

**NOTICE OF OPPORTUNITY FOR PUBLIC COMMENT
RELATED TO
PASSENGER FACILITY CHARGE APPLICATION AMENDMENT
FOR
REVISED FUNDING FOR THE PEOPLE MOVER SYSTEM**

The Metropolitan Washington Airports Authority (the Authority) is hereby providing an opportunity for the public to comment, until February 8, 2009 on the Authority's application amendment to revise funding for the People Mover System, Tunnels and Stations at Washington Dulles International Airport (Dulles). This notice is provided in accordance with Federal Aviation Administration (FAA) regulation 14 CFR 158.24.

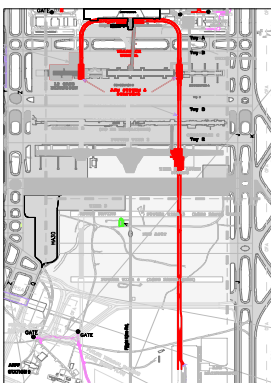
The Authority is submitting an application amendment, proposing a restructuring of the PFC Financing Plan to include **\$87,685,303** from the Pay-As-You-Go program, **\$1,398,680,825** in new Bond Capital, and **\$602,959,785** in financing and interest cost to PFC Application No. 05-05-C-01-IAD. Additionally, **\$821,301,705** of the total cost will be paid in revenue bonds by the Airlines through Airline Rates and Charges. The new program will replace the PFC Notes with general airport revenue bonds. The Authority proposes to continue to impose PFCs at \$4.50 per enplanement. The proposed effective date for this application will be January 6, 2007 and the estimated expiration date for collection of PFCs at Dulles is December 31, 2038.

The following is the project that is included in the PFC Application Amendment:

People Mover System, Tunnels, and Stations, PFC Application No. 05-05-C-01-IAD

Description: This project meets FAA eligibility requirements as cited under The Wendell H. Ford Aviation Investment and Reform Actions Statute (AIR 21). The estimated expiration date for the Application at IAD is December 31, 2038.

The project cost is **\$2,089,325,913** which includes **\$602,959,785** in financing and interest cost. The project provides for the design and construction of an underground Domestic Passenger Automated People Mover (APM) System that provides rapid passenger transportation from the Main Terminal Building to APM stations located at Concourse



Band the future Tier 2 and Tier 3 Concourses. There are five proposed APM Stations; the Main Terminal Station, Concourse B East and West Stations, Tier 2 East APM Station, and the construction of a station shell at Tier 3 East APM Station. At the Tier 2 East APM Station, there will also be a permanent underground pedestrian connector providing access to Concourse C. The stations have a center platform for boarding the APM trains and side platforms for exiting the APM trains. The station platforms are sized to accommodate four-car trains. A mezzanine area above the platform will serve as a second story extension of the station to allow vertical connection to the concourse level. Escalators, elevators and stairs provide ingress and egress from the platform level to the concourse level. The architecture for all levels of the stations is designed to be an extension of the current architecture at the Main Terminal and Concourses. The Main Terminal Station houses the security mezzanine which provides for passenger screening.

The APM System consists of a secure, rubber-tired, driverless, failsafe, and fully automated train. There are 29 cars providing capacity for 11,000 passengers per hour per direction. The APM system includes the vehicles; power distribution systems (PDS); command, control and communications; automated train control system; traction power system; emergency walkways; guideway and switches; and station platform and doors.

The Washington Dulles terminal complex is arranged with a landside terminal (Main Terminal) and a series of midfield satellite concourses. This layout is similar to the terminal complexes at Denver International Airport (DEN) and Atlanta Hartsfield-Jackson International Airport (ATL).

IAD has employed an at-grade, large-vehicle shuttle system to transport passengers across the airside between the Main Terminal and the Concourses. This is an interim system using 19 Mobile Lounges originally built for Dulles in the 1960's, and 30 Plane-Mates built in the 1970's and 1980's. These vehicles are no longer manufactured. Recognizing that this system was, and would increasingly become a capacity constraint, a service inconvenience, and a safety liability, the Airports Authority has planned and programmed for its replacement with an APM.

Justification: Significant contributions will be offered by the APM. In terms of capacity, the current lounge system is currently used beyond practical maximums; the hours and miles driven in shuttle operations exceed original design intent, and the fleet is operated at a higher-than-recommended ratio of active to spare/out-of-service fleet because of the large demand for vehicles. Five or more terminal-to-concourse fix shuttle routes must be maintained on a constant headway. A fleet of more than ten vehicles is needed in the afternoon peak to transport international arrivals to the International Arrivals Buildings. Vehicles are also needed for a number of hardstand operations. In terms of vehicles, docks at terminals, and the inability to provide the periodic heavy maintenance, the system is at its breaking-point, threatens unmanageable congestion if significant numbers of vehicles become disabled, and limits any further expansion of the midfield concourse complex such as the future Tier 3.

In terms of competition, significant improvements are expected by decreasing the disparity in access between gates directly connected to the Main Terminal versus the satellite concourses at various separations. Passenger dislike of the Mobile Lounge shuttle system is high and distances to some of the concourses are large. The permanent Tier 2 Concourse will be 3,000 feet away from the Main Terminal and will require crossing four active taxilanes; Tier 3 will be 4,500 feet away and will require crossing six active taxilanes. Under a Mobile Lounge system, airlines in the distant Concourses have, and will increasingly be, at a large competitive disadvantage to airlines closer to the Main Terminal. With the APM system, competition will also be significantly increased between airports. As Dulles sheds the Mobile Lounge stigma, customers who prefer Reagan National and Baltimore-Washington International will be more inclined to fly through Dulles. Similarly, interline international connecting passengers will find Dulles more competitive to New York, Boston, Chicago and other gateways over the Atlantic.

Congestion and safety will also significantly benefit by the elimination of most of the Mobile Lounge ground traffic through the midfield taxiway network. Between 750,000 and 1,000,000 taxiway crossings per year by these vehicles will be eliminated with the APM system. Mobile Lounges have been involved in a number of airside incidents including property damage between vehicles and aircraft, collisions with ground service equipment, and an airline employee fatality.

Comments or requests for more information about the PFC application amendment or for a more detailed project justification or justification documents should be sent to: E. Lynn Hampton (lynn.hampton@mwaa.com), Chief Financial Officer & Vice President, Diane Lary or Paula Simms of my staff, at 703.417.8709 (diane.lary@mwaa.com) or 703.417.8734, (paula.simms@mwaa.com), respectively, 1 Aviation Circle, Washington, DC 20001-6000. All comments received by February 8, 2009, will be considered by the Authority and a copy of the comments will be forwarded with the application to the FAA.

At the end of the thirty-day period for the Airlines and public to comment, the Authority will submit this Amendment to the FAA for approval.