



**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 April 15, 2019

Pursuant to 14 CFR Part 158.24, the New Hanover County Airport 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 use Passenger Facility Charges (“PFCs”) at the Airport (“PFC Application No. 8”) to fund, in whole or in part, certain PFC eligible Airport Improvements.

The Authority intends to use a \$4.50 PFC per enplaned revenue passenger to collect \$31,542,895 to fund 17 PFC eligible Project Work Elements (“PWEs”) with PFC revenue on a “Pay-As-You-Go” basis. The following sets forth the PWEs included in the Authority’s PFC Application No. 8, 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. 8 - Financial Information

The Authority is seeking approval from the Federal Aviation Administration (“FAA”) to undertake a program of capital improvements to be funded with a combination of Federal and State grants-in-aid and passenger facility charge (“PFC”) revenues.

The proposed Charge Effective Date for PFC Application No. 8 will be concurrent with the expiration of PFC Application No. 6 (PFC Application No. 7 is a Use application). The legal charge expiration date for PFC application No. 6 is August 1, 2021. However, the Authority is also amending previously approved applications and expects that these amendments will accelerate the charge expiration date of PFC Application No. 6 to September 1, 2019. Therefore, the estimated charge effective date for PFC Application No. 8 is September 1, 2019. Taking each of the above actions in to consideration, the estimated Charge Expiration Date for NHCAA’s PFC program is February 1, 2033.

In summary, the Authority estimates using \$31,542,895 in PFC revenue on a PAYGO basis to fund the PFC eligible costs of the 17 projects included in this PFC Application No. 8.

The public is invited to provide written comment through May 15, 2019 to:

Mr. Robert Campbell
Director of Finance
New Hanover County Airport Authority
Wilmington International Airport
1740 Airport Boulevard
Wilmington, N.C. 28405-8062

Or by e-mail to rcampbell@flyilm.com

PWE 8.01 N. Ramp Rehabilitation Schedules I-V, ALP Update

Financing Plan

Project Cost:	\$10,439,840
AIP Grants Existing:	\$9,395,857
AIP Grants Future:	\$0
State/Other:	\$500,000
PFC PAYGO:	\$543,984
% PFC Eligible	100%

Project Description:

Schedule I: This project was the construction of 9 inch concrete overlay, constructed on 1 inch bituminous bond-breaker or P-401-403 leveling course for the existing 24,400 square yard concrete apron. This work element also includes removal of the existing concrete building slabs within the apron overlay limits; removing existing tie-downs and raising monitoring wells; bituminous and concrete pavement milling; construction of approximately 13,740 square yards of bituminous transitions (P-401/403) at the Customs Ramp and Taxiway A; filling joints and cracks in the existing bituminous pavement in transition areas; construction of new concrete pavement over cement treated base course (P-304) where the building foundations are being removed; raising the existing WWII-era concrete storm drain drop inlets on the ramp to accommodate the overlay and replacing the existing frames and grates (rated for aircraft loads); new apron area lighting (foundations, poles, LED lights and obstruction lights) located in the grass area west of the apron; new tie-downs; pavement marking; new 8 foot perimeter chain link fencing and new 20 foot double-leaf gates along the west edge of the apron; tie down installation and pavement marking; soil transition from the overlay to existing ground along the north edge of apron; and temporary fencing/barricades as required.

Schedule II: Construction of approximately 1,900 linear feet of storm drainage (reinforced concrete pipe and structures) immediately west of the north GA apron. The existing apron and Customs area drainage pipes will be tied into this new pipeline.

Schedule III: This phase will fill “non-jurisdictional ditch” in the Future GA Development Area and will install approximately 1,000 linear feet total of 36 inch HDPE dual wall pipe and 18 inch and 24 inch RC pipe, along with NCDOT pre-cast concrete drainage structures (drop inlets); pipe and structure removal; erosion control; miscellaneous utility adjustments/removals, and site grading for drainage.

Schedule IV: this is the construction of approximately 1,000 linear feet of 54 inch Class III RC storm drainage pipe and pre-cast concrete structures along Trask Drive in the NCDOT right of way, connecting to an existing storm manhole southwest of the intersection of Trask and Hall Drives. This work includes relocation and abandonment of existing utilities (storm, sewer, water, hydrant, communications, underground power); support and protection of utilities to remain, work in wet conditions and deep trenches/excavations; shoring and bracing to support existing pavement structures, dewatering during pipe/structure installation; off-site borrow for pipe/structure

foundation, bedding and backfill; moisture conditioning of existing materials for pipe installation; erosion control and minor site grading for drainage.

