

***NOTICE OF
OPPORTUNITY FOR PUBLIC COMMENT RELATED TO
PASSENGER FACILITY CHARGES
Posted September 14, 2023***

The City of Atlanta, operator of the Hartsfield-Jackson Atlanta International Airport, is providing an opportunity for public comment until October 16, 2023 related to the proposed new Passenger Facility Charge (PFC) Applications #24.

Detailed information regarding the specific projects within this application is provided in the following pages. This information includes proposed project scope, estimated costs and funding plans.

The City plans to continue to collect PFCs at the maximum allowable level of \$4.50 per enplaned passenger. The charge effective date for this proposed new application #24 is estimated to be January 1, 2040. The total amount to be collected in the proposed PFC Application #24 is \$175,988,522. The PFC expiration date for this application is estimated to be December 1, 2040.

The City of Atlanta/Department of Aviation requests that the Nonscheduled/On-Demand Air Carriers (“ATCO”) continue to be exempt from the collection of PFCs under this new application. The carriers known in this class are the following:

Northeastern Aviation Corp Pegasus Elite Aviation LLC
Cobalt Air LLC

In 2021, no carriers in this class reported any enplanements for ATL, thereby representing 0% of the total enplanements at ATL. In 2022, this class of carriers enplaned 41 passengers. This represents less than 1/100 of 1% of the total enplanements at ATL. The City of Atlanta’s reason for requesting that this ATCO class of carriers continue to be exempt from collecting PFCs is due to the burden it would put on the small carriers that enplane so few passengers at ATL, both in the cost and complexity of the required recordkeeping.

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

HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT (ATL)
PFC APPLICATION #24
PROJECT DESCRIPTIONS

24-001 Taxiway D Runway Incursion Mitigation (RIM), Phase 1

This project includes the design and construction of a realignment of Taxiway D, between Taxiway C and Taxiway A7. The project will shift the centerline of Taxiway D 129 feet to the east, which will require constructing new portland cement concrete (PCC) pavement and asphalt shoulders, demolishing existing pavement and shoulders and installing new edge and centerline lights. The footprint of the project is approximately 5,300 square yards.

Despite having proper marking and signage, the rather direct alignment of Taxiway Delta between the general aviation ramp and Runway 8L-26R has created opportunities for aircraft to inadvertently taxi onto the runway, leading to runway incursions. The number of FAA-identified historic incursions at this location and this taxiway segment's geometry led the FAA to designate the intersection of Runway 8L-26R and Taxiway Delta as Hot Spot 1. This designation is depicted on ATL's current Airport Facilities Diagram. It is a priority of the FAA through its Runway Incursion Mitigation program for airport sponsors to implement corrective measures to remedy hot spots.

During 2021, the Department of Aviation and Atlanta ADO staff held final discussions on how best to revise the taxiway segment's geometry to reduce the likelihood of aircraft taxiing onto the runway without clearance. Both parties agreed that shifting the segment 129 feet east of its current location would introduce a sufficient turning movement for pilots to execute and raise their situational awareness of the runway's proximity. The final alignment was confirmed on August 17, 2021.

The estimated cost for this project is \$4,235,000 to be funded with 100% of PFCs on a Pay-as-you-go basis. This project is scheduled to start in Sept 2023 and will be completed in November 2023.

24-002 Ramp 20 Pavement Replacement

This project includes the replacement of pavement at Ramp 20, the North Deicing Facility ramp. The project includes the removal and replacement of approximately 61,330 square yards of distressed asphalt and PCC pavement. The typical replacement pavement section will be 18" of PCC over 6" of cement treated base. The project includes improvements to site drainage, underdrains, and pavement markings. When not in use for deicing activities, this ramp accommodates fifteen aircraft parking spaces - five ADG V (A350-900 typical), and ten ADG III (B757-200W typical).

The existing pavement consists of old asphalt sections and relatively thin concrete pavement sections. Most of these pavements are over 50 years old and have never been rehabilitated. The pavements suffer from cracked panels, failed A-1 joints, alligator cracking and water ponding issues. The older portions of pavement scored low on the PCI index, including PCI values as low as 30 (very poor). The recent increases in traffic have compromised the structural integrity of numerous slabs, and FOD potential is high.

This project began in June 2023 and is estimated to be completed in December 2023. The estimated cost for this project is \$37,729,275, of which \$13,253,620 will be funded with PFCs on a Pay-as-you-go basis and \$24,475,655 is anticipated to be funded with BIL AIG funds.

24-003 Automated People Mover Vehicle Replacements

This project includes the replacement of 49 vehicles of the existing Automated People Mover (“Plane Train”) fleet with the latest APM vehicle. The project includes the acquisition, installation, and testing required to place the new vehicles in service.

