



**Public Notice of Intent to File a Passenger Facility Charge Application at the  
Wilmington International Airport  
Located in  
Wilmington, North Carolina**

**This Notice is Effective January 22, 2014**

Pursuant to CFR 158.24, the New Hanover County Airport Authority (“Authority”) (“Authority”), owner and operator of the Wilmington International Airport (“Airport”), hereby provides public notice of the Authority’s intention to file an application to impose and use Passenger Facility Charges (“PFCs”) at the Airport (“PFC Application No. 6”) to fund, in whole or in part, certain PFC-eligible Airport Improvements.

The Authority intends to impose and use a \$4.50 PFC to fund 31 PFC-eligible Project Work Elements (“PWEs”) with PFC revenue on a “Pay-As-You-Go” basis, and three projects are planned to be financed with a loan from New Hanover County, the PFC eligible debt service of which would be paid with PFC revenue. The following sets forth the PWEs included in the Authority’s PFC Application No. 6, including a description of each project, justification for each project and the estimated total PFC revenue the Authority will use for each project.

**PFC Application No. 6 - Project Work Elements**  
**Project Descriptions and Justifications**

**Project Title: PWE 6.1. Passenger Loading Bridge Acquisition – Gate 5**

**Project Description:**

This project includes the acquisition and installation of a new passenger boarding bridge including an Aircraft Ground Power Unit (GPU) and Aircraft Preconditioned Air Unit (PCAir) on Gate 5 adjacent to the passenger boarding room within the passenger terminal building. The new passenger loading bridge can accommodate both mainline and regional jet aircraft used by air carriers operating at the Airport.

**Project Justification:**

Of the three passenger loading bridges in operation at the Airport, one is owned by US Airways and the Airport owns the other two (Gates 1 and 8). Of these, one has been in operation since 1989 and the other was installed in 2002. This latter passenger loading bridge was the first RJ compatible apron drive made by DEW and in the last five years has malfunctioned multiple times due to poor design and engineering. The new passenger loading bridge at Gate 5 will replace daily operations at the DEW model (Gate 1) and will provide the flexibility to accommodate the range of aircraft and peak hour schedules of airlines currently serving the Airport and those aircraft that might serve the Airport in the near future. Additionally, this project will assist in the movement of passenger and their baggage, including ADA accessibility for passengers who have difficulty using the stairwell gates (Gates 2 and 3). Should the Airport not purchase this loading bridge, passengers boarding aircraft at this gate will be required to descend stairs to access the air carrier apron and then ascend stairs to board the aircraft. This will increase gate time usage and possibly have a negative impact on capacity. This project has a secondary benefit of fostering competition by increasing boarding and deplaning times, which could ultimately open the gate for additional flights.

**Financing Plan:**

Project Cost	\$746,311
FAA Funding (AIP 40)	\$708,995
State Funding	\$ 18,658
Local Share Requirement	\$ 18,658
PFC Funds	
Pay-As-You-Go	\$ 18,658
Total PFC Funds	\$ 18,658

**Project Title: PWE 6.2 Rehab Air Carrier Apron**

**Project Description:**

The Authority rehabilitated the concrete ramp surrounding the passenger terminal building and used primarily by commercial passenger air carriers. The project included cleaning and resealing of concrete joints, pavement repair for cracks, joint spalls, corner spalls, corner breaks, and pop-outs.

**Project Justification:**

The Air Carrier Apron at the Airport was constructed in the mid-1980s. The concrete pavement is over 25 years old. The PCI rating for the Air Carrier Ramp as shown in 2008 Pavement Study found the PCI average to be 74. In order to maintain the pavement required for the safe movement of aircraft operating on the ramp, the study recommended that existing concrete joints be cleaned and resealed. Failure to complete this project could have resulted in an increase in foreign object debris (FOD) on the airfield.

The Authority rehabilitated the ramp to remain compliant with 14 CFR Part 139 and the Authority's Pavement Maintenance Management program.

**Financing Plan:**

Project Cost	\$107,383
FAA Funding (AIP 41)	\$102,014
State Funding	\$ 2,685
Local Share Requirement	\$ 2,685
PFC Funds	
Pay-As-You-Go	\$ 2,685
Total PFC Funds	\$ 2,685

**Project Title: PWE 6.3 Terminal HVAC Upgrade**

**Project Description:**

This project includes replacing the pneumatic/electronic HVAC controls for the main terminal building, concourse, and hold room. In general, all existing chillers, cooling towers and boilers are re-used and retrofitted with microprocessor based, state of the art controls. The contractor will provide labor and materials required for demolition and removal of the existing HVAC pneumatic/electric/electronic control systems and installation of a new complete control system for the passenger terminal. This includes all equipment, material, ductwork, plumbing, and electrical services required, as well as, testing of the mechanical systems, sub-systems and equipment/components, to demonstrate integrity, operability, functionality, and conformance with the design intent. The new controls computer, a Niagara AX platform, is web-enabled and can be monitored and controlled from multiple locations throughout the passenger terminal and/or remotely with the proper security measures implemented.

**Project Justification:**

The existing HVAC controls were installed as part of the original construction of the facility and are now more than 23 years old. The Authority conducted an evaluation of the HVAC system and determined that certain zones within the terminal building were experiencing inconsistent temperature and humidity control. In some cases, the HVAC controls failed completely, resulting in the effective loss of temperature control. The evaluation recommended a refurbishment and upgrade was the best cost effective solution to continue to provide safe and comfortable temperatures for passenger and employees within in the passenger terminal complex. New networked Direct Digital Controls will be installed for HVAC equipment to achieve improved automatic control of comfort conditions throughout the facility, continuous energy management and efficiency/savings, and equipment maintenance management. The system will enable the Airport to provide passengers, tenants, and other occupants a more comfortable and energy efficient environmental system.

**Financing Plan:**

Project Cost	\$549,854
FAA Funding (AIP 41)	\$522,361
State Funding	\$ 13,746
Local Share Requirement	\$ 13,746
PFC Funds	
Pay-As-You-Go	\$ 13,746
Total PFC Funds	\$ 13,746

**Project Title: PWE 6.4 Stormwater Phase II**

**Project Description:**

The Storm Water Management Phase II project is the second phase of implementation of the Airport’s Storm Water Master Plan approved by the NCDENR in 2004. The project includes a modification of Extended Dry Detention Basin No 1 constructed in 2005 and a portion of a storm water conveyance pipeline to carry runoff from Phase II of the Storm Water Master Plan to the Extended Dry Detention Basin No 1. The majority of this project includes expansion of the Extended Dry Detention Basin No 1 by approximately 60,000 cubic yards and the installation of approximately 3,700 feet of 72 inch reinforced concrete pipe.