Schedule V: this schedule is the expansion apron expansion paving on the site of the "Piedmont Hangar" and comprises the construction of approximately 5,400 square yards of new concrete apron pavement in the location of the Former Piedmont Hangar and surrounding grass area. The work will require removal of the existing concrete slab (hangar and buttress foundations to be removed by Airport); removal and disposal, or in-situ cement-treatment of existing fuel-contaminated soils under and around the old hangar; construction of bituminous transitions to Taxiway A; raising an existing WWII-era concrete storm-drain drop inlet to accommodate the overlay and replacing the existing frames and grates (rated for aircraft loads); removal of existing unused pavements to mitigate for the construction of new impervious surface (required by NCDENR) in existing grass area; and new tie-downs and pavement marking.

Project Justification:

Schedule I: The Wilmington International Airport has undertaken a multi-year program to improve general aviation services and infrastructure at ILM, which include phased improvements to the North GA area on the Airport, many of which have been completed. This project will begin the infrastructure improvements to the proposed north-side FBO #2 leasehold area in accordance with the Airport's 2004 General Aviation Terminal Area Study.

Schedule II: The existing North GA Apron and Customs area storm drain pipes used to outfall into an open drainage ditch west of the apron. The new pipe system "A" allows the filling of the existing drainage ditch in support of future GA development west of the apron. Existing apron and Customs area drainage pipes are now tied-into this new pipeline. The new drainage system also improves the compliance of the existing apron with National Fire Protection Association (NFPA) requirements for aircraft fueling aprons by providing drainage sumps to capture fuel and vapors on the 'airside' in the event of a fuel spill.

Schedule III: The existing drainage ditch west of the apron was steeply sided, held water, and was in the footprint of the future GA development area. The ditch was not jurisdictional, but the JD expired on December 21, 2015, at which time it became jurisdictional.

Schedule IV: The new pipe system will provide the main trunk line to convey storm water from the future GA development to the existing Extended Dry Detention Basin No. 1, in accordance with the Airport's Storm Water Master Plan, as referenced on pages 18 and 19.

The Airport's goal is to make the FBO 2 site ready for a second FBO or other compatible development to be located at the north side so that ILM can discontinue FBO operations at the current south side location. The ultimate development of the proposed FBO #2 site will include aircraft storage hangars, a GA terminal building, taxi lanes from the apron to the hangars, and auto parking and will provide fuel and maintenance capabilities.

PWE 8.02 Runway Lighting Vault Rehabilitation

Financing Plan

Project Cost:	\$1,997,467
AIP Grants Existing:	\$1,797,720
AIP Grants Future:	\$0
PFC PAYGO:	\$ 199,747
% PFC Eligible	100%

Project Description:

This project replaced the aging runway 06/24 and 17/35 lighting and signage system to maintain performance and reliability standards. It will replace existing runway lights with new HIRL lights, replace all runway lighting / sign cable including home runs back to the lighting vault, and replace the existing lighting generator located at the airfield lighting vault. Major components of this project include:

- Electrical Junction Cans – 32 EA
- Handhole Plaza w/ Concrete Pads – 21 EA
- UG Electrical Cables – 73,000 LF
- Bare Copper Counterpoise Wire – 38,000 LF
- Electrical Conduit (PVC) – 20,000 LF
- Directional Bore of Electrical Conduit – 10,300 LF
- HIRL Threshold and Edge Lights – 178 EA
- Replacement of Existing Lighted Runway Signs- 12 EA
- Replacement of Existing Airfield Generator and Vault Improvements – 1EA

Project Justification:

The runway lighting and sign circuits (3 circuits) at ILM were last replaced in the early 1990's and are over 20 years old. Given their age it is anticipated that these circuits may begin to exhibit issues with performance / reliability within the next few years. (The taxiway circuits at ILM were a similar age as the runway circuits and had started to become unreliable and fail in some locations a few years ago, and the airport recently completed an AIP funded multi-phase replacement of several of the taxiway lighting / sign circuits.)

