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December 15, 2008

To: Airline Representatives

From: Massachusetts Port Authority

Re: Notice of Intent to Amend Application to Use a Passenger Facility Charge (“PFC”) for PFC Project #27: the Centerfield Taxiway project

The Massachusetts Port Authority (“Massport” or the “Authority”) hereby notifies all air carriers and foreign air carriers having a significant business interest at Boston-Logan International Airport (“Logan Airport”), of its intent to amend its PFC Program. Specifically, Massport intends to request an Amendment to approved PFC Application #06-04-C-00-BOS in accordance with 14 C.F.R. Section 158.25. The proposed amendment will request PFC “Use” authority for PFC Project #27: the Centerfield Taxiway project, for which Massport received PFC “Impose” authority on April 20, 2006.

Massport is hereby notifying air carriers and foreign air carriers that a formal Consultation Meeting is not required for the proposed amendment for Use of previously approved Imposed PFC funding for PFC Project #27: the Centerfield Taxiway project, in accordance with 14 C.F.R. Section 158.23. Instead, a 30 day comment period will begin on Monday, December 15, 2008 and will close on Tuesday, January 20, 2009.

## **I. Background**

On December 6, 2005, Massport submitted PFC Application #06-04-C-00-BOS to the FAA for authority to impose a PFC for PFC Project #27 Centerfield Taxiway as well as impose and use a PFC for certain other projects at Logan Airport. On April 20, 2006, the FAA published its Final Agency Decision (the “2006 FAD”) approving the Authority’s application. PFC Application #06-04-C-00-BOS was the Authority’s fourth PFC Application to impose and/or use PFC revenue, and brought the total impose approval to \$995.0 million and the total use approval to \$982.2 million.

As the construction of the Centerfield Taxiway project is now underway at Logan Airport, the Authority seeks an amendment to the 2006 FAD in order to allow use of PFC funds for the project.

Massport is hereby notifying air carriers and foreign air carriers serving Logan Airport of its intent to amend the existing PFC Application, to apply to use the imposed PFC.

The Authority expects to submit the request for Amendment for use to the FAA no later than January 30, 2009.

The attached Appendix A presents the Project Information for PFC Project #27: the Centerfield Taxiway project.

## **II. Acknowledgement of Receipt of this Notice**

As stipulated in 14 C.F.R. Section 158.23(c)(1), please acknowledge your receipt of this Notice of Intent within 30 days by sending your acknowledgement of receipt to Ms. Betsy Taylor, the Authority's Director of Finance and Treasury, either by email or regular mail at the following address:

[btaylor@massport.com](mailto:btaylor@massport.com)

or

Ms. Betsy Taylor  
Director of Finance and Treasury  
Massachusetts Port Authority  
Logan Office Center  
One Harborside Drive, Suite 200 South  
East Boston, MA 02128

## **III. Air Carrier Comments**

Massport looks forward to receiving air carrier comments on the Centerfield Taxiway project by the January 20, 2009 deadline. All comments should be directed to Ms. Betsy Taylor, Director of Finance and Treasury at the address listed above.

We look forward to your support.



Thomas J. Kinton Jr, CEO and Executive Director

Cc: Priscilla Scott, Federal Aviation Administration

## **Appendix A**

### **Charge Effective Date and Charge Expiration Date**

PFC Project #27: the Centerfield Taxiway project was included as a project in approved PFC Application #06-04-C-00-BOS with charge effective date of February 1, 2011 (immediately following on collection authority granted under approved PFC Application #93-01-C-03-BOS, without interruption).

The expected expiration date is May 1, 2016.

### **PFC Level**

\$4.50

### **Changes Since 2006**

There have been no scope changes to this project. There are two other changes with respect to the project: first, the schedule has been moved forward so that the project has an earlier completion date than was contained in the PFC Application #06-04-C-00-BOS. PFC Application #06-04-C-00-BOS stated a project completion date of July 2010. The revised completion date is June 2009. The second change is that the construction bids that were received were lower than had been budgeted so that there is a substantial cost savings on the project. The total project budget contained in PFC Application #06-04-C-00-BOS was \$53.5 million. The current total project budget is \$48.0 million. (See the Financing Plan section below.)

### **Project Description**

This project involves construction of a 9,300 foot long Centerfield Taxiway that would be located between and parallel to Runway 4L/22R and Runway 4R/22L. Construction also includes the installation of the required signs and lighting and electrical equipment to support the taxiway. Massport has requested AIP grant funding for a significant portion of this project. The FAA has awarded \$29.3 million in AIP grant funds for the project. PFCs, Massport internally generated funds and Massport revenue bonds will be used to fund the portion of project costs that is not grant-funded.

Construction of this project began in May 2008, and is expected to be complete by June of 2009.

See Figure 1 for a diagram of this project.

### **Project Justification**

The purpose of the Centerfield Taxiway is to provide alternative taxi routings for more efficient movement of aircraft between runways and terminal areas. Improved taxi routes reduce ground

delays for both arriving and departing aircraft. By diminishing delays, particularly north of Runway 15R/33L, the Centerfield Taxiway will reduce both ground noise and air quality impacts associated with ground operations. The Centerfield Taxiway will also alleviate congestion in the vicinity of Terminals B and C, and will enhance the general safety of airside operations.