**Project Justification:**

The NCDENR requires the Airport to treat storm water run-off which in some areas of the Airport could possibly be achieved by the installation of small retaining ponds. However, as a whole, this is not a viable solution for the Airport as it would limit future airfield expansion effectively eliminating future growth. The Airport commissioned a Storm Water Master Plan to address this situation and develop a plan that addresses all concerns at the Airport. The Storm Water Master Plan (AIP-30) originally depicts Phase II runoff directed to a second extended dry detention basin located between Runway 17-35 and Taxiway A. Following extensive subsurface investigation during the design of the second basin it was determined that construction of the second basin within the infield area between Runway 17-35 and Taxiway A would not be adequate because of the shallow elevation of the groundwater. Once this was determined an alternative location was proposed and evaluated on the east side of Runway 17-35 and north of Runway 6-24. At this alternative location, it was determined that there were contaminated soils from previous agricultural and greenhouse operations. As a result of these analyses, it was determined that the most practical solution would be to enlarge the existing Extended Dry Detention Basin No. 1 and direct all runoff from the Phase II area to this basin.

This project is necessary to comply with the North Carolina Stormwater Rules and the New Hanover County Storm Water Management Ordinance.

**Financing Plan:**

Project Cost	\$2,735,673
FAA Funding (AIP 42)	\$2,598,889
State Funding	\$ 68,392
Local Share Requirement	\$ 68,392
PFC Funds	
Pay-As-You-Go	\$ 68,392
Total PFC Funds	\$ 68,392

**Project Title: PWE 6.5 International Customs Ramp Rehabilitation**

**Project Description:**

The International Customs Ramp serves a variety of aircraft that use the customs facility when entering the United States. The size of aircraft using the apron range from small business jets to a few larger transport category aircraft. The International Customs Ramp Rehabilitation Project consists of the rehabilitation of approximately 24,400 square yards of concrete pavement. A bituminous overlay will be placed on the existing concrete pavement. The project will involve some transition milling of the existing pavement, cleaning and filling concrete joints and cracks, raising of drainage structures, placement of a crack retarding interlayer, and placement of bituminous overlay. The Project will provide pavement strength of 89,000 pound dual wheel gear.

**Project Justification:**

The International/Customs Apron is a concrete apron that was constructed in the mid-1940s. The inspection showed that there are panels that need of rehabilitation due to stresses including but not limited to linear cracking, high-severity cracking, durability cracking and scaling. The bituminous overlay placed on the existing concrete pavement will improve the quality of pavement surface to reduce foreign object debris (FOD) and to provide a stronger pavement section to accommodate the increasing amount of traffic using the apron. There are no other alternative ramps to accommodate and process international arrivals at the Airport. Failure to complete this project could result in the closure of the International/ Customs Facility and international operations. The Authority will resurface the ramp to remain compliant with Part 139 and the Authority’s Pavement Maintenance Management program.

**Financing Plan:**

Project Cost	\$1,462,585
FAA Funding (AIP 42)	\$1,389,456
State Funding	\$ 36,565
Local Share Requirement	\$ 36,565
PFC Funds	
Pay-As-You-Go	\$ 36,565
Total PFC Funds	\$ 36,565

**Project Title: PWE 6.6 Drainage Pipe Rehabilitation**

**Project Description:**

The drainage pipe rehabilitation project consists of further rehabilitation to the extensive network of pipes and drainage structures that drain the airfield. This Project will rehabilitate eight segments of pipe using a cured-in-place pipe (“CIPP”), ground stabilization (seeding, mulching and sod repairs) and the replacement or reconstruction of twelve drainage structures (drop inlets).

**Project Justification:**

Many of the Airport’s drainage pipelines were installed as far back as the World War II era. The primary problem in the drainage system was leaking pipe joints and the associated loss of fine grained materials from the backfill soils along the pipelines which run within the infield areas between the taxiway and runway pavements. This situation had resulted in numerous sinkholes along the drain lines and around drainage structures. A continuing loss of soils threatens the capacity of airport operations as sinkholes may occur suddenly in these areas. Many of the pipes have been rehabilitated in a series of phased projects beginning in 1999 and the last project being completed in 2005. Recent site/field inspections by airport maintenance and operations personnel identified at least eight segments of pipe and at least twelve drainage structures that exhibit failure due to the observance of sinkholes and washouts above the pipelines and around the drainage structures. This project will provide rehabilitation to those pipes which have not been rehabilitated to date.

**Financing Plan:**

Project Cost	\$787,803
FAA Funding (AIP 42)	\$748,413
State Funding	\$ 19,695
Local Share Requirement	\$ 19,695
PFC Funds	
Pay-As-You-Go	\$ 19,695
Total PFC Funds	\$ 19,695

**Project Title: PWE 6.7 Airport Boulevard Rehabilitation - REMOVED**

**Project Description:**

**Project Justification:**

**Financing Plan:**

Project Cost	\$
FAA Funding (AIP 43)	\$
State Funding	\$
Local Share Requirement	\$
PFC Funds	
Pay-As-You-Go	\$
Total PFC Funds	\$

**Project Title: PWE 6.8 ARFF Truck - 1,500 Gallon**

**Project Description:**

The Airport purchased a new Class IV ARFF vehicle to replace an existing ARFF vehicle which was purchased in 1989 and has outlived its useful life. The new ARFF vehicle includes 1,500 gallons of water, 210 gallons of aqueous film-forming foam, and a 500 pound dry chemical system. Project dates are correct in that the truck is a specialized vehicle that was made to order and took over eleven months to complete, commission and deliver.

**Project Justification:**

The Airport is a Class I airport served with scheduled service by three air carriers, US Airways, ASA/Delta, and Allegiant Airlines using aircraft with more than 31 passenger seats. The Airport is an ARFF Index B due to service with several CRJ series and MD 80 aircraft. The Airport has experienced commercial passenger growth, and accommodates frequent emergency and medical diversions from international origins with ARFF index D aircraft. To maintain the ARFF equipment requirements in the Airport's Emergency Plan, the Airport needed to purchase a new Class IV ARFF vehicle which will include 1500 gallons of water, 210 gallons of aqueous film-forming foam, and a 500 pound dry chemical system. The purchase will meet the specifications of AC 150/5220-10D and include the following accessory package: High Velocity Low Attack (HVLA) bumper turret and a dual agent hand line with hydro-chem technology. The Authority has consulted with the FAA on the need for this project. Said FAA consultation is provided in Attachment "I" herein.

