

NOTICE OF  
OPPORTUNITY FOR PUBLIC COMMENT RELATED TO  
PASSENGER FACILITY CHARGES

The City of Dayton, Ohio is providing an opportunity for public comment until March 19, 2025 related to our proposed new Impose and Use Passenger Facility Charge (PFC) Application #9 for the James M. Cox Dayton International Airport. This written notice is provided in accordance with requirements contained in Federal Aviation Regulation 49 CFR Part 158.24 Passenger Facility Charge.

The City plans to continue the maximum PFC allowable of \$4.50 per enplaned passenger. We anticipate collection on this application to begin on October 1, 2028 when the previous application is fully collected. The total revenue to be collected for projects in this application is \$23,741,749. The PFC expiration date for this application is estimated to be May 1, 2037. Future PFC projects will likely extend the expiration date. The proposed projects are described below.

The City recommends continued exclusion of Air Traffic/Commercial Operators (ATCO) filing FAA Form 1800-31, from the collection of PFCs. These nonscheduled/on demand air carriers comprise less than 1% of the total enplanements at DAY. ATCO carriers include Aero Charter, Inc., Cobalt Air LLC, M and N Equipment LLC, Northeastern Aviation Corp, and Talon Air. In 2023, this class of carriers enplaned 92 passengers. We request this exemption based on the complexity of record keeping, the cost of implementation of collecting and monitoring the PFC program for small carriers, and the fact that ATCOs account for such a small percentage of total enplanements.

**09-001     Runway 6L/24R Rehabilitation, Phase 2**

This project included the design and rehabilitation of Runway 6L/24R. The project included the following:

- Overlay and groove the center portion of westerly section (9,510' x 150')
- Groove easterly section (1,390' x 150')
- Markings (239,000 square feet)
- Reconstruct one blast pad (200' x 200')
- Sealcoat one blast pad (200' x 200')
- Overlay shoulders westerly section (3,000' x 25', each side) and easterly section (1,211' x 25', each side)
- Install touch-down zone lights (3 sets of 60 lights)
- Install centerline lights (216 fixtures)
- Install edge lights (52 of 120 cans)
- Partial overly connector taxiways – Taxiways M (150' x 75'), R (75' x 75'), S (75' x 75'), T (80' x 75'), U (50' x 75'), W (50' x 75'), and Z (150' x 75')
- Installation of new underdrains to assist in pavement performance and subsurface drainage, and replacement of the major, outdated components of the existing runway lighting system.

This runway was last rehabilitated in 2001. It was showing significant signs of fatigue and pavement deterioration, including significant joint failure along the longitudinal joints. This project was necessary to extend the useful life of this pavement and prevent the pavement from generating foreign objects and debris (FOD).

The total eligible capital cost of this project is \$10,615,834. AIP Grant #81 provided \$9,554,250. PFCs are requested to fund the local match of \$1,061,584. This project started in June 2015 and was completed in November 2015.

### **09-002 Environmental Mitigation - West Perimeter Road Stream**

This project included the environmental mitigation (Riparian Corridor Enhancements) required for the impacts that occurred as a result of the culvert extension during the construction of the West Perimeter Road project. The Riparian Corridor Enhancements included the removal of invasive plant species, planting native trees and shrubs along the riparian corridors of two streams and annual monitoring and reporting on the development improvements. It encompassed 1,575 linear feet of stream at Englewood Metro Park, part of the Five Rivers MetroParks property on River Road, approximately 3 miles west of the impact site. The stream mitigation site is located on an approximately 4.1 acre area within the 1,900 acres of MetroPark.

The project was necessary as compensatory mitigation for the enclosure (piping) of the storm drainage ditch located within the Airport near the end of Runway 6L. Enclosing the ditch was part of the 2009 West Perimeter Road project.

The total eligible capital cost of this project is \$213,226. AIP Grant #82 provided \$191,903. PFCs are requested to fund the local match of \$21,323. This project started in June 2015 and was completed in August 2015.

### **09-003 Runway 18/36 Rehabilitation**

This project included the rehabilitation of Runway 18/36 (7,000' by 150') including a mill and overlay of the runway, shoulders, full depth repairs, expansion of the south blast pad, removal of Taxiway H between Runway 18/36 and Taxiway D, and rehabilitation of the distance remaining signs. This included milling, overlay, runway grooving and pavement markings for the runway pavement and shoulders. The south blast pad was reconstructed.