Specifically, the Centerfield Taxiway will have the following operational benefits:

- Reduce taxiing delay for Runway 4R arrivals. Instead of all aircraft queuing on Runway 33R to cross Runway 4L and then taxiing single-file down Taxiway November, many aircraft could immediately proceed southbound between the runways and then cross Runway 4R at one of several taxiways closer to their gates.
- The Centerfield Taxiway would enhance safety by reducing the potential for runway incursions, by decreasing congestion on the taxiway system, and would provide FAA air traffic controllers with greater flexibility to improve the efficiency of airport ground operations.
- Reduce taxiing delays for Runway 22L departures. Currently, aircraft needing the greater departure length of Runway 22L must queue up on Taxiway November with the rest of the departures using Runway 22R. This causes delays for aircraft using both runways during heavy traffic periods. The Centerfield Taxiway would permit the Runway 22L departures to cross Runway 22R near the terminals and proceed directly to the runway, where they would be ready for takeoff as soon as a gap occurs in the Runway 22L arrival stream. Although some comments have argued that this would increase the “stacking” of aircraft in the northern section of the airfield, it would in fact reduce the total delay experienced by both Runway 22R and 22L departures.
- Decrease taxiing delays for Runway 22L and Runway 27 arrivals. Similar to the Runway 4R arrivals discussed above, the Centerfield Taxiway would enable many of these arrivals to proceed northbound to a taxiway nearer their gate, and then several could cross Runway 22R simultaneously.
- Ease congestion near Terminals B and C. Due to its proximity to these terminals, aircraft using Taxiway Alpha are frequently delayed by aircraft entering or leaving their gates in this area. This congestion would be reduced by using parallel paths on Taxiway Kilo and the Centerfield Taxiway instead of Kilo and Alpha, thereby freeing Taxiway Alpha for pushbacks.
- Reduce the potential for wing-tip clearance conflicts on Taxiways Alpha and Kilo. The large wingspan of the newer generation of heavy jets prevents them from passing on the closely spaced taxiways Alpha and Kilo. Using Taxiway Kilo and the Centerfield Taxiway would avoid such problems. The Centerfield Taxiway would not change the

total number of aircraft operations which cross an active runway, but it would substantially reduce the delays experienced by these aircraft, particularly for arrivals. Instead of forming a single queue to cross Runway 4L/22R single-file, they could be dispersed to multiple crossing points where several aircraft could cross the active runway at the same time.

In general, the Centerfield Taxiway will decrease taxiing distances and taxiing times for most airfield operating configurations, and would also move points of congestion away from residential areas.

The Centerfield Taxiway and other proposed taxiway improvements would reduce congestion by providing consistent delay reduction benefits across future fleet scenarios through increasing the efficiency of Logan Airport's taxiway system and reducing aircraft taxi delays. The taxiway improvements also enhance operational safety at the Airport by reducing congestion on the ground and lowering the potential for runway incursions and wingtip conflicts.

### **Significant Contribution**

Massport believes that this project meets significant contribution criteria by providing alternative taxi routings for more efficient movement of aircraft between runways and terminal areas, which will reduce airfield congestion and taxiing delays (thereby enhancing capacity at Logan Airport and throughout the national air transportation system). Additionally, the project will significantly enhance airfield safety by reducing the potential for runway incursions, by decreasing congestion on the taxiway system, and would provide controllers with greater flexibility to improve the efficiency of airport ground operations.

The project provides for more efficient movement of aircraft on the airfield, which would also reduce ground noise and enhance air quality at Logan Airport. This project was identified as a key airfield improvement as part of the FAA's Airport Capacity Enhancement Plan, 1992; the FAA's Runway Incursion Mitigation Plan, 1993; and the Authority's Airside Improvements Feasibility Study, 1995.

### **Project Objective**

The objective of the Centerfield Taxiway project is to:

- Reduce the potential for runway incursions and wingtip conflicts by decreasing congestion on the taxiway system
- Provide controllers with greater flexibility to improve the efficiency of airport ground operations

- Decrease taxiing distances and taxiing times for most airfield operating configurations
- Move points of congestion and the associated noise and air pollution away from residential areas
- Generate improved taxiing routes, which would reduce ground delays for both arriving and departing aircraft.

**Financing Plan**

	<b>Original Budget:</b>	<b>Revised Budget:</b>
PFC FUNDS: Pay-as-you-go	\$12,842,000	\$10,788,000

AIP FUNDS (List Each Year Separately):

Fiscal Year 2008	\$1,100,000	\$19,724,000
Fiscal Year 2009	\$18,800,000	\$9,546,000
Fiscal Year 2010	<u>\$18,625,000</u>	<u>0</u>
<b>SUBTOTAL AIP FUNDS:</b>	<b>\$38,525,000</b>	<b>\$29,270,000</b>
 Massport Revenue Bonds	 \$2,134,000	 \$2,137,000
Massport Internal Capital	<u>0</u>	<u>\$5,805,000</u>
 <b>TOTAL PROJECT COST:</b>	 <b>\$53,501,000</b>	 <b>\$48,000,000</b>

Massport’s application will seek an amendment to reduce total PFC collection authority from the current \$995.0 million to \$993.0 million and raise total PFC use authority from \$982.2 million to \$993.0 million.

**Figure 1: Centerfield Taxiway (in blue)**

**Logan Airport**