**Financing Plan:**

Project Cost	\$596,166
FAA Funding (AIP 43)	\$566,358
State Funding	\$ 14,904
Local Share Requirement	\$ 14,904
PFC Funds	
Pay-As-You-Go	\$ 14,904
Total PFC Funds	\$ 14,904

**Project Title: PWE 6.9 LED Signs**

**Project Description:** The LED Signs project included design, bidding, construction and the replacement of all existing lighted airfield signs with LED signs as well as installing several new airfield signs. In most cases, the replacement signs were installed on existing sign bases. The existing airfield signs were over 15 years old, outdated and have reached the end of their useful life. Furthermore, these signs needed to be updated to reflect current conditions at the Airport and meet current design standards.

**Project Justification:**

Most of the existing airfield signs are over 15 years old. The project formulation includes an update of the sign and marking plan to reflect the current conditions and improvements required to meet current standards as set forth in Advisory Circular 150/5340 18F Standards for Airport Sign Systems. This AC update contains significant changes to airfield sign system standards that will require updates to Part 139 Airport Sign and Marking Plans. As such, the LED Signs were necessary to comply with FAA standards and Part 139 Airport Certification Manual. The Project will enhance safety of aircraft operations at the Airport.

**Financing Plan:**

Project Cost	\$563,923
FAA Funding (AIP 43)	\$535,727
State Funding	\$ 14,098
Local Share Requirement	\$ 14,098
PFC Funds	
Pay-As-You-Go	\$ 14,098
Total PFC Funds	\$ 14,098

**Project Title: PWE 6.10 Taxiway B&C Shoulders and LED Lights Design –  
REMOVED (Allocated to PWE 6.14 & PWE 6.18)**

**Project Description:**

**Project Justification:**

**Financing Plan:**

Project Cost	\$
FAA Funding (AIP 43)	\$
State Funding	\$
Local Share Requirement	\$
PFC Funds	
Pay-As-You-Go	\$
Total PFC Funds	\$

**Project Title: PWE 6.11 Runway 24 Pipe Ditches – Design & Permitting**

**Project Description:**

There are several thousand linear feet of deep, large open drainage ditches beyond the end of Runway 24 that have grown up with vegetation which is interfering with the Runway 24 glideslope and Runway 6 ILS localizer antenna signal. Some of these ditches have previously been determined to be jurisdictional waters and wetlands. This project will include preliminary design, coordination with permitting agencies, updated wetlands delineation, design and permitting to provide a long-term solution by installing pipe in the ditches wherever possible. The existing wetlands delineation in this area will be updated, and the preliminary engineering will include evaluation of options to clear and/or pipe the ditches while minimizing impacts to wetlands and waters.

**Project Justification:**

The Runway 6-24 ILS was installed several years ago as part of a multi-year project for the Runway 35 RSA/Threshold Displacement. There are several large open drainage ditches beyond the end of Runway 24 that have grown up with vegetation which is interfering with the Runway 24 glideslope and Runway 6 ILS localizer antenna signal. Furthermore, these ditches, some of which have previously been determined to be jurisdictional waters and wetlands, are very difficult to maintain and have attracted wildlife. This project will mitigate the signal degradation, improve airfield conditions and maintenance, and reduce wildlife habitat areas on the approach to Runway 24. Failure to complete this project will result in an increase in approach minimums and increase wildlife hazards.

**Financing Plan:**

Project Cost	\$61,085
FAA Funding (AIP 43)	\$58,031
State Funding	\$ 1,527
Local Share Requirement	\$ 1,527
PFC Funds	
Pay-As-You-Go	\$ 1,527
Total PFC Funds	\$ 1,527

**Project Title: PWE 6.12 Rescue Boat and Tow Vehicle - REMOVED**

**Project Description:**

**Project Justification:**

**Financing Plan:**

Project Cost	\$
FAA Funding (AIP 43)	\$
State Funding	\$
Local Share Requirement	\$
PFC Funds	
Pay-As-You-Go	\$
Total PFC Funds	\$

**Project Title: PWE 6.13 Taxiway A, D, H and F Rehabilitation**

**Project Description:**

This project included the rehabilitation of Taxiways A, D, H and F. The project included the removal of the current surface and the application of new asphalt.

**Project Justification:**

The taxiway pavements are all over 30 years old. The existing pavements have typically reached the end of their functional performance life, and are in need of rehabilitation. In 2009, the Airport updated their Airfield Pavement Management System study for all airfield pavements. The study included a visual inspection, non-destructive testing, and an analysis of the existing sections of all the pavements at the Airport; recommended maintenance and provided estimated repair costs; and established priorities for the repair of airfield pavements. As part of the report, PCI (Pavement Condition Index) ratings were established for various sections of the taxiways. PCI ratings can range from 0 to 100. The primary pavements should exhibit a PCI rating above a “critical” PCI of 70, which is considered good condition. The Airport has been systematically rehabilitating its airfield pavements over the past several years, recently completing the rehabilitation of Taxiways B, C, F east, and N, and Runway 6-24. The taxiways included in this project are well below a PCI of 70 and require varying degrees of rehabilitation for structural or functional reasons. Once the condition of the pavement drops below the critical level, pavement condition and serviceability will decrease rapidly. These ratings are a good indication that the Taxiway A, D, H, and F pavements are nearing the end of their useful life. At this time, the pavement exhibits areas of longitudinal and joint reflection cracking, weathering and raveling. As the pavement continues to age, FOD (Foreign Objects and Debris) from the deterioration of the pavement is also becoming a significant maintenance issue. FOD creates a serious safety hazard for the aircraft utilizing this facility.

**Financing Plan:**

Project Cost	\$4,526,537
FAA Funding (AIP 44)	\$4,300,210
State Funding	\$ 113,163
Local Share Requirement	\$ 113,163
PFC Funds	
Pay-As-You-Go	\$ 113,163
Total PFC Funds	\$ 113,163

**Project Title: PWE 6.14 Taxiway B, C and J Shoulders and Tapers Rehab**

**Project Description:**

This project is the design and construction for the new Taxiway B, C, and J Paved Shoulders and Tapers. The airport is an old military airfield, with varying taxiway widths, and several of the shoulders of Taxiway B, and C were not originally paved as recommended by the Airport Design A/C to reduce the possibility of jet blast erosion for taxiways that accommodate Group III aircraft. The taxiways were irregular and shoulders weren't consistent in width nor where they straight. The fillets required modification to allow aircraft to make turns without the possibility of leaving the pavement, which has been an issue in the past.

