



**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 December 19, 2012**

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 37 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. Jet 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. The passenger boarding bridge was installed in June 2010 and was approved by the FAA for use of AIP grant funding (AIP 40).

**Project Justification:** The new passenger boarding bridge is necessary to provide covered and protected boarding to air carrier passengers using Gate 5 and provide the flexibility to accommodate the range of aircraft currently serving the Airport and those aircraft that might serve the Airport in the near future. This project will enhance the safe and efficient flow of passengers from the terminal to aircraft using this gate.

**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 popouts. This project was completed in October 2010 and approved by the FAA for use of AIP grant funding (AIP 41).

The Air Carrier Apron at ILM was constructed in the mid 1980s. The concrete pavement is over 20 years old. The PCI rating for the Air Carrier Ramp as shown in 2008 Pavement Study shows the PCI average as 74 and “very good.” In order to maintain the pavement and minimize future problems, the study recommended that existing concrete joints be cleaned and resealed.

**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 shows the PCI average as 74 and “very good.” In order to maintain the pavement and minimize future problems, the study recommended that existing concrete joints be cleaned and resealed. The Authority rehabilitated the ramp to remain compliant with 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 included 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. This project was completed in August 2010 and was approved by the FAA for use of AIP grant funding (AIP 41).

**Project Justification:** The existing HVAC controls were installed as part of the original construction of the facility and are now more than 20 years old. The Authority conducted an evaluation of the HVAC system and determined that 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 Stormwater Management Phase II project is the second phase of implementation of the Airport’s Stormwater 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 stormwater 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. This project was completed in May 2011 and was approved by the FAA for use of AIP grant funding (AIP 42).

**Project Justification:** 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. This project was completed in June 2011 and was approved by the FAA for use of AIP grant funding (AIP 42).

**Project Justification:** The International/Customs Apron is a concrete apron that is over 50 years old. 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 FOD and to provide a stronger pavement section to accommodate the increasing amount of traffic using the apron. 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 Repairs**

**Project Description:** The drainage pipe repair project consists of further repairs to the extensive network of pipes and drainage structures that drain the airfield. This Project will rehabilitate eight segments of pipe and twelve drainage structures. This project was completed in May 2011 and was approved by the FAA for use of AIP grant funding (AIP 42).

**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 safety of airport operations as sinkholes may occur suddenly in these areas. Many of the pipes have been rehabilitation/repared 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**

**Project Description:** Airport Boulevard serves as the main access road to the Airport Terminal Building and all facilities on the west side of the Airport. This project will consist of the rehabilitation (repair and overlay) of approximately 8,750 linear feet of roadway and the replacement of the existing roadway lights (which are in poor condition) with new lights. This project was completed in April 2012 and was approved by the FAA for use of AIP grant funding (AIP 43).

**Project Justification:** Airport Boulevard has not been rehabilitated since it was constructed in 1989 as part of the terminal construction project. The deterioration of the pavement has noticeably accelerated in the past year. The roadway is in need of repair and strengthening to provide for the current and future level of service. This project was needed to provide enhanced safety to airport users and overall enhanced vehicular circulation at the Airport.

**Financing Plan:**

Project Cost	\$1,266,810
FAA Funding (AIP 43)	\$1,203,470
State Funding	\$ 31,670
Local Share Requirement	\$ 31,670
PFC Funds	
Pay-As-You-Go	\$ 31,670
Total PFC Funds	\$ 31,670

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

**Project Description:** The Airport purchased 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. This ARFF Truck was purchased in August 2011 and was approved by the FAA for use of AIP grant funding (AIP 43).

**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 a 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, 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: Drivers Enhanced Vision System (DEVS), High Velocity Low Attack (HVLA) bumper turret and a dual agent hand line with hydro-chem technology.

**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 Marking Modifications and LED Lights**

**Project Description:** The Marking Modifications and LED Lights project included design, bidding and construction of the replacement of all existing lighted signs with LED signs and the addition of several new signs. The replacement signs were installed on existing sign bases. This project was completed in November 2011 and was approved by the FAA for use of AIP grant funding (AIP 43).

