,781,785
PFC Bonds:	\$0
Non-PFC Bonds:	\$0
% PFC Est.	100%

ESTIMATED PROJECT IMPLEMENTATION AND COMPLETION DATES

Project Start Date:	09/01/2016
Project End Date:	07/01/2017

PROJECT TITLE:

PWE 6.19 CONDUCT ENVIRONMENTAL ASSESSMENT FOR MASTER PLAN UPDATE PROJECTS

PROJECT DESCRIPTION: This project includes the cost of preparing the necessary environmental review documents for all FY 15 and FY 16 projects included in the Master Plan Update Phase I which require NEPA review (Categorical Exclusions or Environmental Assessment) and, the coordination of documents to ensure consistency in databases and information.

Simple Written Record Categorical Exclusion (CatEx): Taxiway A and C Rehabilitation, Taxiway A and C Object Free Area (OFA) Clearing, Purchase of Multi-Function Equipment, Replacement of 20 passenger boarding bridges, and Concourse E Locker Room Expansion.

Documented CatEx: East LAV and Fueling Facility, East Terminal Expansion Phase 2, Concourse E Baggage Transfer Station, Mail Sort Facility, Line Maintenance Hangar Expansion, PSA Airlines Hangar Expansion and American Airlines Simulator Addition.

Environmental Assessment (EA): Vehicle Maintenance Facility, Concession Distribution Warehouse, West LAV (Triturator) and Fueling Facility, Concourse A Expansion Phase I, Long Term 2 Parking Lot Expansion, and Pedestrian Sky Bridges and Ticket Lobby Expansion, GA Hangar I, FBO Ramp Expansion, FBO Terminal expansion, relocation of Bank of America road, and demolition of the GA district office.

PROJECT OBJECTIVE: This PWE is eligible pursuant to 158.15(a)(1) and will preserve and enhance capacity at the airport and the national air transportation system by preparing the NEPA documentation required for the Airport's development projects.

PROJECT JUSTIFICATION: The Airport's Master Plan Update Phase I identified numerous projects to be undertaken, some of which require environmental review documentation. Federal laws and regulations require the federal government to evaluate the effects of its actions. Pursuant to the National Environmental Policy Act of 1969 (NEPA) the evaluation of any such environmental effects must be documented in accordance with NEPA.

FINANCING PLAN

Project Cost:	\$641,613
AIP Grants Existing:	\$481,210
AIP Grants Future:	\$0
PFC PAYGO:	\$160,403
PFC Bonds:	\$0
Non-PFC Bonds:	\$0
% PFC Est.	100%

ESTIMATED PROJECT IMPLEMENTATION AND COMPLETION DATES

Project Start Date:	07/01/2015
Project End Date:	06/30/2016

PROJECT TITLE:

PWE 6.20 SNOW REMOVAL EQUIPMENT

PROJECT DESCRIPTION: The project included the purchase of one new multi-function snow removal vehicle and one rotary plow which are needed to satisfy the Airport snow removal needs as identified in its Snow and Ice Control Plan. These vehicles will provide multi-functional, high speed plow, broom, blower capabilities for snow removal on airfield ground surfaces during snow and ice conditions.

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 allowing Airport personnel to maintain clear airfield pavements during winter weather events. This project will also enhance capacity by reducing aircraft operating delay costs by decreasing the amount of runway closure time during snow and ice removal events.

PROJECT JUSTIFICATION: The Use of these vehicles are consistent with the Airport’s Snow and Ice Control Plan and will allow the Airport to maintain clear runway and taxiway surfaces during snow and ice events. Albeit infrequent and unpredictable, the nature of snow and ice events in Charlotte can be severe and incapacitating. It is, therefore, critical that the CLT includes this multi-function snow removal vehicle as part of its snow removal equipment roster in order to maintain operations and to comply with the Airport’s Certification Manual and Snow and Ice Control Plan.