**Project Justification:**

The shoulders of Taxiway B, C, J, and G were not originally paved as recommended by the Airport Design Advisory Circular to reduce the possibility of jet blast erosion for taxiways that accommodate Group III aircraft. For those taxiway sections wider than the 60' required for Group III critical aircraft (Taxiways B South, B North, and G), the existing taxiway pavement will be used to provide paved shoulders by re-marking the taxiway edge location. The existing fillets/lead-ins (tapers) at several intersections along Taxiway B and C do not meet standards for Group III aircraft. Group IV and V aircraft, while not the critical aircraft, do occasionally use the airport or are future users and require taper widening along Taxiway B. Tapers will be included at the intersection of Taxiway B ends, and the intersections of Taxiways B/G, B/J and B/A.

**Financing Plan:**

Project Cost	\$3,797,677
FAA Funding (AIP 43/44)	\$3,607,793
State Funding	\$ 94,942
Local Share Requirement	\$ 94,942
PFC Funds	
Pay-As-You-Go	\$ 94,942
Total PFC Funds	\$ 94,942

**Project Title: PWE 6.15 Passenger Loading Bridge – Gate 7**

**Project Description:**

This project developed a comprehensive passenger loading bridge specification and RFP document, evaluated the parking plan and aircraft fleet, evaluated the responses to determine the best bridge for the Airport, and the acquisition of a new, Airport owned loading bridge which was needed to accommodate more and/or larger aircraft.

**Project Justification:**

The Airport is currently served by two scheduled passenger air carriers. Passengers board aircraft through six gates, two of which are stairwells. The Airport owns three boarding bridges and two are leased to the airlines. The airlines have multiple destinations and flights departing in the same timeframe as well as multiple aircraft remaining overnight for early morning departures. To accommodate this schedule and passenger loading, it is necessary to have an additional bridge at Gate 7.

**Financing Plan:**

Project Cost	\$635,625
FAA Funding	\$ 0
State Funding	\$ 0
Local Share Requirement	\$635,625
PFC Funds	
Pay-As-You-Go	\$635,625
Total PFC Funds	\$635,625

**Project Title: PWE 6.16 Passenger Loading Bridge Retrofit – Gate 8**

**Project Description:**

This project consists of the design, retrofitting, special inspections, and re-commissioning of the passenger loading bridge. The loading bridge is a 1987 Sterns that had several mechanical and electrical problems consisting of lift column hydraulic leaks, bogie wheel grinding, electrical wires melting and blowing switches, which were being replaced daily. The retrofit included the installation of TKAS main power panels on tunnel wall at C-end and exterior wall at service door; tunnel roller rebuild and adjustment; canopy replacement; roof and wall rust repairs, cleaning, sealing and painting and installation of new carpet and ribbed rubber matting.

**Project Justification:**

The loading bridge is a 1987 Sterns that had several mechanical and electrical problems consisting of lift column hydraulic leaks, bogie wheel grinding, electrical wires melting and blowing switches, which were being replaced daily. The Airport initiated a retrofit to the original Passenger Loading Bridge on Gate 8 to accommodate airline schedules and Americans with Disabilities Act (ADA) compliance. The passenger loading bridge on Gate 8 was installed during construction of the terminal in 1989 and is the oldest bridge at the Airport. This bridge is a Stearns narrow body, apron drive bridge, and repair parts are difficult to find. The retrofit project will convert it to match the controls at Gate 5 and 7. This project consists of the design, retrofitting, special inspections, and re-commissioning of the passenger loading bridge. This project is necessary to ensure egress and ingress of the traveling passengers between the terminal building and commercial aircraft.

**Financing Plan:**

Project Cost	\$241,266
FAA Funding	\$ 0
State Funding	\$ 0
Local Share Requirement	\$241,266
PFC Funds	
Pay-As-You-Go	\$241,266
Total PFC Funds	\$241,266

**Project Title: PWE 6.17 Security Checkpoint Rehabilitation**

**Project Description:**

This project modified the existing checkpoint location to accommodate a full body scanner.

**Project Justification:**

This project was requested by the TSA and was necessary to accommodate the size of the TSA's body scanning device at the Airport's security checkpoint area. At certain times, it could take passengers in excess of 20 minutes to pass through security impacting flight departures. Use of the body scanner allows the TSA to move passengers through security quicker allowing passengers to reach their gates on time and decreasing the chance of late departures related to the movement of passengers through security.

**Financing Plan:**

Project Cost	\$296,772
FAA Funding	\$ 0
State Funding	\$ 0
Local Share Requirement	\$296,772
PFC Funds	
Pay-As-You-Go	\$296,772
Total PFC Funds	\$296,772

**Project Title: PWE 6.18 Taxiway B, C, G and J LED Lighting**

**Project Description:** This project includes the design and construction of LED taxiway edge lights and is directly related to PWE 6.14 Taxiway B, C & J Shoulders and Tapers Rehabilitation. This project will replace the existing incandescent taxiway lights with LED taxiway edge lights mounted in the newly paved shoulders. The existing fixtures were installed in the grass between 1992 and 1996 and have exceeded their useful life.

**Project Justification:**

This Project is needed as a result of undertaking PWE 6.14 (Taxiway B, C & J Shoulders and Tapers Rehab). The Authority will relocate and replace the old incandescent edge lights, which were installed between 1992 and 1996, with new LED lights which will preserve safety of aircraft operations. The Airport and FAA agreed to use LED fixtures rather than new incandescent fixtures. Prior to project 6.14, the taxiway lights were not on the pavement but located in the grass.

**Financing Plan:**

Project Cost	\$581,681
FAA Funding (AIP 43/44)	\$525,097
State Funding (Future)	\$ 28,292
Local Share Requirement	\$ 28,292
PFC Funds	
Pay-As-You-Go	\$ 28,292
Total PFC Funds	\$ 28,292

**Project Title: PWE 6.19 Runway 17 Extension**

**Project Description:** This project will extend the Runway 17 and Taxiway A pavement 750 feet and includes the design and construction. The runway threshold will remain at its current location as a displaced threshold at this time to avoid the need to perform any off-airport tree clearing. The Airport proposes to extend the Runway 17 pavement by 750 feet in order to regain most of the Runway 35 LDA (increase to 6,954 feet) lost when the Runway 35 threshold was displaced.