**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. The marking modifications and LED lights were necessary to comply with FAA standards and Part 139 Airport Certification Manual. The Project will enhance safety of aircraft operations and provide the additional benefit of reduced electrical energy required for operation.

**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**

**Project Description:** This project included the design documents for the Taxiway B, C, J, and G Paved Shoulders, Tapers and Taxiway Lights. The project also included design to relocate the existing incandescent taxiway lights/transformers into the newly paved shoulders and provide an alternate to bid for new LED Lights instead of the incandescent taxiway lights. This project was completed in February 2012 and was approved by the FAA for use of AIP grant funding (AIP 43).

**Project Justification:** The shoulders of Taxiway B, C, J, and G 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. 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	\$238,523
FAA Funding (AIP 43)	\$226,597
State Funding	\$ 5,963
Local Share Requirement	\$ 5,963
PFC Funds	
Pay-As-You-Go	\$ 5,963
Total PFC Funds	\$ 5,963

**Project Title: PWE 6.11 Runway 24 Pipe Ditches - Design**

**Project Description:** This project will provide the design of new pipe ditches on the approach end of Runway 24. This project was completed in September 2011 and was approved by the FAA for use of AIP grant funding (AIP 43).

**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 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 capital and maintenance, and reduce wildlife habitat areas on the approach to Runway 24.

**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**

**Project Description:** This project included the acquisition of a new water rescue craft, all terrain trailer, and tow vehicle. The Rescue Boat and Tow Vehicle were purchased by January 2011 and were approved by the FAA for use of AIP grant funding (AIP 43).

**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 Airport needed to purchase a new water rescue craft, an all terrain trailer, and tow vehicle to aid in the response, rescue of victims, fire suppression, and recovery of aircraft that may go down in these areas. This Rescue Boat satisfies the requirements of AC 150/5210-13B and be equipped with a 35 horsepower outboard motor, a rescue/dive platform, and an 18 horsepower fire pump capable of delivering 550 gallons per minute.

**Financing Plan:**

Project Cost	\$73,152
FAA Funding (AIP 43)	\$69,494
State Funding	\$ 1,829
Local Share Requirement	\$ 1,829
PFC Funds	
Pay-As-You-Go	\$ 1,829
Total PFC Funds	\$ 1,829

**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. This project was substantially completed by September 2012 and was approved by the FAA for use of AIP grant funding (AIP 44).

**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 will provide the construction for the Taxiway B, C, J, and G Paved Shoulders, Tapers and Taxiway Lights as described and designed in project 6.10. New conduit, cable, grounding and lighting base cans will be constructed for the taxiways included in the project. In the near future, the Airport proposes to replace the taxiway edge lights with LED fixtures. This project is underway and was approved by the FAA for use of AIP grant funding (AIP 44).

**Project Justification:** The shoulders of Taxiway B, C, J, and G 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. 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	\$3,590,835
FAA Funding (AIP 44)	\$3,411,293
State Funding	\$ 89,771
Local Share Requirement	\$ 89,771
PFC Funds	
Pay-As-You-Go	\$ 89,771
Total PFC Funds	\$ 89,771

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

**Project Description:** This project will develop a comprehensive passenger loading bridge specification and RFP document, evaluate the parking plan and aircraft fleet, and evaluate the responses to determine the best bridge for the Airport. This project was installed in September 2012. The actual bridge purchase will be delayed until the remainder of the entitlement grant is available.

**Project Justification:** The Airport is currently served by three scheduled passenger air carriers. Passengers board aircraft through six gates, two of which are stairwells. The Airport owns two boarding bridges which are leased to the airlines. The Airport's bridge at Gate 1 was purchased and installed in 2002 when the airport renovated the passenger hold area. It was the first RJ compatible, apron drive made by DEW. In the past five years, the Airport has had several maintenance issues caused by poor design and engineering. Given the condition and difficulty of maintaining its two passenger boarding bridges, the Airport needs to acquire a third Airport owned boarding bridge. This project will enhance the safe and efficient flow of passengers from the terminal to aircraft using this gate.