PWE 8.03 Remove Wet Basins & Wildlife Mitigation Phase 1

Financing Plan

Project Cost:	\$1,614,204
AIP Grants Existing:	\$1, 452,784
AIP Grants Future:	\$0
PFC PAYGO:	\$ 161,420
% PFC Eligible	100%

Project Description:

- This project will fill two wet basins near the end of RWY 6, as well as make improvements to open ditches/ swales on the airfield that hold water. The two wet basins capture storm water runoff from the air carrier apron and / or Runway 6-24 Taxiway B. This project would re-route the storm water runoff into new pipes to enable these basins to be removed. Project includes the following major components: Off-Site Borrow/ Fill Material- 10,800 CY
- 30” RCP CL-III Storm Drain – 204 LF

Project Justification:

During the 2016 annual Part 139 inspection at ILM, the FAA Airport Certification Safety Inspector indicated that the basin closest to the end of Runway 6 “is considered a hazardous wildlife attractant and due to its proximity to the taxiway and runway, a future project should be planned to eliminate this hazard from the airfield.” The Airport’s Wildlife Hazard Management Plan (WHMP) specifically addresses these two ponds as containing “water for wildlife” and recommended that they be “removed as appropriate” (Ref. WHMP Pages 13-16).

PWE 8.04 Terminal Expansion Design, Apron Expansion Phase I, Improve Airfield Drainage

Financing Plan

Project Cost:	\$3,920,624
AIP Grants Existing:	\$ 3,528,562 (Incl. Entitlements & Discretionary)
AIP Grants Future:	\$0
PFC PAYGO	\$ 392,062
% PFC Eligible	100%

Project Description:

This project includes several items as described below:

- A. Construction costs for the “Remove Wet Basins and Wildlife Mitigation Phase 2” work.
- B. Air Carrier Apron Expansion Design fee reimbursements, for costs incurred for the Short Form Environmental Assessment covering the Phase 1 apron and terminal expansion projects and design phase Professional Services for the Air Carrier Apron Expansion.
- C. Design Phase Professional Services for the Terminal Improvements, Phase 1, Contract 3 areas.

Part A: Remove Wet Basins and Wildlife Mitigation Phase 2: This construction project will address several areas where standing water occurs on the airfield, including existing storm drain outfalls into open ditches / swales inside the perimeter fence and adjacent to aircraft movement areas. These areas are located at the Approach end of Runway 35 and between Runway 6-24 and Taxiway ‘B’. Project includes the following major components:

- Off-Site Borrow/ Fill Material- 1,100 CY
- 24” RCP CL-III Storm Drain – 120 LF
- 36” RCP CL-III Storm Drain- 180 LF
- 48” RCP CL-III Storm Drain – 70 LF
- 72” Aluminum Storm Drain – Approx. 200 LF

Part B: This project covers the environmental assessment and design phase services of the Air Carrier Apron Expansion project, encompassing 16,400 SY of new rigid pavement, expanding the existing apron area by approximately 20 percent. The apron expansion, in connection with the terminal improvements, will enable the airport to accommodate projected enplanement growth and increasing use of larger regional and narrow body “mainline” aircraft. Aircraft types include MD80/90, B717, 737-800 and A319/320/321 aircraft. This expansion will also replace ramp space “lost” or taken up by the terminal improvements as the terminal expansion building footprint encroaches onto the existing ramp area. The existing concrete pavement is approaching 30 years old. The apron expansion will consist of new concrete pavement designed in accordance with current FAA design requirements. Secondary apron expansion areas included as part of this design will include a small apron expansion at the southeast corner of the existing apron adjacent to Taxiway B, intended to ease aircraft maneuvering constraints at an existing boarding gate. (Push-back operations of larger ADG C-III aircraft is challenging without impinging on the Taxiway B TOFA.)

Part C: Design Phase Professional Services for the Terminal Improvements, Phase 1, Contract 3 Areas: This project covers the design and bid phase services for development of terminal expansion drawings beyond the schematic phase. Phase 1, Contract 3 of the Terminal Expansion Project involves the expansion and partial replacing the existing 3-level airline passenger terminal, the expansion of the existing secure-side passenger hold room / concession area; replacement of the existing passenger concourse with a new concourse, reconfiguration and enlargement of the central “throat” access to the terminal beyond the TSA checkpoint, new inbound baggage makeup areas and expanded baggage claim areas. The expansion project will add approximately 85,000 SF of improved space to the existing terminal. The expansion will add new restrooms, concession space, circulation space, passenger boarding bridges and equipment, a Service Animal Relief Area (SARA) and replace mechanical and electrical system components of the terminal.