**Project Justification:**

Runway 17-35 is currently 7,004 foot long with the Runway 35 threshold displaced 400 feet to meet RSA criteria. As a result of the Runway 35 threshold displacement, declared distances have been imposed for Runway 17-35, reducing the Runway 17 LDA/ASDA to 6,204 feet, and reducing the Runway 35 LDA to 6,604 feet. A 750 foot pavement extension of Runway 17 will allow the following:

1. Regain the previous 7,004 feet landing distance available for Runway 35;
2. Improve the LDA/ASDA for Runway 17 to 7,354 feet;
3. Improve the ASDA for Runway 35 to 7,404 feet; and
4. Improve the TORA/TODA for both ends up to 7,754 feet (with clear departure surfaces).

There will be no change to the RSAs available behind Runway 35 threshold or Runway 17 threshold and the displacements on Runway 35 and Runway 17 threshold may be increased by 400' to the north, making up for the length lost to meet RSA requirements for RWY 35. The critical aircraft in the master plan is the Boeing 727-200 which requires a runway length of 8,500 feet at the Airport.

This project will effectively make up for the Runway 35 displaced threshold and restore the full runway length needed to accommodate the critical aircraft during certain meteorological conditions. This project is necessary to make the runway consistent with FAA design standards and is eligible under AIP criteria described in FAA Order 5100.38, paragraph 521. This project has been coordinated with the FAA Atlanta ADO and the FAA Southern Region.

**Financing Plan:**

Project Cost	\$4,700,000
FAA Funding (45)	\$4,007,241
State Funding	\$ 235,000
Local Share Requirement	\$ 457,759
PFC Funds	
Pay-As-You-Go	\$ 457,759
Total PFC Funds	\$ 457,759

**Project Title: PWE 6.20 Kerr Avenue Security Fencing**

**Project Description:**

This project will 1) relocate security fencing closer to the runway to “fence out” a wetland area from the airfield; 2) clear approximately 11 acres of trees to provide ATCT “line of sight” to the Runway 24 approach lighting system and mitigate roosting habitat and associated wildlife; and 3) relocate the perimeter fencing so that the wooded area and wetlands are outside the security fence. This project will also include installation of triple 72” aluminum culverts connected to the existing headwall; each culvert will be approximately 143 linear feet long and installed within the existing stream channel. In addition, the project will install approximately 138 linear feet of 48” aluminum pipe to connect an existing 48” RCP to one of the new 72” culverts. The 72” culverts will act to slow the stream velocity through the 60” HDPE pipes, thereby reducing the length of riprap apron needed downstream (to prevent scour), thus reducing stream impacts.

**Project Justification:**

The Airport’s consulting engineer was engaged to conduct a study for the relocation of a portion of the airport perimeter/security fence in an approximate 17 acre wooded area on the east side of the airfield off of Kerr Avenue. The perimeter fence in this area has failed at the location of a stream crossing. The Airport has identified this point as a security problem that requires attention. The project requires extending three 72 inch culvert pipes and the installation of a headwall for the new fence across the stream to keep airport fencing outside of the RWY 6-24 ROFA. The woods and wetlands in the area raise several concerns: they provide wildlife habitat directly adjacent to RWY 6-24 and the presence of woods makes visual monitoring of the perimeter fence by the Airport staff more difficult. Prior to establishing the new fence line, the Airport will clear trees from the upland areas. This project will resolve all of the issues and reestablish a secure perimeter fence line outside the ROFA to comply with the Airport’s Security Program and TSA rules and regulations (CFR 1542.203(b). The Authority has coordinated with the TSA on the need and justification of the Project and a letter of concurrence from the TSA will be included in Attachment I of the application.

**Financing Plan:**

Project Cost	\$1,202,800
FAA Funding (Future)	\$1,082,520
State Funding	\$ 0
Local Share Requirement	\$ 120,280
PFC Funds	
Pay-As-You-Go	\$ 120,280
Total PFC Funds	\$ 120,280

**Project Title: PWE 6.21 Runway 17/35 Rehabilitation**

**Project Description:**

This project includes the design and rehabilitation of Runway 17/35. The runway pavement will be replaced with new concrete for the entire 7,004 foot length of the runway. This project will include the removal and replacement of runway lighting, cabling and wiring.

**Project Justification:**

In 2008, the Airport conducted a Pavement Study on the entire airfield. Based on the age and condition of the pavement on most of Runway 17/35, the current pavement has provided a service life well beyond that which would normally be expected for a bituminous pavement section. Given the age of the pavement (21 years), deterioration of the service life can be expected to decline at a much more rapid rate than in the past. This decline has been visible during the past few years. The runway now exhibits low to high severity alligator cracking, jet blast, low to medium severity weathering/raveling, oil spillage, and low to medium severity longitudinal/transverse cracking. The runway was overlaid in 1992 and the pavement study was completed in 2009 with an overall PMI of 61. The pavement study recommended rehabilitation of runway 17-35 in 2013. Rehabilitation of the runway will provide a safe and serviceable runway to support the growing air service demands at the Airport. Given the accelerated deterioration rate of these pavements, the Authority needs to start the project as soon as possible. Delaying rehabilitation at this point will only add to future rehabilitation costs to bring this pavement back to acceptable standards. This project will maintain the Airport's capacity by revitalizing the structural integrity of the runway. The existing runway lighting is 15 to 25 years old and has outlived its useful life.

**Financing Plan:**

Project Cost	\$6,950,000
FAA Funding (Future)	\$6,255,000
State Funding	\$ 0
Local Share Requirement	\$ 695,000
PFC Funds	
Pay-As-You-Go	\$ 695,000
Total PFC Funds	\$ 695,000

**Project Title: PWE 6.22 Land Acquisition – Runway 17 Approach**

**Project Description:**

In connection with the Runway 17 extension and displaced threshold of Runway 17, the Authority is proposing to purchase aviation easements over an estimated 11 parcels of land, of which six have portions that would be located within the proposed RPZ. The Authority is consulting with the FAA to determine if a fee-simple purchase of these parcels will be required. This project element will include any such fee-simple land acquisition required resulting from the Runway 17 extension project.

**Project Justification:**

The Airport is in the process of extending the Runway 17 end of Runway 17/35 in order to regain operating length that was lost as a result of bringing Runway 35 up to RSA standards by displacing the threshold.