This project is necessary to reduce the risk of in-service failures and incidents. All 49 of the vehicles to be replaced have already exceeded their design life of 20 years (with in-service dates ranging from 1994 to 2002). Additionally, in 2024, the average mileage of the 49 vehicles is estimated to exceed the nominal mileage design life of 1 million miles (based on current mileage and historical quarterly fleet mileage). The age and high mileage of these vehicles make the vehicles less reliable, and at risk for a greater chance of component failure. Several important components are already either obsolete or in need of an overhaul and/or modifications to address known issues or to meet current regulatory requirements. By replacing these vehicles, this project will alleviate the risk of congestion of passengers and aircraft due to inoperative or shutdown of the Plane Train. Such failure could disrupt the movement of passengers and delay aircraft departures that could ripple across the National Airspace System.

The estimated cost for this project is \$167,287,000, of which \$83,643,500 will be funded with PFCs on a Pay-as-you-go basis and the remaining \$83,643,500 to be funded with local funds. Procurement of this project began in March 2023. All replacement vehicles are anticipated to be installed and operational by December 2028.

24-004 Noise Mitigation Program 2024 – 2026, Design

This project includes design services for noise insulation measures for aircraft noise-sensitive structures bordering the Airport. The structures include approximately 1,211 single and multi-family apartment units. These units are in the Conley Square Apartments, Green Springs Apartments, The Park at Galaway Apartments, The Lakeshire Village Apartments, and College Park Housing Authority. This project will mitigate noise impacts within the yearly day-night average sound level (YDNL) 65 dBA (A-weighted decibels) and YDNL 75 dBA noise contours resulting from aircraft operations at the Airport and reflected on the most current Noise Exposure Map.

The installation of acoustical measures in these properties and acquisition of Right to Flight Easements will reduce the noise sensitive properties in severely noise impacted areas. Since 1984, the City of Atlanta has implemented aircraft noise mitigation measures to eligible structures in the jurisdictions surrounding the Hartsfield-Jackson Atlanta International Airport to reduce the impacts of aircraft noise. The DOA maintains a comprehensive noise mitigation program consisting of property acquisition and relocation, aviation easements and noise insulations.

This project is anticipated to start in February 2024 and be complete in June 2026. The estimated design cost of this project is \$3,000,000 to be funded 100% with PFCs on a Pay-as-you-go basis.

24-005 Remote Transmitter/Receiver (RTR) Tower Relocation

This project includes the relocation of the West Remote Transmitter/Receiver (RTR). The RTR relocation will include the necessary site preparation and utility installation including electricity, fiber, duct banks, site grading, access driveways, and other similar work.

The West RTR is FAA-owned equipment and is located on airport property. The current location of the RTR is in the way of the Cargo 2A/2B Apron construction project. Additionally, if the RTR were to remain in its present location, it would be subject to jet blast. The RTR is currently sited in a single location, but due to changed FAA communications, frequency spectrum management strategies and airfield coverage needs, the RTR will be distributed among three locations on the airfield. The FAA designed the relocation of the West RTR that is to be distributed among the three sites.

This project started in June 2023 and is expected to be completed by January 2024. The estimated cost of this project is \$30,000,000, of which \$9,000,000 is anticipated to be funded with PFCs on a Pay-as-you-go basis and the remaining \$21,000,000 funded with local funds.

24-006 Concourse E Power Distribution Equipment Replacement, Phase 1

This project includes the design and construction necessary to replace the power distribution equipment in Concourse E. The existing power distribution system consists of two 4160-volt redundant main switchgear connected to the Georgia Power vault. The switchgear feeds eleven 4160-volt unit substations with transformers converting the voltage to 480/277. The unit substations feed forty-five single switchboards, which in turn feed the panel-boards and transformers. This project will be completed in two phases. Phase 1 is the scope included in this PFC application.

Phase 1 includes replacing all power equipment in the main switchgear and unit substation rooms, including switchgear, busway, and feeder wiring and conduit up to and inclusive of the unit substations.

Concourse E serves as an international and domestic concourse at ATL. The concourse also houses a United States Customs and Border Protection operations. The majority of the power distribution equipment for Concourse E was installed in 1992. The Planning and Development Division of the Department of Aviation (DOA) considers the life cycle of power distribution equipment to be thirty years. As the equipment approaches the end of this life cycle, the DOA recommends replacing all of the power distribution equipment at Concourse E to meet the current codes, energy efficiency, quality standards, and to increase reliability and redundancy.

The total cost of this project is estimated to be \$132,553,386. PFCs are requested to fund \$28,789,797 on a Pay-as-you-go basis. The Airport anticipates using approximately \$48,120,840 of BIL/AIG funds toward the project, and the remaining \$55,642,749 will be provided by local funds. This project is estimated to start in March 2024 and be complete in June 2027.