This project was necessary to restore the structural integrity of the runway pavements and to correct pavement heaving, reflective cracking, and other deterioration. The pavement was last rehabilitated in 2004 and had reached the end of its useful life. The PCI for these runway pavements averaged 65 in 2013 and were anticipated to fall to 56-58 by the time the project commenced. The upgrades to the distance remaining signs were necessary to meet current FAA standards. The existing signs were showing serious discoloration and very dim illumination during nighttime operations.

The total eligible capital cost of this project is \$8,235,095. AIP Grant #83 provided \$7,411,585. PFCs are requested to fund the local match of \$823,510. This project started in April 2018 and was completed in February 2020.

#### **09-004     Rehabilitate Terminal Apron Phases 1a and 1b (FAA Phases 1 and 2 of 9)**

This project included the design and reconstruction of the South Terminal Apron and adjacent shoulder pavement (Phase 1b) and a portion of the Apron's East Taxiway Pavement (Phase 1a). The project included full depth removal and replacement of approximately 15,000 square yards and included sawcutting, removal, milling, bituminous overlay of the shoulder pavement, new PCC airfield pavement, joint sealing, replacement of existing edge lighting system (in the shoulder area), replacement of underground conduits, cable and light bases, as well as new pavement markings.

The Phase 1a pavements had an average PCI rating of 51 and were suffering from pavement deterioration and creating FOD. The Phase 1b pavements had an average PCI rating in the mid-30s and were also suffering from significant deterioration and FOD creation.

The total eligible capital cost of this project is \$4,114,650. AIP Grant #82 provided \$3,703,185. PFCs are requested to fund the local match of \$411,465. This project started in March 2016 and was completed in December 2016.

#### **09-005     Rehabilitate Terminal Apron Phases 2a, 2b and 2c (FAA Phases 3, 4 and 5 of 9)**

This project included the design and reconstruction of Phases 2a, 2b and 2c of the Terminal Apron. The project included full depth removal and replacement of approximately 54,300 square yards of apron pavement. It also included approximately 1,500 linear feet of concrete service road. Work items included pavement removal, new PCC pavement and pavement markings.

The pavements were believed to be the original construction and had PCI ratings averaging 40 based on the 2013 Pavement Management Study. The project was necessary to restore the structural integrity of the concrete pavement and address noticeable failures and deterioration.

The total eligible capital cost of this project is \$10,477,844. AIP Grant #84 provided \$9,430,060. PFCs are requested to fund the local match of \$1,047,784. This project started in July 2018 and was completed in October 2020.

#### **09-006     Rehabilitate Terminal Apron Phase 3 (FAA Phase 6 of 9)**

This project included the design and reconstruction of Phase 3 of the Terminal Apron. The project included full depth removal and replacement of approximately 17,200 square yards of

apron pavement. Work items included pavement removal, new PCC pavement and pavement markings.

The pavements were believed to be the original construction and had PCI ratings averaging 40 based on the 2013 Pavement Management Study. The project was necessary to restore the structural integrity of the concrete pavement and address noticeable failures and deterioration.

The total eligible capital cost of this project is \$4,558,973. AIP Grant #85 provided \$4,103,076. State funds provided \$87,595. PFCs are requested to fund the remaining local match of \$368,302. This project started in March 2020 and was completed in February 2021.

#### **09-007     Rehabilitate Terminal Apron Phase 4 (FAA Phase 7 of 9)**

This project included the design and reconstruction of Phase 4 of the Terminal Apron. The project included full depth removal and replacement of approximately 54,200 square yards of apron pavement at the existing terminal apron core. Work items included pavement removal, drainage improvements, bituminous base, stabilization and pavement markings, temporary passenger loading bridge relocation and temporary gate closures.

The pavements had PCI ratings of below 30 (severe) based on the 2020 Pavement Management Study. The project was necessary to restore the structural integrity of the concrete pavement and address noticeable failures and deterioration.