FINANCING PLAN

Project Cost:	\$1,459,060
AIP Grants Existing:	\$0
AIP Grants Future:	\$0
PFC PAYGO:	\$1,459,060
PFC Bonds:	\$0
Non-PFC Bonds:	\$0
% PFC Est.	100%

ESTIMATED PROJECT IMPLEMENTATION AND COMPLETION DATES

Project Start Date:	10/01/2015
Project End Date:	05/1/2016

PROJECT TITLE:

PWE 6.21 EIS LAND ACQUISITION 2000

PROJECT DESCRIPTION: The voluntary acquisition of certain properties includes 109 single family residences identified in the Master Plan South (MPS) area which is a requirement of the mitigation commitment in the FAA’s 2000 Record of Decision (“ROD”) for the Environmental Impact Statement (“EIS”) on the Airport’s Third Parallel Runway. These properties are located to the south of Runway 18R/36L.

PROJECT OBJECTIVE: This PWE is eligible pursuant to 158.15(a)(2) and will reduce noise impacts at the Airport and the National Air Transportation System resulting from the construction and use of the Airport’s Third Parallel Runway.

PROJECT JUSTIFICATION: In 1999, the FAA signed the Final Environmental Impact Statement (FEIS) and in 2000 issued a Record of Decision (ROD) environmentally approving the construction of a third parallel runway (18R/36L). The ROD included several mitigation measures the Airport was required to complete as a condition of the approval. The acquisition of these 109 properties was included in these approval conditions.

FINANCING PLAN

Project Cost:	\$40,000,000
AIP Grants Existing:	\$0
AIP Grants Future:	\$0
PFC PAYGO:	\$40,000,000
PFC Bonds:	\$0
Non-PFC Bonds:	\$0
% PFC Est.	100%

ESTIMATED PROJECT IMPLEMENTATION AND COMPLETION DATES

Project Start Date:	01/01/2014
Project End Date:	07/01/2018

PROJECT TITLE:

PWE 6.22 VEHICLE TRANSPONDERS

PROJECT DESCRIPTION: This project includes the purchase, installation, licensing, and verification of 75 vehicle movement area transponder (“VMAT”) units required for these units as described in FAA Advisory Circular No. 150/5220-26. The vehicle transponders will be installed on Airport owned and operated vehicles using the aircraft movement areas. The VMATs were funded through AIP 73.

PROJECT OBJECTIVE: This PWE is eligible pursuant to 158.15(a)(1) and will enhance safety at the Airport and the national air transportation system by providing a common surface situational awareness for Air Traffic Control, airlines, vehicle operators and Airport Operations thereby reducing the possibility of runway incursions.

PROJECT JUSTIFICATION: These VMAT units will enhance safety at the Airport by providing a NextGen solution utilizing Automatic Dependent Surveillance-Broadcast that has been identified as an initiative that will enhance the safety of aircraft and airport vehicles operating in close proximity which enables more effective decision-making, improves operational performance and provide common surface situational awareness for Air Traffic Control, airlines, vehicle operators and Airport Operations thereby reducing the possibility of runway incursions – especially during low visibility operations. During low visibility operations, a loss of situational awareness is heightened leading to potential serious incidents or accidents. This system combines a satellite positioning service, aircraft avionics, and ground infrastructure to enable transmission of more accurate information between aircraft operations, vehicle operators, and Air Traffic Control. ADS-B provides information more timely and accurate than the information by a conventional radar system. These VMAT units were purchased and installed pursuant to AC 150/5220-26.

FINANCING PLAN

Project Cost:	\$563,480
AIP Grants Existing:	\$422,610
AIP Grants Future:	\$0
PFC PAYGO:	\$140,870
PFC Bonds:	\$0
Non PFC Bonds:	\$0
% PFC Est.	100%

ESTIMATED PROJECT IMPLEMENTATION AND COMPLETION DATES

Project Start Date:	07/01/2015
Project End Date:	03/01/2016

PROJECT TITLE:

PWE 6.23 ARFF TRUCKS (3) 2015/2016

PROJECT DESCRIPTION: This project includes the purchase three FAA Class 5 ARFF Vehicles that carry 450 pounds of potassium based dry chemical and 3000 gallons of water with a commensurate amount of aqueous film forming foam and meet Class 5 vehicle requirements. The new vehicles are replacing the following three ARFF trucks, which have exceeded their useful lives and acquired between 1992 and 1993:

- E-One 1500 Blaze 47 (1992)
- E-One 3000 Blaze 2 (1992)
- E-One 3000 Blaze 41 (1993)

PROJECT OBJECTIVE: This PWE is eligible pursuant to 158.15(a)(1) and will preserve safety at the Airport and the National Transportation System by replacing the Airport’s Existing Class 5 ARFF vehicles which have exceeded their useful lives.