This project will effectively eliminate the displaced threshold and restore the full runway length needed to accommodate the critical aircraft during certain meteorological conditions. This project is necessary to make the runway consistent with FAA design standards and is eligible under AIP criteria described in FAA Order 5100.38, paragraph 521. This project has been coordinated with the FAA Atlanta ADO and the FAA Southern Region.

The Airport desires to move the Runway 17 to the physical end of the extended runway and relocate the threshold of Runway 17 by 400 feet. Movement of the threshold further north of its current location will result in a relocation of the approach RPZ further to the north and require, at a minimum, easement acquisition to clear trees. The relocation will require acquisition of aviation easements over an estimated 11 parcels; of these parcels, six have portions that would also be located within the proposed RPZ. The Authority believes the vast majority of land uses in the existing and proposed RPZ are compatible with airport operations given the “Airport Industrial” zoning and low density of people. The Authority is working with the FAA to determine the type of acquisition needed. Currently the airport is completing property appraisals and tree surveys to determine land use compatibility and aid the decision. If FAA determines the land uses to be compatible, the Authority will proceed with the programmed aviation easement acquisition, approach clearing and relocation of the Runway 17 threshold 400 feet to the end of the runway. If FAA determines that any of the land uses are not compatible, the Authority would propose to move forward with the programmed aviation easement acquisition as outlined above, and would seek funding from FAA for fee simple acquisition and relocations as required by FAA.

**Financing Plan:**

Project Cost	\$1,150,000
FAA Funding	\$1,111,111
State Funding	\$      0
Local Share Requirement	\$  38,889
PFC Funds	
Pay-As-You-Go	\$  38,889
Total PFC Funds	\$  38,889

**Project Title: PWE 6.23 Water Supply - REMOVED**

**Project Description:**

**Project Justification:**

**Financing Plan:**

Project Cost	\$0
FAA Funding	\$0
State Funding	\$0
Local Share Requirement	\$0
PFC Funds	
Pay-As-You-Go	\$0
Total PFC Funds	\$0

**Project Title: PWE 6.24 Master Plan Update**

**Project Description:**

This project will consist of preparation of a terminal planning study to identify projected air carrier enplanements, capacity of existing gates, need for new gates, gate location and geometry, and identification of terminal/ramp modifications required.

**Project Justification:**

The Airport has experienced significant growth in passenger enplanements and aircraft activity, growing from 288,471 enplaned passengers in 2000 to 403,836 in 2011. Based on the Airport's continuing growth in air carrier enplanements and operations over the past several years, it is anticipated that new terminal gates will be needed within the next four to five years. The Authority needs to commission a Master Plan Update to analyze the need of passenger terminal facilities and associated aircraft ramp areas to satisfy the anticipated demand.

**Financing Plan:**

Project Cost	\$380,000
FAA Funding	\$ 0
State Funding	\$ 0
Local Share Requirement	\$380,000
PFC Funds	
Pay-As-You-Go	\$380,000
Total PFC Funds	\$380,000

**Project Title: PWE 6.25 Airfield Lighting Vault Upgrade**

**Project Description:**

This project includes the upgrade of the airfield lighting vault on the east side of the airfield. The regulators need to be replaced and a new computerized control system will be installed. This lighting vault controls all airfield (runway/taxiway) lighting and the project will provide an integrated airfield lighting system.

**Project Justification:**

In 2011, the ten existing series circuit lighting regulators will be 15 to 25 years old, exceeding the manufacturers' stated expected life. The Airport has a staff to make routine repairs, but spare parts for repairs are increasingly scarce. New, smaller regulators designed for the LED technology and a new computerized control system will be installed to optimize the reduced electrical load.

**Financing Plan:**

Project Cost	\$2,400,000
FAA Funding (Future)	\$2,160,000
State Funding	\$ 0
Local Share Requirement	\$ 240,000
PFC Funds	
Pay-As-You-Go	\$ 240,000
Total PFC Funds	\$ 240,000

**Project Title: PWE 6.26 Runway 24 Pipe Ditches - Construction**

**Project Description:**

This project will include the site work and construction of pipe ditches on the approach end of Runway 24. There are several large open drainage ditches beyond the end of Runway 24 that have grown up with vegetation which is interfering with the Runway 24 glideslope and Runway 6 ILS localizer antenna signal. Some of these ditches have previously been determined to be jurisdictional waters and wetlands.

**Project Justification:**

The Runway 6-24 ILS was installed several years ago in connection with the Runway 35 RSA/Threshold Displacement project. There are several large open drainage ditches beyond the end of Runway 24 that have grown up with vegetation which is interfering with the Runway 24 glideslope and Runway 6 ILS localizer antenna signal. These ditches, some of which have previously been determined to be jurisdictional waters and wetlands, are very difficult to maintain and have attracted wildlife. This project will mitigate the signal degradation, improve airfield conditions and maintenance, and reduce wildlife habitat areas on the approach to Runway 24.

**Financing Plan:**

Project Cost	\$5,080,000
FAA Funding (Future)	\$4,572,000
State Funding	\$ 0
Local Share Requirement	\$ 508,000
PFC Funds	
Pay-As-You-Go	\$ 508,000
Total PFC Funds	\$ 508,000

**Project Title: PWE 6.27 Security Fence Replacement**

**Project Description:**

This project will replace a significant portion of the Airport perimeter security fence (not included under PWE 6.20) which is 6 feet high and installed in 1987. This new segment will be a height of eight feet plus three strands of barbed wire on top of the fence as required by the TSA.

**Project Justification:**

The perimeter security fencing is only 6 feet high, is old and in disrepair. This section of fencing needs to be replaced to comply with the Airport's Security Program and TSA rules and regulations which require eight foot security fencing in accordance with the TSA directive. The Authority has coordinated with the TSA on the need and justification of the Project.

**Financing Plan:**

Project Cost	\$500,000
FAA Funding	\$ 0
State Funding	\$ 0
Local Share Requirement	\$500,000
PFC Funds	
Pay-As-You-Go	\$500,000
Total PFC Funds	\$500,000

**Project Title: PWE 6.28 Air Stair Truck**

**Project Description:**

The Authority will purchase one air stair truck to provide ramp level boarding to scheduled commercial service, charter and general aviation aircraft which are incompatible with the passenger loading bridges at the Airport.

**Project Justification:**

The purchase of the air stair truck will replace the existing air stair truck which is dysfunctional and has far exceeded its useful life. The new air stair truck is necessary for passengers to board and disembark aircraft on the ramp level for aircraft which are not compatible with the passenger loading bridges or during which times the passenger loading bridges are inoperable. The air stair truck will be available for use by the commercial air carriers on a non-exclusive use basis.