The total eligible capital cost of this project is estimated to be \$14,998,490. AIP Grant #95 provided \$13,498,641. State funds provided \$147,551. PFCs are requested to fund the remaining local match of \$1,352,298. This project started in August 2022 and was completed in November 2024.

#### **09-008     Acquire Aircraft Rescue and Fire Fighting Equipment (2019)**

This project consists of the acquisition of a new Aircraft Rescue and Fire Fighting (ARFF) truck. The truck is a Class C - 3,000-gallon unit with a 450lb potassium-based dry chemical capacity.

This acquisition replaced Unit #5407, a 1998 Oshkosh Low Tile T3000 ARFF truck. The unit had reached the end of its useful life and was experiencing a variety of maintenance issues. The unit experienced numerous malfunctions for both the roof and bumper mounted turrets, which could potentially interfere with performance in a critical situation. Additionally, multiple repairs had to be made to the electrical system and the engine/drivetrain as the vehicle aged.

The total eligible capital cost of this project is \$754,870 (the purchase price less proceeds from the disposition of the replaced unit). AIP Grant #85 provided \$679,383. PFCs are requested to fund the local match of \$75,487. This project started in November 2019 and was completed in November 2020.

## **09-009 Airport Master Plan Update**

This project included an Airport Master Plan (AMP) update including the corresponding Airport Layout Plan (ALP). The AMP provided an inventory of the current facilities, presented forecasts of growth, assessed the need for additional development and/or rehabilitation of facilities, considered alternatives for future improvements, and provided a capital improvement plan (CIP). The master plan provided the Airport with a comprehensive overview of the Airport's needs over the next twenty years, including a preferred development plan, rough order of magnitude of costs for the development, methods of financing, and a plan of action for implementation of improvements. The document was developed accordance with FAA Advisory Circular 150/5070-6B, *Airport Master Plans*, Advisory Circular 150/5300-13A, *Airport Design* and AC 150/5000-17, *Critical Aircraft and Regular Use Determination* as well as Environmental and Noise Compatibility Planning.

The Airport's last Master Plan was completed in 2008. An update to the Master Plan was necessary to provide an outline for the development of a comprehensive airport master plan document to support future decision making. The resulting technical report and drawings described and depicted recommended changes to the existing facility needed to ensure consistency with FAA Advisory Circulars, grant assurances, and guidelines/procedures.

The total eligible capital cost of this project is \$1,439,388. AIP Grant #86 provided \$1,295,449. PFCs are requested to fund the local match of \$143,939. This project started in October 2019 and was completed in April 2024.

## **09-010 Improve Terminal Building (Public Circulation Enhancement)**

This project included improvements to the passenger terminal building at DAY including replacement of approximately 150,625 square feet of the terminal roof, 2 terminal chiller units, windows in Concourse A and widening of the terminal exit lane and assembly area.

This project was necessary to extend the life of the passenger terminal building and improve passenger experience. It included a new roof over most of the terminal and all of the concourse roof area. These roofs have been in service since a number of additions were completed from 1978 to 1989, making the roof over 40 years old in some areas. Numerous leaks were causing issues in the TSA Checkpoint, in various areas of concessions and dining, and in the concourses. Previous patching was failing, and it was time to make a permanent solution for the entire aging roof area.

The cooling towers were at the end of their useful life, and replacement will provide improved performance and energy management. They were structurally failing, threatening to jeopardize the Airport's ability to provide air conditioning as a result. The replacement of these two units will provide another 20 years of service with greater performance and energy management.

The windows in Concourse A were small, low performing glass and were leaking at their perimeter, causing damage to adjacent finishes. The windows were replaced with larger units with high performance glass, creating a brighter interior with improved energy efficiency.

The exit lane, TSA Checkpoint, and recomposure areas were very narrow and created congestion at the juncture of the three. The exit lane and recomposure area were widened to alleviate the crowding going in and out of the secure area. The widened exit lane will accommodate a future automated security system that allows passengers to exit while keeping the public out of the secure area.

The total capital cost of this project is \$6,310,961. The total eligible capital cost of this project is \$4,760,723. AIP Grant #92 provided \$4,284,651. PFCs are requested to fund the local match of \$476,072. Local funds in the amount of \$1,550,238 funded the ineligible costs of work. This project started in February 2022 and was completed in November 2023.

