

“Impose and Use” Project Descriptions

NOTICE OF OPPORTUNITY FOR PUBLIC COMMENT RELATED TO PASSENGER FACILITY CHARGE Posted October 19, 2017

The City of Atlanta is providing an opportunity for public comment until November 20, 2017 related to the proposed new Passenger Facility Charge (PFC) Application #18.

The City of Atlanta, operator of Hartsfield-Jackson Atlanta International Airport, plans to continue the maximum PFC allowable of \$4.50 per enplaned passenger. We anticipate collection to begin June 1, 2027 when the previous application is fully collected, with a total revenue impact of \$53,574,295. The PFC expiration date for the six projects listed below is estimated to be September 1, 2027.

“Impose and Use” Projects

19.1 Runway 9L-27R Safety Area Improvements

This project includes the planning, design, and construction necessary for the re-grading of multiple infields immediately adjacent to Runway 9L-27R. These infields are located north of the runway west of Taxiway M6, south of the runway from Taxiway T to N5, and along the north side of the runway from Taxiway D to Taxiway M20. The re-grading includes relocating or adding drainage structures and piping outside of the Runway 9L-27R Runway Safety Area (RSA). The infield areas included in this project are currently between 2 and 4 inches above the grade of the runway. This results in water draining toward, not away, from the runway and results in standing water on the runway edge. The mitigation of these conditions is necessary to ensure the Airport meets safety and operational requirements.

Planning for this project is scheduled to begin in January 2018 and the project is anticipated to be completed by December 2018. The total cost of the project is estimated to be \$8,145,100 with Passenger Facility Charges (PFCs) funding \$2,023,161, anticipated 2018 FAA entitlement grant funding approximately \$4,046,323 and anticipated local funding of \$2,075,616.

19.2 Runway 9L End Around Taxiway

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This project includes planning, design, and construction of a new Runway 9L end-around taxiway (EAT). The end-around taxiway will wrap around Runway 9L approach end allowing Runway 9R-27L, Runway 10-28, and future Runway 10L-28R arrivals to taxi around the departure end of Runway 27R. The 9L end-around taxiway project will also provide a means of taxiing between the terminal/concourse gates and the runways within the west operations of the airfield. Aircraft will have the ability to taxi at a constant speed along the end-around taxiway without the need to hold short of Runway 9L-27R and wait for clearance. The Runway 9L End Around Taxiway would be designed to Aircraft Design Group IV standards and Taxiway Design Group VI criteria. The mitigation of runway crossings on Runway 9L-27R is necessary to enhance the Airport's air safety, efficiency, and capacity.

Planning for this project is scheduled to begin in July 2018 and the project is anticipated to be completed in December 2021. The total cost of the project is estimated to be \$71,582,376 with Passenger Facility Charges (PFCs) funding \$14,080,500, anticipated 2017 and 2018 FAA discretionary grants funding approximately \$43,237,240 and anticipated local funding of \$14,264,636.

19.3 Airfield Pavement Replacement Taxiway E, L, M, N

This project consists of planning, design, and replacement of approximately 51,310 square yards of specific sections of Taxiways “E”, “L”, “M”, and “N”. The taxiway replacement pavement sections will consist of 20 inches of Portland cement concrete over 9 inches of soil cement and include a revised joint layout plan where required. These pavements were identified for replacement in the Airfield Pavement Evaluation 2016.

Planning for this project is scheduled to begin in March 2018 and the project is anticipated to be completed in December 2019. The total cost of the project is estimated to be \$25,655,000 with Passenger Facility Charges (PFCs) funding \$19,117,336, anticipated 2018 and future FAA entitlement grants funding approximately \$6,372,446 and anticipated local funding of \$165,218.

19.4 Quarry Stabilization Safety Improvements

This project includes planning, design, and modifications to an area within the airfield referred to as the Quarry (formerly the Flint River Rock Quarry). The project includes the construction of a berm and the addition of slope

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drainage structures on the south side of Runway 9L-27R and stabilization of the slopes of the quarry, which are immediately adjacent to Runway 9L-27R safety areas. The project will restore and stabilize the existing slopes and add additional slopes to prevent future erosion by clearing, grubbing, and regrading retaining walls and installing sod. This project will also regrade the gravel road for safe accessibility and install additional v-ditches.

Planning for the project is scheduled to begin in August 2018 and the project is anticipated to be completed in December 2019. The total cost of the project is estimated to be \$9,218,509 with Passenger Facility Charges (PFCs) funding \$2,289,785, anticipated 2018 and future FAA grant entitlements funding approximately \$4,579,571 and anticipated local funding of \$2,349,153.

19.5 Wildlife Deterrent Safety Improvements

This project includes planning, design, and modifications to an area within the airfield referred to as the Quarry (formerly the Flint River Rock Quarry). The project includes eliminating standing water by improving drainage in the area and ensuring positive drainage of all water to the existing Flint River flume and pipe culvert, and reducing vegetation. Drainage efforts will include the installation of a pump to the northwest side of the basin at the outfall of an existing 12'x10' box culvert and rehabilitation performed on the existing concrete liner between the two Flint River pipe culverts. The reduction of wildlife attractants will include installing low growing grass specifically selected to discourage bird population. The project also includes the installation of a gate entrance and fencing for safe accessibility by wildlife management personnel who monitor the site for wildlife hazards and the addition of wildlife detection equipment.

Planning for the project is scheduled to begin in August 2018 and the project is anticipated to be completed in December 2019. The total cost of the project is estimated to be \$3,950,790 with Passenger Facility Charges (PFCs) funding \$981,337, anticipated 2018 and future FAA entitlement grants funding approximately \$1,962,673 and anticipated local funding of \$1,006,780.

19.6 Automated Guideway Transit System (AGTS) Plane Train Switches Rehabilitation

This project includes planning, design, and rehabilitation of the Automated Guideway Transit System (Plane Train) Switches. This includes the original 13 Plane Train Switches that have been operating for over 37

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years and have exceeded their design life of 30-years. The Plane Train Switch Rehabilitation Project will replace where possible, the structure of the original thirteen (13) switches and modify and replace the control components of the eight (8) original switches that continue to operate as switches. (After expansion to Concourse E, the other five (5) locations are now fixed in place). Rehabilitation will include the upgrade or replacement of the following control components:

- Switch Logic Controls
- Hydraulic Units and all piping
- Beam and Lock Pin Controllers
- Traffic Signals and Directional Indicators
- Guide beam Tread Plates

Planning for the project is scheduled to begin in November 2017 and the project is anticipated to be completed in August 2021. The total cost of the project is estimated to be \$30,543,000 with Passenger Facility Charges (PFCs) funding \$15,082,176 and anticipated local funding of \$15,460,824.

Comments or a request for more detailed project justification or project documents should be sent to Greg Richardson, Interim Chief Financial Officer, City of Atlanta Department of Aviation, Hartsfield-Jackson Atlanta International Airport, P.O. Box 20509, Atlanta, Georgia 30320-2509.