The airport's geographical location on the coastline of the United States makes it a frequent place for inflight medical and mechanical emergencies. Given the unscheduled nature of the emergency diversions, it is necessary to have a way to deplane wide body and narrow body aircraft in the event the terminal loading bridges are in use with scheduled air carrier operations. The air stair truck will provide an immediate way to park and deplane emergency flights when time is critical and impractical to wait for an open bridge.

**Financing Plan:**

Project Cost	\$75,000
FAA Funding	\$ 0
State Funding	\$ 0
Local Share Requirement	\$75,000
PFC Funds	
Pay-As-You-Go	\$75,000
Total PFC Funds	\$75,000

**Project Title: PWE 6.29 Security Vehicle**

**Project Description:** The Authority will acquire a new police vehicle. This vehicle will replace an existing police vehicle used for perimeter security checks which has exceeded its useful life. The police vehicles are used exclusively for airfield and perimeter security checks as required by the Airport Security Program.

**Project Justification:**

The Authority is required to patrol the Airport perimeter to remain in compliance with its TSA approved Airport Security Program (“ASP”) as required by 14 CFR Part 1542 Airport Security. The Authority has one police cruiser which was purchased in 2001 and has exceeded its useful life expectancy and needs to be replaced. This perimeter patrol vehicle is specifically identified in the ASP. The Authority will coordinate this project with the local TSA Federal Security Director to ensure compliance with the ASP.

**Financing Plan:**

Project Cost	\$45,000
FAA Funding	\$ 0
State Funding	\$ 0
Local Share Requirement	\$45,000
PFC Funds	
Pay-As-You-Go	\$45,000
Total PFC Funds	\$45,000

**Project Title: PWE 6.30 Digital Safety Sign**

**Project Description:**

This project includes the acquisition and installation of a digital safety and informational sign near the primary entrance roadway to the passenger terminal complex.

**Project Justification:**

A digital safety and information sign is necessary to provide enplaning passengers critical public information; enhance wayfinding and vehicular circulation; and other information to Airport users.

**Financing Plan:**

Project Cost	\$50,000
FAA Funding	\$ 0
State Funding	\$ 0
Local Share Requirement	\$50,000
PFC Funds	
Pay-As-You-Go	\$50,000
Total PFC Funds	\$50,000

**Project Title: PWE 6.31 Triturator**

**Project Description:**

This project includes the installation of a new fixed-facility triturator to be located proximate to the existing sewer system between the air carrier ramp and the FBO ramp. The triturator will be available for all aviation users of the Airport.

**Project Justification:**

Certain air carriers have contacted the Authority to request a new triturator to be installed to safely process airline lavatory waste. The triturator will safely remove and dispose of lavatory waste. The triturator will be available to all air carriers on a non-exclusive basis. The planned location of the triturator has been coordinated with, and is advantageous to, the users.

**Financing Plan:**

Project Cost	\$75,000
FAA Funding	\$ 0
State Funding	\$ 0
Local Share Requirement	\$75,000
PFC Funds	
Pay-As-You-Go	\$75,000
Total PFC Funds	\$75,000

**Project Title: PWE 6.32 Passenger Loading Bridge Safety Upgrades**

**Project Description:** The Authority will upgrade the three Airport owned loading bridges on Gates 5, 7 and 8 by enhancing safety modifications which include a bag slide and bogie wheel safety upgrades. These upgrades were unavailable at the time of purchase and have been recommended by the manufacturer and consultant.

**Project Justification:**

This passenger loading bridges on Gates 5, 7 and 8 required certain safety related modifications and up-fitting for operator safety and baggage handling. At the time these loading bridges were purchased the safety equipment was not required or available. Since that time, the consultant and manufacturer have recommended installing the safety equipment. This project will assist in the movement of passengers and their baggage at the Airport.

**Financing Plan:**

Project Cost	\$55,000
FAA Funding	\$ 0
State Funding	\$ 0
Local Share Requirement	\$55,000
PFC Funds	
Pay-As-You-Go	\$55,000
Total PFC Funds	\$55,000

**Project Title: PWE 6.33 Snow Removal Tractor REMOVED**

**Project Description:**

**Project Justification**

**Financing Plan:**

Project Cost	\$0
FAA Funding	\$0
State Funding	\$0
Local Share Requirement	\$0
PFC Funds	
Pay-As-You-Go	\$0
Total PFC Funds	\$0

**Project Title: PWE 6.34 Safety Boat Ramp**

**Project Description:**

This project includes the design and construction of a ramp to support the Airport's safety boat located on Smith Creek located at the end of Runways 35 and 06.

**Project Justification:**

Due to the proximity of Smith Creek at the end of Runways 35 and 06 and the Cape Fear River within 2 miles of the Airport, 14 CFR Part 139 requires the need for Water Rescue Capabilities in the Airport's Emergency Plan. The Safety Boat Ramp is necessary to support the Airport's safety boat and the Airport's Part 139 Emergency Plan requires water rescue capability. At the present time, there is no boat ramp and ARFF personnel and Airport staff are forced to manually maneuver the boat through swamp like conditions to reach navigable water. The new boat ramp will improve water rescue capabilities and response times.

**Financing Plan:**

Project Cost	\$75,000
FAA Funding	\$ 0
State Funding	\$ 0
Local Share Requirement	\$75,000
PFC Funds	
Pay-As-You-Go	\$75,000
Total PFC Funds	\$75,000

**Project Title: PWE 6.35 Snow Removal Vehicle REMOVED**

**Project Description:**

**Project Justification:**

**Financing Plan:**

Project Cost	\$0
FAA Funding	\$0
State Funding	\$0
Local Share Requirement	\$0
PFC Funds	
Pay-As-You-Go	\$0
Total PFC Funds	\$0

**Project Title: PWE 6.36 PFC Application Development**

**Project Description:** This project includes the Authority’s expense of developing a PFC capital improvement program (PFC Application No. 6) and funding plan, conducting airline consultation meeting, preparation of this PFC Application No. 6 and other tasks required for the Authority's PFC program. Included in these costs are the estimated cost of the consultant services and related costs (e.g. copies, telephone, etc.).

**Project Justification:**

As defined in 14 CFR Part 158.3, PFC allowable cost includes the reasonable and necessary cost of carrying out an approved project, including costs incurred prior to and subsequent to the approval to impose a PFC. The Authority requests authority to impose and use PFC revenues to replace funds that have been and/or will be advanced to pay the costs of the development of this PFC Application, including payments to the dedicated time, travel and incidental expenses of the Authority's consultants.