### **09-011     Rehabilitate Airfield Electrical Vault and Emergency Generator**

This project includes design and construction necessary for the rehabilitation of the airfield emergency generator and the airfield electrical vault which includes replacement of eight regulators and the eight integrated ACE 3 units (regulator control panel interfaces). The project includes removing the existing regulator (currently located inside the vault) and setting the new regulator adjacent to the vault. The structure of the vault will be rehabilitated including tuck pointing and sealing of the exterior and replacement of air vents to improve air circulation.

The existing airfield generator is in excess of 20 years old and is beyond its useful life. It suffers from a significant oil leak and the cost to repair it will not guarantee a reasonable extension to the useful life of the generator. This generator supports the operation of the Primary Runway 6L-24R (CAT II/III) and its associated taxiways. The eight regulators were manufactured in 1994 and are well beyond their useful lives. The rehabilitation of the existing vault will extend its useful life.

The total eligible capital cost of this project is estimated to be \$1,570,861. AIP Grant #96 provided \$1,413,775. State funds provided \$57,616. PFCs are requested to fund the remaining local match of \$99,470. This project started in July 2024 and will be completed in June 2025.

### **09-012     Concourses A & B Escalator Rehabilitation**

This project includes the design and rehabilitation of four (4) terminal escalators at Concourses A and B at DAY. The process includes removing the entire escalator with the exception of the support truss and the equipment pit. All new components and machinery will then be used to build back a complete escalator assembly onto the existing truss. Minor patching of surrounding surfaces affected by the work will be restored to new condition. The rehabilitation process will be phased to keep one run of escalator in each concourse operational in the up direction for passenger use.

The existing elevators were rehabilitated in approximately 2004. They have reached the end of their useful life and have been out of service on several occasions for extended periods of time waiting on repair parts. These outages disrupt passenger movements and often lead to passenger complaints. This project replaces the existing escalators with both A & B concourses, with a multi-level goal of enhancing the passenger experience, reducing maintenance costs, and implementing an energy efficient sustainable design.

The total eligible capital cost of this project is estimated to be \$2,201,860. AIG Grant #97 provided \$1,981,674. State funds provided \$57,616. PFCs are requested to fund the remaining local match of \$162,570. This project started in October 2023 and is estimated to be completed in May 2025.

### **09-013     Replace Passenger Loading Bridges, Phases 1 and 2 (2024)**

This project includes the acquisition of six (6) passenger loading bridges – four on Concourse A and two on Concourse B. The bridges will be located at Gates A21, A22, A26, A15, B12 and B15. The project includes ancillary support equipment including Preconditioned Air Units, 400Hz Power Units, PC Air hose management units, luggage/baggage chutes and belts, and wheelchair hoists.

Four of the existing bridges were installed in 1999 and two were installed in 2004. The existing loading bridges are in excess of 20 years old and are suffering from increased maintenance issues and downtime. The original manufacturer is no longer in business and replacement parts are increasingly difficult to find, and in some cases, must be custom machined. Repairs to existing parts are costly and time-consuming resulting in bridges being out of service for extended periods of time. Issues with these bridges include misaligned and/or binding interior and exterior rollers, worn carpeting, damage to the internal wallboards, ceilings and floors, extensive corrosion to the external structure, aging electrical cabling and inconsistent controllable movement of the bridge during gate operations. The replacement rather than refurbishment of the bridges will allow for the incorporation of the most recent bridge technology which provides additional benefit in the long term over rehabilitation of the bridges. Due to the age and condition of the boarding bridges, it is more economical in the long term to invest the funds in new equipment rather than rehabilitated equipment.

The total capital cost of this project is estimated to be \$12,101,922. ATP Grant #98 provided \$2,900,000 and AIG Grant #99 provided \$6,994,015. PFCs are requested to fund the local match of \$929,745. Local funds will provide \$1,278,162 for any ineligible costs of the project. This project is estimated to start in May 2025 and is estimated to be completed in May 2026.

### **09-014     Replace Passenger Loading Bridges, Phase 3 (2025)**

This project includes the acquisition of two (2) passenger loading bridges on Concourse A. The bridges will be located at Gates A24 and A25. The project includes ancillary support equipment

including Preconditioned Air Units, 400Hz Power Units, PC Air hose management units, luggage/baggage chutes and belts, and wheelchair hoists. The fixed walkway between the bridge rotunda and the terminal portal door will also be replaced. New pavement markings will be provided at each gate.

