PUBLIC NOTICE - PASSENGER FACILITY CHARGE (PFC) APPLICATION NO. 8
SAN ANTONIO INTERNATIONAL AIRPORT

Pursuant to 14 CFR Part 158.24, the City of San Antonio, Texas ("City"), owner and operator of the San Antonio International Airport ("Airport"), hereby provides public notice ("Public Notice") of the City's intent to submit a Passenger Facility Charge ("PFC") Application No. 8 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(b)(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 impose a $4.50 PFC for each of the projects to pay PFC eligible costs. The estimated Charge Effective Date for PFC Application No. 8 is March 2036. Based on the projection of enplaned passengers at the Airport, the estimated Charge Expiration Date is July 2046.

In summary, the City estimates using $266,292,000 in PFC revenue to fund certain PFC eligible costs of the projects to be included in PFC Application No. 8. Of this amount, the City estimates using $58,000,000 for projects on a PFC Pay-Go basis; $92,000,000 for projects on PFC-backed bonds; and $116,292,000 for financing and interest on the PFC-backed bonds.

The following sets forth the three (3) projects included in PFC Application No. 8, including a description of the projects, a brief justification of the need for the projects; and the estimated total PFC revenue the City will use for each of the projects.

PFC 8.1 – New Terminal C

Project Description: The New Terminal C is an approximately 925,400 square foot facility that includes two major levels as well as a mezzanine level and a basement tunnel area. The New Terminal C is designed to accommodate 18 narrowbody gates at the airside element of the project - 6 of which are designed as international capable swing gates. These 6 swing gates are configured as 2:1 MARS gates, enabling the New Terminal C to accommodate up to 3 simultaneous widebody aircraft. The landside component of the building will also serve as a central processor for the New Terminal C and the existing Terminal B. Another project will right-size the gates at existing Terminals A and B to align the existing concourses with the current fleet mix and modern passenger holdroom requirements. This process will reduce the gate count at existing Terminals A and B by 10 gates, resulting in a net gate increase of 8 gates overall once both of these projects are completed, for a total of 37 gates.

Project Justification: The existing Terminals A and B at SAT were designed to accommodate an estimated 4 to 5 million annual enplanements. In 2025, the terminals accommodated over 5.2 million enplanements, and over 7 million enplanements are forecast in 2033. The Strategic Development Plan provided a terminal demand/capacity analysis that examined the ability of the existing passenger terminals to accommodate existing and future passenger demand. The analysis covered all key functional components of the passenger terminals buildings. This analysis demonstrated that ALL components will be deficient by the forecast demand in 2028. The proposed project is required to provide the necessary capacity improvements, including, but not limited to a net increase of 8 gates, holdrooms that are appropriately sized, properly sized security checkpoint as well as all the other necessary components to provide an adequate Level of Service.
Project Start Date: April 2025
Estimated Project Completion Date: June 2028

PFC 8.2 - Terminal Curbside Roadway

Project Description: This project comprises additions to, and modifications of, the existing arrivals and departure curbside roadways. The project includes an extension and expansion of the current elevated roadways at the departure level to allow for departure traffic to bypass the existing terminal drop-off area and provide access to the New Terminal C drop-off area. This new elevated roadway is comprised of approximately 745 linear feet of two-lane roadway, tapering down to a single lane as it merges with the existing roadway. Additionally, the asphalt, at-grade arrivals roadways will be widened in parts and modified to also accommodate 2 additional bypass lanes at the arrivals level (increasing from 4 lanes to 6 lanes) as well as the weaving traffic patterns created by the addition of another terminal curbside.

Project Justification: The existing curbside and roadway system at SAT was designed to accommodate an estimated 4 to 5 million annual enplanements. In 2025, the terminals accommodated over 5.2 million enplanements, and over 7 million enplanements are forecast in 2033. The existing curbside will not meet the forecast need of 1,090 and 820 linear feet of frontage required to achieve the Level of Service (LOS) C. The roadway congestion analysis of the existing and new terminal curbside roadways drives the need for the bypass roadways. The existing roadways are congested and do not achieve an acceptable level of service even at the current roadway volumes, exacerbated by various "hotspots" in the existing configuration. Due to the linear roadway sequence for access to all terminals, the construction of the New Terminal C will exacerbate the existing bottlenecking at the approach to the curbside roadway, dictating the need to provide a bypass roadway for access to the new terminal. This project will improve traffic flow and provide sufficient curbside frontage that will adequately support the forecast curbside demand of the new and existing terminals and will achieve the Level of Service (LOS) C.
Estimated Project Start Date: August 2026
Estimated Project Completion Date: October 2028

PFC 8.3 – Airport Access Roadway

Project Description: The Airport access roadway improvement project improves and reconfigures the existing access roadways to increase roadway efficiency, reduce congestion, improve access points into the existing parking lots, and create a central flow of inbound traffic to the Airport terminals. The project entails the reconfiguration of the existing airport access roadway system to a one-way loop road by reconfiguring the intersection of Dee Howard Way and Airport Blvd. This work includes the reconfiguration of Dee Howard Way to a one-way westbound road and the construction of a new segment of access roadway (North Boulevard Extension) through an existing parking lot. These modifications allow for the implementation of a one-way loop and create a non-signalized return to terminal movement that eliminates the traffic signal and associated congestion at Dee Howard and Airport Blvd

Project Justification: The onsite Airport access roadway network and intersections are inefficient and congested, especially during peak hours. The intersection of Airport Boulevard/terminal loop and Dee Howard Way/terminal loop is the core of the Airport access network and is the last signalized intersection before users access the curbside facilities. This intersection is also utilized by users with origins and destinations that are unrelated to the Airport further adding to the congestion. A Level of Service (LOS) study in June 2023 indicated that the overall system performed below the target Level of Service (LOS) C - at an overall LOS 'D' during the morning peak and at an overall LOS 'E' during the midday peak. The proposed roadway realignments and improvements will reduce traffic congestion in the passenger terminal area and allow for an acceptable LOS during peak hours. These reconfigurations will redirect cut-through traffic away from the terminal loop, create a central flow of inbound traffic, improve lane decision-making space, upgrade inbound guide signs and thereby provide the needed capacity enhancements to provide an acceptable level of service.

Estimated Project Start Date: October 2027
Estimated Project Completion Date: May 2029

The estimated Financing Plan for the three (3) projects included in PFC Application No. 8 is as follows:

	Total Project Cost	Local Funds	Grants	Pay-Go PFCs	PFC-Backed Bonds
8.1 - New Terminal C	$ 1,295,409,314	$ 1,128,587,882	$ 74,821,432		$ 92,000,000
8.2 - Terminal Curbside Roadway	$ 71,474,205	$ 32,868,551	$ -	$ 38,605,654	$ -
8.3 - Airport Access Roadway	$ 43,301,047	$ 23,906,701	$ -	$ 19,394,346	$ -
Total	$ 1,410,184,566	$ 1,185,363,134	$ 74,821,432	$ 58,000,000	$ 92,000,000

As required under CFR 14 Part 158.24, the City will be accepting comments on proposed PFC Application No. 8 until 5;00 p.m. CST on Friday December 18, 2026. The public is to provide written comments, or requests for additional information, to:
Ms. Elisa Lyke
Assistant Aviation Director/Finance and Administration
Department of Aviation
City of San Antonio, Texas
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