**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. This project is necessary to ensure egress and ingress of the traveling passengers between the terminal building and commercial aircraft. This project was completed in July 2011.

**Project Justification:** 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. Currently three airlines share the use of Gate 8 during the daily schedule. 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 second screen lane and a full body scanner. This project was completed in August 2012.

**Project Justification:** This project was necessary to accommodate a new AIT passenger security screening device needed to process passengers through security checkpoint in a timely and effective manner. This project is also needed to accommodate the growth in passenger activity at the Airport. The Authority has coordinated with the TSA on the need and justification of the Project.

**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, bidding and construction in connection with Projects 6.10 (Taxiway B&C Shoulders & LED Lights Design) and 6.14 (Taxiway BC&J Shoulders and Tapers Rehab). This project will replace the existing incandescent taxiway lights in the unpaved shoulders with LED taxiway edge lights mounted in the newly paved shoulders. This project is currently underway. This project is underway and was approved by the FAA for use of AIP grant funding (AIP 44).

**Project Justification:** This Project is needed as a result of undertaking Projects 6.10 (Taxiway B&C Shoulders & LED Lights Design) and 6.14 (Taxiway BC&J Shoulders and Tapers Rehab). The Authority will replace the edge lights with LED lights which will enhance safety of aircraft operations and provide the additional benefit of reduced electrical energy required for operation.

**Financing Plan:**

Project Cost	\$550,000
FAA Funding (AIP 44)	\$495,000
State Funding (Future)	\$ 27,500
Local Share Requirement	\$ 27,500
PFC Funds	
Pay-As-You-Go	\$ 27,500
Total PFC Funds	\$ 27,500

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

**Project Description:** This project includes the design and construction of Runway 17 and Taxiway A 750' and relocates the threshold to the end of the extended runway. This project is under design and was approved by the FAA for use of AIP grant funding (AIP 45).

**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. The Runway 35 localizer is currently located 1,350 feet from the existing end of Runway 17, and it is anticipated that the Runway 35 ILS project now under design will install the new localizer 50 feet behind the existing localizer, or 1,400 feet from the end of Runway 17. A 750 foot extension of Runway 17 along with the 50 foot relocation (under a current project) of the localizer 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).

**Financing Plan:**

Project Cost	\$4,700,000
FAA Funding (Future)	\$4,230,000
State Funding (Future)	\$ 235,000
Local Share Requirement	\$ 235,000
PFC Funds	
Pay-As-You-Go	\$ 235,000
Total PFC Funds	\$ 235,000

**Project Title: PWE 6.20 Kerr Avenue Fence Project**

**Project Description:** This project includes replacement 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. This project also includes the extension of three 72inch culvert pipes and the installation of a headwall for the new fence across a stream crossing. This new segment will be a height of eight feet plus three strands of barbed wire on top of the fence. Construction of this project is currently underway.

**Project Justification:** The Airport’s consulting engineer, Talbert & Bright, was engaged to conduct a study for the replacement 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. To keep airport fencing outside of the RWY 6-24 ROFA, the project requires extending three 72inch culvert pipes and the installation of a headwall for the new fence across the stream. 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. In addition, a portion of the woods blocks the view of the RWY 24 approach and RSA by the Air Traffic Control Tower. 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. The Authority has coordinated with the TSA on the need and justification of the Project.

**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, 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. 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.