These bridges were installed in late 2004 and early 2005. The existing loading bridges are in excess of 20 years old and are suffering from increased maintenance issues and downtime. The original manufacturer is no longer in business and replacement parts are increasingly difficult to find, and in some cases must be custom machined. Repairs to existing parts are costly and time-consuming resulting in bridges being out of service for extended periods of time. Issues with these bridges include misaligned and/or binding interior and exterior rollers, worn carpeting, damage to the internal wallboards, ceilings and floors, extensive corrosion to the external structure, aging electrical cabling and inconsistent controllable movement of the bridge during gate operations. The replacement rather than refurbishment of the bridges will allow for the incorporation of the most recent bridge technology which provides additional benefit in the long term over rehabilitation of the bridges. Due to the age and condition of the boarding bridges, it is more economical in the long term to invest the funds in new equipment rather than rehabilitated equipment.

The total eligible capital cost of this project is estimated to be \$4,000,000. AIG Grants are anticipated to provide \$3,150,000. PFCs are requested to fund the local match of \$350,000. Local funds will provide \$500,000 for any ineligible costs of the project. This project is anticipated to start in September 2025 and is estimated to be completed in December 2026.

#### **09-015    Replace Passenger Loading Bridges, Phase 4 (2026)**

This project includes the acquisition of three (3) passenger loading bridges on Concourses A and B. The bridges will be located at both concourses. The project includes ancillary support equipment including Preconditioned Air Units, 400Hz Power Units, PC Air hose management units, luggage/baggage chutes and belts, and wheelchair hoists. The fixed walkway between the bridge rotunda and the terminal portal door will also be replaced. New pavement markings will be provided at each gate.

The existing loading bridges are in excess of 20 years old and are suffering from increased maintenance issues and downtime. The original manufacturer is no longer in business and replacement parts are increasingly difficult to find, and in some cases, must be custom machined. Repairs to existing parts are costly and time-consuming resulting in bridges being out of service for extended periods of time. Issues with these bridges include misaligned and/or binding interior and exterior rollers, worn carpeting, damage to the internal wallboards, ceilings and floors, extensive corrosion to the external structure, aging electrical cabling and inconsistent controllable movement of the bridge during gate operations. The replacement rather than refurbishment of the bridges will allow for the incorporation of the most recent bridge technology which provides additional benefit in the long term over rehabilitation of the bridges. Due to the age and condition of the boarding bridges, it is more economical in the long term to invest the funds in new equipment rather than rehabilitated equipment.



The total capital cost of this project is estimated to be \$6,000,000. AIG Grants are anticipated to provide \$4,550,000. PFCs are requested in the amount of \$700,000 to fund the local match and additional eligible costs over grant funds anticipated to be available. Local funds will provide \$750,000 for any ineligible costs of the project. This project is estimated to start in September 2026 and is estimated to be completed in December 2027.

### **09-016    Replace Inbound Baggage Carousels**

The project includes the design and replacement of the Airport's three (3) inbound baggage carousels. It includes the removal and disposition of the existing carousels and the installation of the new equipment. The system is a common use system shared by all air carriers operating at the Airport. The carousels are flatbed systems of approximately 150 linear feet each.

The existing baggage handling carousels were originally installed in 2006. The systems are suffering from more frequent failures and are beyond their useful life, having been in continuous daily operation for over 18 years. The crescent pallets or plates are damaged from years of use and are obsolete. Suitable replacement pallets are not available. Additionally, the overall chain driven technology of these carousels is obsolete with mechanical parts becoming increasingly hard to find.

The total cost of this project is estimated to be \$3,200,000. PFCs are anticipated to provide 100% funding for this project. This project is estimated to start in September 2025 and is estimated to be completed in September 2026.