PROJECT JUSTIFICATION: These three new ARFF vehicle are needed to replace three existing ARFF vehicles which have exceeded their useful lives. Title 14 CFR 139.317 requires three vehicles for Index E airports. CLT has two fire stations with three vehicles each located on Airport property, for a total of six ARFF vehicles required to meet response timing requirements. These ARFF vehicles will permit the Airport to maintain ARFF Index E. All vehicles are replacements for the fleet and bring CLT’s total ARFF fleet set to six. These vehicles make CLT self-sufficient for ARFF service as it relates to front line ARFF vehicles and no longer reliant on the North Carolina Air National Guard to provide vehicles in a front line capacity.

Year	Make	Water	Equip	Funding
1992	E-One	1500	Blaze 47	PFC 6
2006	Oshkosh	3000	Blaze 1	AIP 51
2013	Danko	300	Blaze 5	PFC 5
2013	Danko	300	Blaze 43	PFC 5
1993	E-One	3000	Blaze 41	PFC 6
1992	E-One	3000	Blaze 2	PFC 6

FINANCING PLAN

Project Cost:	\$1,910,842
AIP Grants Existing:	\$0
AIP Grants Future:	\$1,433,132
PFC PAYGO:	\$ 477,711
PFC Bonds:	\$0
Non-PFC Bonds:	\$0
% PFC Est.	100%

ESTIMATED PROJECT IMPLEMENTATION AND COMPLETION DATES

Project Start Date:	01/01/2015
Project End Date:	05/01/2016

PROJECT TITLE:

PWE 6.24 PFC APPLICATION DEVELOPMENT

PROJECT DESCRIPTION: This project will provide for the development and completion of the PFC application process for PFC Application Number 6. 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 Number 6 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 (processing of the required air carrier notice letter of FAA approval of PFC Application Number 6 and to begin collecting PFCs as mandated by Part 158.43).

FINANCING PLAN

Project Cost:	\$235,000
AIP Grants Existing:	\$0
AIP Grants Future"	\$0
PFC PAYGO:	\$235,000
PFC Bonds:	\$0
Non-PFC Bonds:	\$0
% PFC Est.	100%

ESTIMATED PROJECT IMPLEMENTATION AND COMPLETION DATES

Project Start Date:	09/01/2015
Project End Date:	03/31/2017

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. 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 Number 6 will be concurrent with the Charge Expiration Date of PFC Application Number 5 which is currently estimated to be May 1, 2023 (which is the revised estimated charge expiration date in the City’s proposed amendment to PFC Application Number 5 which is being developed and submitted concurrently with PFC Application Number 6). Accordingly, for the purpose of this Public Notice, the Charge Effective Date for PFC Application Number 6 is estimated to be May 1, 2023. Based on the forecast of enplanements at the Airport, the estimated Charge Expiration Date for PFC Application Number 6 is October 1, 2032.

In summary, the City estimates using \$669,933,428 in PFC revenue to fund certain PFC eligible costs of the projects to be included in PFC Application Number 6. Of this amount, the City estimates using \$207,806,106 in PFC revenue on a PAYGO basis and using 462,127,322 (including principal, financing costs and interest) in PFC revenue on a debt leveraged basis. Combined with the estimated PFC revenues to be collected pursuant to approved PFC Applications Number 1, Number 2, Number 3, Number 4 and Number 5, as proposed to be amended (\$1,088,799,314), the total amount of Impose and Use authority for the City’s PFC program would be \$1,758,732,742.

The public is invited to provide written comment or request additional information through October 3, 2016 by writing:

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