**Financing Plan:**

Project Cost	\$100,000
FAA Funding	\$ 0
State Funding	\$ 0
Local Share Requirement	\$100,000
PFC Funds	
Pay-As-You-Go	\$100,000
Total PFC Funds	\$100,000

**Project Title: PWE 6.37 PFC Program Administration**

**Project Description:**

It is estimated that the Authority will incur an annual expense of approximately \$25,000 during each year of the five year charge collection period following a successful Notice of Intent with the FAA. Costs expected to be incurred by the Authority include the preparation of the appropriate documentation for reporting and record keeping as required in 14 CFR Part 158.63(a) of the PFC Regulation and general administrative overhead and consulting fees associated with the continued management of the PFC Program. PFC's are being requested as reimbursement for the local share in the estimated amount of \$125,000.

**Project Justification:**

This project meets the requirements for FAA approval by being included in the Airport's allowable costs of carrying out an approved project. 14 CFR Part 158.3 defines Allowable Costs as "...the reasonable and necessary cost of carrying out an approved project including costs incurred prior to and subsequent to the approval to impose a PFC..."

**Financing Plan:**

Project Cost	\$125,000
FAA Funding	\$ 0
State Funding	\$ 0
Local Share Requirement	\$125,000
PFC Funds	
Pay-As-You-Go	\$125,000
Total PFC Funds	\$125,000

**Project Title: PWE 6.38 Passenger Loading Bridge Gate 1**

**Project Description:**

This project includes the acquisition and installation of a new passenger boarding bridge on Gate 1 of the passenger terminal building. The new passenger loading bridge will accommodate both mainline and regional jet aircraft used by air carriers operating at the Airport.

**Project Justification:**

The existing passenger loading bridge is experiencing major mechanical failures. It was purchased in 2001 and is no longer supported by the manufacturer and parts are unavailable. The new passenger boarding bridge is necessary to provide covered and protected boarding to air carrier passengers using Gate 1.

**Financing Plan:**

Project Cost	\$700,000
FAA Funding	\$ 0
State Funding	\$ 0
Local Share Requirement	\$700,000
PFC Funds	
Pay-As-You-Go	\$ 0
Principal	\$700,000
Financing & Interest	\$ 85,631
Total PFC Funds	\$785,631

**Project Title: PWE 6.39 Access Control and Closed Circuit TV Replacement & Enhancements**

**Project Description:**

This Project will replace the terminal access control system and replace and upgrade the Closed Circuit TV and camera system which is used to secure the air carrier ramp, security identification display area, biometrics and airfield gates adjacent to the passenger terminal building.

**Project Justification:**

The existing access control and CCTV system components for the Airport are between 9 and 17 years old and have outlived their useful life. Changes in access control technologies have necessitated the need to replace the existing system. This project replaces cameras, monitor's, and doors/access controls with better, more reliable technology. The existing system would fail occasionally causing access and monitoring issues. This project is needed to comply with the Airport Security Program approved by the Transportation Security Administration.

**Financing Plan:**

Project Cost	\$750,000
FAA Funding	\$ 0
State Funding	\$ 0
Local Share Requirement	\$750,000
PFC Funds	
Pay-As-You-Go	\$ 0
Principal	\$750,000
Financing & Interest	\$ 91,747
Total PFC Funds	\$841,747

**Project Title: PWE 6.40 Terminal Complex Rehabilitation**

**Project Description:**

The Authority will undertake a major rehabilitation and renovation of the passenger terminal building structure at the Airport. The Terminal Complex Rehabilitation Project will include the replacement of 5,000 square yards of carpet in the public areas of the terminal building; renovate six public restrooms in the terminal building; the acquisition and replacement of one new chiller, painting and sealing of certain interior and exterior walls. The Terminal Complex Rehabilitation Project also includes the replacement of the roof over the baggage claim, passenger concourse, and central terminal atrium areas.

**Project Justification:**

The Terminal Building previously went through a 3-phase rehabilitation in 1999, 2002 and 2004. Since this prior rehab, the Authority has observed significant deterioration of the physical structure of the terminal complex, including Terminal roof leaks which damage ceilings and floors (furthermore, roof is out of warranty). The carpeting is 10 years old and shows signs of wear and tear. Interior and exterior walls require painting and sealing and the mechanical chiller is a 1989 model which is cleaned and inspected annually and shows significant wear on the internal parts of the mechanical system. The Authority identified the need to undertake a series of initiatives and improvements to the passenger terminal complex which would provide the necessary physical plant needed for the safe movement of passengers and their baggage in the terminal. The Authority identified a series of improvements which include renovation and replacement of key structural components of the terminal building in excess of normal maintenance, which is needed to restore the terminal to a satisfactory operating condition. The Terminal Complex Rehabilitation Project will be performed by outside contractors rather than Airport maintenance staff due to the scope and quantity of work and specialized capability required.

**Financing Plan:**

Project Cost	\$1,185,000
FAA Funding	\$ 0
State Funding	\$ 0
Local Share Requirement	\$1,185,000
PFC Funds	
Pay-As-You-Go	\$ 0
Principal	\$1,185,000
Financing & Interest	\$ 144,960
Total PFC Funds	\$1,329,960

## **PFC Application No. 6 - Financial Information**

The Authority proposes to undertake a program of capital improvements to be funded with a combination of Federal and State grants-in-aid, a County loan and a passenger facility charge (“PFC”) revenues. The Authority is applying to the FAA for the authority to impose and use PFC revenue to pay the PFC eligible costs associated with 34 project work elements (“PWE’s”).

The proposed charge effective date for PFC Application No. 6 is estimated to be October 1, 2019 will occur commensurate with the charge expiration date of PFC Application No. 5. The estimated Charge Expiration Date is estimated to be August 1, 2024.

In summary, the Authority estimates using \$8,097,596 in PFC revenue to pay for: (i) certain PFC eligible projects on a pay-as-you-go basis; and (ii) costs incurred by the Authority in developing this PFC Application No. 6, and other required PFC actions. Each proposed project provides, to varying degrees, for the continued enhancement of safety, security, capacity and competition at the Airport and the national air transportation system as required by 14 CFR Part 158.15.

The public is invited to provide written comment through January 21, 2014 to:

Mr. Jim Morton  
Director of Finance  
New Hannover County Airport Authority  
Wilmington International Airport  
1740 Airport Boulevard  
Wilmington, N.C. 28405-8062

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