### **09-017    Concourse B Rehabilitation**

This project includes the design and construction necessary for the rehabilitation of Concourse B and its associated building systems and infrastructure. The scope of work includes:

- Rehabilitation of the Concourse's exterior skin by resealing the panels to prevent water intrusion, refinishing the panels to extend their life, and tuckpointing the ground level brick veneer.
- Replacing the existing windows and installing bay windows at certain locations to improve energy efficiency, improve natural lighting and expand interior seating areas.
- Rehabilitation of the Concourse's HVAC system including replacing air handlers with energy efficient units, sealing ducts to increase efficiency and performance of air distribution,
- Rehabilitation of the Concourse interior with new ceiling and LED lighting fixtures, wall finishes, and column covers, installation of terrazzo flooring in the central circulation areas, replacing gate podiums, limited common use equipment at up to ten boarding gates, and the installation of additional electrical outlets in passenger seating areas.
- Replacement of the two public use elevators
- Replacement of the fire alarm system devices, connections to the existing central

- station, and fire pump upgrades at Concourse A, B and Central locations
- Replacement of the passenger paging system
- Rehabilitation of the first-floor public restrooms

Concourse B was last renovated in 1987. The building systems are over 35 years old and beyond their useful lives. This project will rehabilitate the aging concourse and its associated building systems and infrastructure. It is estimated that the work will extend the useful life of the concourse by more than 20 years and increase sustainability and energy efficiency.

The total cost of this project is estimated to be \$10,546,000. PFCs are requested to provide funding of \$8,246,000. State funds are anticipated in the amount of \$2,000,000. Local airport funds of \$300,000 will fund ineligible portions of the work. This project is anticipated to start in September 2025 and be completed in March 2027.

### **09-018 Acquire Snow Removal Equipment**

This project includes the acquisition of two (2) multi-function (broom and plow) trucks. Each of the two MFE units will include a four-wheel drive, diesel truck and chassis with an estimated 18'-22' broom and an estimated 20'-22' reversible plow.

These new multi-function units are necessary to provide the required snow removal and FOD from airport paved surfaces. These purchases are being made in accordance with the FAA SRE Calculation and applicable advisory circulars.

These two new units will replace six (6) pieces of snow removal equipment from the SRE fleet:

- One snow blower (rotary plow) - #5377 (1996 Oshkosh)
- Two Brooms - #5305 (1992 Oshkosh) & #5306 (1993 Oshkosh)
- Three Plows - #5193 (1980 Oshkosh), #5201 (1982 Oshkosh), #5239 (1987 Oshkosh)

These six pieces of SRE have reached the end of their useful lives, are no longer reliable and suffer from numerous and costly repairs. Due to the age and mechanical condition of the equipment and the harsh environment in which they operate, a catastrophic breakdown during the winter snow removal and ice control operations could result in the inability to efficiently perform critical snow removal operations and negatively impact aircraft operations.

The total cost of this project is estimated to be \$3,000,000. PFCs are anticipated to provide 100% funding for this project. This project is estimated to start in September 2025 and is estimated to be completed in September 2026.

### **09-019 Conduct Pavement Management Study**

This project includes professional services to perform a pavement management study. The study will evaluate and update the current pavement condition data. It will focus on updating the Pavement Management Plan (PMP). This project includes field (non-destructive) testing of

runways, taxiways, aprons, and assessing the condition of these airfield pavements. Updated PCI values will be determined as well as updating the PCR values to comply with current FAA guidance.

The Airport's last pavement condition survey was completed in 2020. The Airport updates its pavement management study and plan every five years. A new study and plan in accordance with the latest FAA guidance is necessary to inform future decision-making regarding pavement maintenance and rehabilitation.

The total cost of this project is estimated to be \$250,000. The FAA is anticipated to provide funding in 2025 in the amount of \$225,000. PFCs are requested to provide the local match of \$25,000. This project is anticipated to start in September 2025 and be completed in December 2026.

#### **09-020 Install Airfield Guidance Signs**

This project includes the design and rehabilitation of the airfield guidance signage associated with Runway 6L-24R and Runway 18-36 environments including connector taxiways. The project includes the replacement of approximately 70 to 80 guidance signs with new foundations and new electrical cabling.

The existing signage is over 20 years old and is at the end of its useful life. A condition assessment completed in 2023 identified issues with leaning and broken pedestals, missing tethers, cracked and broken foundations, rusting and deteriorating frames and housings, and brightness (intensity) issues for many signs during night operations. The project will improve the safety and efficiency of the airfield guidance signage and bring the signage into compliance with current regulatory standards.