**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 Avigation Easement/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 avigation 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 and improve runway operating length that was lost as a result of bringing Runway 35 up to RSA standards by displacing the threshold. The Airport desires to move the Runway 17 to the physical end of the extended runway and relocate the threshold of Runway 17 by 750 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 from the 30:1 GQS surface. The 750 foot threshold relocation will require acquisition of avigation 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 requesting guidance from FAA on whether fee-simple purchase of the parcels within the existing/proposed RPZ will be required. If FAA determines the land uses to be compatible, ILM will proceed with the programmed avigation easement acquisition, approach clearing and relocation of the Runway 17 threshold 750 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 avigation 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	\$ 0
State Funding	\$ 0
Local Share Requirement	\$1,150,000
PFC Funds	
Pay-As-You-Go	\$1,150,000
Total PFC Funds	\$1,150,000

**Project Title: PWE 6.23 Water Supply**

**Project Description:** The Water Supply Project will consist of extending the existing water main on Hall Drive to connect to Spring Road with a 10” water main. This Project will also extend an 8 inch or 10 inch line to the North of the Airport property at the vicinity of Runway 17 and install a fire hydrant/water point configured for ARFF water shuttle operations. This project is currently under design.

**Project Justification:** Currently the airport’s water supply (domestic and fire suppression) is a loop in a dead end line feeding from 23<sup>rd</sup> street. In 2008 Water Supply and Distribution System Evaluation report prepared for ILM by W. K. Dickson & Co., Inc. evaluated the existing water supply system at the Airport and concluded that the existing system is marginally adequate to serve the Airport’s current fire protection needs at the Passenger Terminal, and in certain areas of the airfield, water points for Aircraft Rescue and Fire Fighting (ARFF). A subsequent evaluation of options to improve both water supply issues was completed by Paramounte Engineering, Inc. in 2009.

This project will design and construct improvements to the system identified. Since 2009, the Cape Fear Public Utility Authority (CFPUA) has modified its Master Plan for water distribution around the airport and delayed construction several times due to funding shortfalls. The latest design and timeline has water extended to Castle Hayne in March 2013. Based on the most current information and design, the Airport will use a hybrid of alternates proposed by Paramount in its 2009 report. The Water Supply Project will allow the Airport ILM to have redundant water to the airport facilities and provide a valuable water point for ARFF response on the Northern end of the Airport property.

**Financing Plan:**

Project Cost	\$730,000
FAA Funding	\$ 0
State Funding	\$657,000
Local Share Requirement	\$ 73,000
PFC Funds	
Pay-As-You-Go	\$ 73,000
Total PFC Funds	\$ 73,000

**Project Title: PWE 6.24 Terminal Capacity Study**

**Project Description:** This project includes the cost of the development of a Terminal Capacity Study. 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 Terminal Capacity Study to analyze the need of passenger terminal facilities to satisfy the anticipated demand.

**Financing Plan:**

Project Cost	\$310,000
FAA Funding	\$ 0
State Funding	\$ 0
Local Share Requirement	\$310,000
PFC Funds	
Pay-As-You-Go	\$310,000
Total PFC Funds	\$310,000

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

**Project Description:** This project includes the upgrade of the airfield lighting vault on the east side of the airfield and the regulators need to be replaced and a new computerized control system will be installed. This Project will provide an integrated the airfield lighting system with the upgraded vault.

**Project Justification:** In 2011, the ten existing series circuit lighting regulators will be 15 to 25 years old, exceeding the manufacturers' stated expected life. Spare parts for equipment repair are increasingly scarce. Given the installation of the LED taxiway lights, the regulators need to be replaced and a new computerized control system will be installed.

**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 Airfield Pipe Ditches**

**Project Description:** This project will include the sitework and construction of pipe ditches on the approach end of Runway 24.

**Project Justification:** The Runway 6-24 ILS was installed several years ago as 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 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 capital 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 segment of the Airport perimeter security fence. This new segment will be a height of eight feet plus three strands of barbed wire on top of the fence.

**Project Justification:** The perimeter security fencing 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. 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 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 not in use. The air stair truck will be available for use by the commercial air carriers on a non-exclusive use basis.

