Appendix D

FAA and DART Correspondence
Addison Airport Runway Protection Zone
October 5, 2017

John MacFarlane
Environmental Protection Specialist
FAA-Southwest Regional Office
Airports Division
Texas Airports District Office
10101 Hillwood Parkway
Fort Worth, TX 76177

RE: DART Cotton Belt Regional Rail Project through Addison Airport Protection Zone

Dear Mr. MacFarlane,

As you requested through the project One DOT coordination, the attached information, is provided for your use in determining any issues associated with proposed modifications of the Cotton Belt rail line that extends through the Addison Airport (ADS) Runway Protection Zone (RPZ). The attachments include: 1) ADS RPZ Information Packet that depicts the ADS RPZ in relation to the Cotton Belt Corridor Regional Rail Corridor Project; and 2) CB-2 ADS P&P Sheets that reflect the current 10% Design of the of the Cotton Belt Project south of the airport.

The Cotton Belt Corridor has been an active railroad corridor for over 100 years. The Cotton Belt Corridor was identified as a passenger rail line in DART’s first service plan (*DART’s Final Service Plan, 1983*). Subsequent system planning efforts have also included passenger service on the Cotton Belt Corridor. DART acquired the railroad right-of-way and trackage rights in 1999 for future implementation of passenger rail service. Freight service will continue to operate in the corridor.

As shown in the provided materials, the Cotton Belt corridor traverses the ADS RPZ for approximately 1000 feet (Civil Stationing 2351+00 to 2361+00). The existing rail infrastructure within the RPZ consists of two sets of tracks. The southernmost set of tracks is the Cotton Belt main line which extends east-west through the RPZ. The northernmost tracks are active storage tracks that run parallel to the main line before merging into the main line at the eastern end of the RPZ.
DART plans to run a double track passenger service on the Cotton Belt Corridor. As such, DART would rebuild the existing infrastructure. The southernmost track would be rebuilt at the current location of the main line. The northernmost track would be reconstructed at the location of the current storage track, but would continue east without merging. Both tracks would be rebuilt at the current elevation. The track centers would continue to be set 20 feet apart. The two spurs to the south off the main line would continue to serve freight customers. The eastern most spur track junction with the main line would be rebuilt at the eastern edge of the RPZ.

Freight trains of various sizes currently operate in the corridor. It is anticipated that passenger vehicle would be 10 feet wide and 14 feet high with a maximum length of 318 feet long. Trains would initially operate every 30 minutes in the peak and every hour in the off peak. Ultimately, trains would operate every 20 minutes in the peak, equaling three trains an hour in each direction.

Except for extending the northernmost track to the east and eliminating the merge to the parallel track to the south, the track configuration through the RPZ would remain unchanged. The track conditions would be vastly improved allowing for greater speeds. If you have any questions or require additional information, please contact me at jhoppie@dart.org or 214-749-2525. Thank you for your cooperation.

Sincerely,

John Hoppie
Project Manager
Capital Planning

cc: Ronisha Hodge, FTA
    Kevin Wright, FRA
Dallas Area Rapid Transit (DART)  
Cotton Belt Regional Rail Corridor Project  
Addison Airport (ADS)  
Runway Protection Zone
Addison Airport (ADS) Runway Protection Zone (RPZ)
Addison Airport Runway Protection Zone: Existing Conditions

Approximate location of ADS RPZ at Cotton Belt ROW
Approximate location of RPZ at Cotton Belt ROW
Approximate location of RPZ at Cotton Belt ROW.
October 18, 2017

John Hoppie
Dallas Area Rapid Transit
PO Box 660163
Dallas, TX 75266-0163

Subject: DART Cotton Belt Rail Project through Addison Airport Runway Protection Zone

Dear John,

The Federal Aviation Administration received your letter dated October 5, 2017 regarding the Cotton Belt rail line and the Addison Airport (ADS) Runway Protection Zone (RPZ). We have reviewed the information provided, including the RPZ Information Packet and the schematic sheets.

Because the majority of the alignment will remain the same, there appears to not be a land use change, therefore, an RPZ alternative analysis is not required. There is a slight realignment of the track on the east edge of the RPZ, but the land use before and after the project will remain the same.

In order to remain in compliance with FAA’s Interim Guidance on Land Uses Within a Runway Protection Zone (September 27, 2012) and Advisory Circular 150/5300-13A (Airport Design), DART will be required to comply with the following conditions:

- No rail stations or development of any kind is allowed within the RPZ that can be a place of congregation for people;
- Passenger cars should not be allowed to stop while in the RPZ; we understand that in some cases it cannot be helped, but any kind of scheduled or planned stop within the RPZ is not allowed;
- Submit an airspace study through iOE/AAA that addresses construction and construction equipment in the vicinity of ADS; and
- Coordinate with the airport on developing a Notice to Airmen (NOTAM) that addresses the airport’s needs and alerts pilots to potential hazards while construction is taking place. Typically, NOTAMs are issued for projects occurring on airport property, however, because the project is within the RPZ, addressing potential hazards to flight is imperative.
Thank you for your cooperation in this matter. If you need any additional assistance, feel free to contact me at john.macfarlane@faa.gov or 817-222-5681.

Sincerely,

John MacFarlane
Environmental Protection Specialist
Texas Airports District Office

cc: Ronisha Hodge, FTA
    Kevin Wright, FRA