The total cost of this project is estimated to be \$1,328,000. The FAA is anticipated to provide funding in 2025 in the amount of \$1,195,200. PFCs are requested to provide the local match of \$132,800. This project is anticipated to start in August 2025 and be completed in August 2026.

#### **09-021 Rehabilitate Taxiway "W" (Phase 1 of 3)**

This project includes the design and rehabilitation of the northeastern portion of the existing Taxiway "W" between existing connector Taxiway "M" and Taxiway "A." This is planned as the first phase of three phases. The project includes the rehabilitation of approximately 4,000 linear feet of the existing pavement, including replacement of isolated cracked slabs, partial depth repairs, joint seal, and replacement as well as new taxiway pavement markings. The project also includes the replacement of the airfield taxiway lighting system including conduits, cables, base cans, light fixtures, and guidance signs.

Taxiway "W" was last rehabilitated in 1999 with a full reconstruction of the center 50' keel section. The remainder of the taxiway section is the original pavement which was constructed in

1988. The pavement suffers from low to medium linear cracking, low to medium durability cracking and low to high joint seal damage as well as some joint and corner spalling. The lighting system for Taxiway “W” is in need of total replacement. Additionally, the lighting circuit has failed and also needs total replacement. It is believed that the existing circuit cabling and existing edge lights are part of the original installation and are over 20 years old. The current PCI value for this portion of the taxiway is estimated to be between 65-67 based on the decrease from the PCI estimated at the 2020 Pavement Management Study. These improvements will extend the useful life of the pavement and lighting system.

The total cost of this project is estimated to be \$1,980,000. The FAA is anticipated to provide funding in 2025 in the amount of \$1,782,000. PFCs are requested to provide the local match of \$198,000. This project is anticipated to start in September 2025 and be completed in December 2026.

#### **09-022    Rehabilitate Taxiway “R”**

This project includes the design and rehabilitation of the Taxiway “R” (approximately 11,200’ by 75’) and its associated Taxiways “S,” “T,” “U,” and “M” (each approximately 310’ by 125’). The rehabilitation will consist of a mill and overlay, full and partial depth pavement repairs as necessary, geosynthetic interlayers, joint repairs, and new pavement markings.

Taxiway “R” was last rehabilitated in 2007. It suffers from both longitudinal and transverse pavement joint cracking. PCI Values for this Taxiway range from 58 to 79.

The total cost of this project is estimated to be \$5,280,000. The FAA is anticipated to provide funding in 2026 in the amount of \$4,752,000. PFCs are requested to provide the local match of \$528,000. This project is anticipated to start in August 2026 and be completed in August 2027.

#### **09-023    Reconfiguration of Taxiways “L,” “J,” and “K”**

This project includes the design and reconfiguration of Taxiways “L,” “J,” and “K.” These taxiways are at the northeast corner of Runway 6R-24L. The reconfiguration includes the removal of the intersection and the reconstruction of a new intersection connecting the taxiways in a linear manner consistent with current FAA standards in accordance with the Airport Master Plan. This is a full-depth bituminous pavement replacement.

This project is necessary to correct nonstandard geometry and bring these pavements into compliance with current FAA design standards.

The total cost of this project is estimated to be \$2,884,000. The FAA is anticipated to provide funding in 2025 in the amount of \$2,595,600. PFCs are requested to provide the remaining local match of \$288,400. This project is anticipated to start in June 2026 and be completed in January 2027.

**09-024 PFC Administration Costs**

PFC-eligible general formation costs included in this PFC project are the necessary expenditures to prepare the new PFC application. Also included are eligible ongoing administrative costs, amendments, and closeout for this PFC application. Development associated with the approved projects in this application will preserve capacity at the Airport. The total cost of this project is \$100,000. PFCs are anticipated to provide 100% funding for this project. This project started in October 2024 and will be complete in May 2037.

**Comments or a request for more detailed project descriptions should be sent to Anna Stamper, Division Manager - Airport Administration and Financial Officer, City of Dayton, Ohio, Department of Aviation, 3600 Terminal Drive, Suite 300, Vandalia, OH 45377.**