**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 as required by 14 CFR 1542. The Authority has one police cruisers which had exceeded its useful life expectancies and needs to be replaced. This perimeter patrol vehicles 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 to provide critical safety 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 triturator to be located between the air carrier ramp and the FBO ramp.

**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.

**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 including a bag slide, and other safety upgrades.

**Project Justification:** This passenger loading bridges on Gates 5, 7 and 8 required certain safety related modifications and up-fitting to enhance the safety of the airline employees and the traveling public. This project is necessary to ensure safe and efficient egress and ingress of the traveling passengers between the terminal building and commercial aircraft.

**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**

**Project Description:** This project includes the purchase of certain snow removal equipment, including a 6430 John Deer tractor. The new snow removal tractor will utilize an existing 12 foot snow removal broom.

**Project Justification:** The current tractor used for snow removal operations is at the end of its useful life and need to be replaced. The acquisition of a snow removal tractor is required to meet the Airport's Snow Removal Plan, approved by the FAA. The snow removal equipment is necessary to support the Airport's FAA Air Carrier Certification and keep the Airport open and operating during snow/ice related inclement weather conditions.

**Financing Plan:**

Project Cost	\$110,000
FAA Funding	\$ 0
State Funding	\$ 0
Local Share Requirement	\$110,000
PFC Funds	
Pay-As-You-Go	\$110,000
Total PFC Funds	\$110,000

**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 Airport needed to purchase a new water rescue craft, an all terrain trailer, and tow vehicle to aid in the response, rescue of victims, fire suppression, and recovery of aircraft that may go down in these areas. This Rescue Boat satisfies the requirements of AC 150/5210-13B and be equipped with a 35 horsepower outboard motor, a rescue/dive platform, and an 18 horsepower fire pump capable of delivering 550 gallons per minute. The Safety Boat Ramp is necessary to support the Airport's safety boat.

**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**

**Project Description:** This project includes the purchase of certain snow removal equipment, including a Ford 250 4x4, which can accommodate a snow removal plow.

**Project Justification:** The vehicle outfitted with a snow plow is approaching the end of their useful life and need to be replaced. The snow removal equipment is necessary to support the Airport's FAA Airport Certification Manual, Snow Removal Plan and to keep the Airport open and operating during snow/ice related inclement weather conditions.

**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 6.36 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, preparing multiple drafts 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	\$60,000
FAA Funding	\$ 0
State Funding	\$ 0
Local Share Requirement	\$60,000
PFC Funds	
Pay-As-You-Go	\$60,000
Total PFC Funds	\$60,000

**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 seven 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 \$175,000.

**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	\$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 6.38 Passenger Loading Bridge**

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

**Project Justification:** The passenger boarding bridge is necessary to provide covered and protected boarding to air carrier passengers using Gate 1. This project will enhance the safe and efficient flow of passengers from the terminal to aircraft using this gate.

**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 Replacement & Enhancements**

**Project Description:** This Project will replaced 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 and passenger terminal building.

**Project Justification:** The existing access control system for the Airport has outlived its useful life. Changes in access control technologies have necessitated the need to replace the existing system. 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 passenger concourse gate area was renovated in 2001 and terminal complex at the Airport was renovated, reconstructed and expanded in 2004. The Authority has observed significant deterioration of the physical structure of the terminal complex. 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 40 project work elements (“PWE’s”). Of the 40 PWE’s included in this PFC Application No. 6, **16** projects will be funded by a combination of AIP grants, state grants and PFC revenue on a pay-as-you go basis. **One** project will be funded with a combination of state grants and PFC revenue on a pay-as-you-go basis. **Sixteen** projects will be funded solely by PFC revenue on a pay-as-you-go basis, and **four** will be funded with AIP grants and PFC revenue and **three** projects will be funded by County loan the debt service of which will be paid for by PFC revenue.

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 March 1, 2025.

In summary, the Authority estimates using \$8,790,109 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 18, 2013 to:

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

Or by e-mail to [jmorton@flyilm.com](mailto:jmorton@flyilm.com)