24-007 Concourse E HVAC Replacement, Design

This project includes the design of rehabilitation of the HVAC systems in Concourse E. The design scope will include site visits and preparation of schematic design, design development, and contract documents. The rehabilitation efforts will include the replacement of HVAC equipment including air handler units (AHUs), ductwork, terminal units, piping, secondary pumps, exhaust fans, and updating controls to Direct Digital Controls (DDC). The new equipment and systems shall be sized and designed using current codes and standards.

Concourse E was constructed from 1992-1994. Most of the HVAC infrastructure in the Concourse has not been updated since the original installation. As a result, most of the equipment is approximately 29 years old, beyond its useful service life, and not per the current codes and standards. Upon review of the HVAC system including field investigations, the recommendation was that the HVAC systems described be replaced to avoid operation impact to the busiest airport in the world due to potential systems failure and the amount of time required to procure, order, deliver, and install the required parts.

The total cost of the planning and design efforts is estimated to be \$16,000,000. PFCs are requested to fund \$9,334,400 on a Pay-as-you-go basis and the remaining \$6,665,600 will be provided by local funds. This project started in July 2022 and is anticipated to be complete in December 2024.

24-008 CPTC Public Restrooms, Phase 1

This project includes the design and construction work required modify, rehabilitate and expand six public restrooms pairs in the Central Passenger Terminal Complex (CPTC). These restrooms and the associated work are as follows:

- Domestic Terminal West Crossover – The existing 3,200 square feet of the restrooms will be modified to provide additional fixtures in the female restroom and provide an adult changing room.
- Concourse T, Gate 2 – The existing 1,310 square feet of restrooms will be modified and expanded to 1,880 square feet. It will increase the available fixtures in both the male and

female restrooms. These modifications will also provide for the expansion of adjoining holdroom spaces.

- Concourse T, Gate 12 - The existing 2,020 square feet of the restrooms will be reconfigured to update the existing fixtures.
- Concourse C, North Centerpoint - The existing 1,380 square feet of restrooms will be modified and expanded to increase the available fixtures in both the male and female restrooms as well as provide a nursing room and adult changing facilities.
- Concourse F, Gate 2 - The existing 1,710 square feet of the restrooms will be reconfigured to update the existing fixtures.
- International Departures – The existing footprint will be modified to increase the number of male and female fixtures.

This project is the first of six phases anticipated to address all of the public restroom needs across the CPTC. The project includes demolition of the existing facilities; rehabilitation and addition of existing electrical, mechanical, plumbing, HVAC and fire suppression infrastructure; new restroom fixtures and stalls; flooring, ceiling and wall finishes; and lighting. It also includes construction management and oversight. This project will be undertaken while the affected terminal and concourse are fully operational. This project also includes the preliminary design of Phases 2 through 6.

An evaluation was conducted of the existing public restrooms across the CPTC in terms of restroom square footage and number of total fixtures. The evaluation identified that, based on anticipated 2028 passenger demand, the domestic terminal, international terminal and majority of concourses lacked sufficient square footage for restroom facilities to meet the anticipated short-term demand. Additionally, deficiencies in the recommended number of fixtures (and the allocation of those fixtures between male and female restrooms) were identified. The evaluation also considered the need for family restrooms, adult changing facilities, nursing rooms, and janitorial closets.

With anticipated growth and the corresponding increase in passenger traffic forecasted for the coming years, expansion and update of current facilities are required to align with future demands. Change in the regulatory framework and passenger demographics require a review of current accessibility standards to ensure compliance and maintain a high level of service standards.

The total cost of this phase of the project is estimated to be \$26,721,528. PFCs are requested to fund \$10,411,443 on a Pay-as-you-go basis, \$11,319,331 are anticipated to be funded with BIL ATP funds and the remaining \$4,990,754 will be provided by local funds. This project is estimated to start in July 2024 and is anticipated to be completed in June 2025.

24-009 CPTC CCTV Digital Upgrades

This project includes the design and construction work required to integrate multiple disparate Closed-Circuit Television (CCTV) Systems in the Central Passenger Terminal Complex (CPTC) into a single, digitized, and remote capable system. This project includes the replacement of existing analog cameras, upgrading existing cameras to meet current City of Atlanta IT standards, installation of new cameras, and installation of new video surveillance equipment. The CCTV system will be integrated with the current security access control system for instantaneous viewing and recording of security alarms. New Department of Aviation IDF rooms will be construction to house various CCTV system network equipment. System network equipment includes cabling, connectors, raceways, network switches, racks, and electrical components.

This project is necessary for Airport Security to enhance infrastructure systems related to investigations of suspicious and unattended bag calls, theft of property, security breaches and the prevention and investigation of terrorist and criminal activities. Many of the systems are over 10 years old, obsolete, and unreliable.

The total cost of this phase of the project is estimated to be \$76,923,687. PFCs are requested to fund \$14,320,762 on a Pay-as-you-go basis, \$29,655,796 are anticipated to be funded with BIL ATP funds and the remaining \$32,947,129 will be provided by local funds. This project is estimated to start in May 2024 and be complete in August 2027.