Project Justification:

Part A: This project continues ongoing efforts of the Airport to reduce habitats that have been identified as wildlife attracts in the WHMP (Ref. Pages 13-16). The WHMP has identified the drainage features addressed by this project as wildlife habitats that due to their proximity to the runway and taxiway systems should be eliminated from the airfield.

Part B: An environmental assessment and design of ramp improvements are required prior to the construction of the Air Carrier Apron Expansion. The expansion will restore ramp space used for aircraft maneuvering, parking and de-icing operations that will be lost as part of the terminal expansion process. It will increase the apron area to enable the airport to accommodate the projected enplanement growth and larger mix of aircraft serving this airport.

Part C: The terminal building at the Wilmington International Airport is over 25 years old and has reached or exceeded its capacity in a number of areas. The original terminal building was designed in 1986, and construction was completed around 1989. Renovations were undertaken in 2000 and 2002. Over the past 20 years, passenger enplanements at ILM have approximately doubled, straining building and terminal parking capacity at peak hours. The building was not designed to accommodate the functions and space requirements for passenger and baggage screening processes implemented after 9/11. The Airport relocated and enlarged the passenger screening security checkpoint within the existing building envelope in 2012 as a temporary solution. A more efficient, permanent solution is necessary. Several major building systems, including the chiller, boiler and generator, are nearing the end of their useful lives. In addition to these factors, FAA design standards for the terminal airside facilities (apron and taxiways) have undergone numerous revisions over the years. In response to these changes, ILM initiated and completed an Airport Terminal Area Study. The study developed a phased implementation plan of a preferred terminal improvement alternative to meet the airport’s existing and future airline passenger service demand. The three phases are consistent with the 5-year, 10-year and 20-year forecasted enplanement milestones of 477,500 enplanements (Phase 1), 552,000 enplanements (Phase 2), and 741,000 enplanements (Phase 3).

The planned terminal work that will be covered by the NEPA documentation prepared under this Work Authorization includes only the Phase 1 program. The Phase 1 program will consist of terminal improvements/expansion described in the Airport Terminal Area Study, and expansion of the Air Carrier apron and associated storm water management to accommodate the Phase 1 terminal expansion. The Phase 1 program will enhance terminal capacity through expansion/replacement of key functional areas, primarily passenger hold room and concourse, passenger screening, out-bound baggage screening and handling areas, and passenger circulation. The Phase 1 terminal elements include the removal of the connector between the existing concourse and the main terminal building, the addition of the new “throat” area between the main terminal building and the concourse, the expansion of the concourse and hold room to accommodate up to eight gates, and a one-bay expansion of the existing ticketing lobby and baggage claim lobby, all as described in detail in Chapter 6 of the Airport Terminal Area Study.

PWE 8.05 GA Hangar Taxilane

Financing Plan

Project Cost:	\$640,794
AIP Grants Existing:	\$0
AIP Grants Future:	\$0
State/Other	\$576,715
PFC PAYGO:	\$64,079
% PFC Eligible	100%

Project Description:

The project includes construction of a new 496' long, 35' wide concrete taxilane from the North General Aviation Apron to provide access to future GA hangars and development areas.

Project Justification:

The Wilmington International Airport has undertaken a multi-year program to improve general aviation services and infrastructure at ILM, which include phased improvements to the North GA area on the Airport, many of which have been completed. This project provides access to general aviation hangar and development areas located along the North General Aviation Apron in accordance with the airport master plan.

PWE 8.06 North GA Site Redevelopment

Financing Plan

Project Cost:	\$1,650,000
AIP Grants Existing:	\$0
AIP Grants Future:	\$0
State/Other:	\$1,500,000
PFC PAYGO:	\$150,000
% PFC Eligible	100%

Project Description:

This project includes site work to remove existing building foundations of the former rental car facilities and maintenance shops in order to facilitate the redevelopment of the area into general aviation use in accordance with the airport Master Plans. The building structures were removed early 2015 but the foundations were left in place. The project will relocate existing roadways, storm drain piping, water and sewer lines to allow GA development along the North General Aviation Ramp. This will include approximately 425 LF of 8” sanitary sewer line, 450 LF of 8” waterline, and 1,250 LF of storm drain piping. It will remove 1,600 SY of abandoned concrete slab and 1,160 CY of unclassified excavation. Roadway relocations will require approximately 675 tons of asphalt paving and 440 SY of concrete pavement.

Project Justification:

The project area was located adjacent to the original former commercial service terminal, which was replaced with a new terminal located farther south in 1989. Rental cars continued to use the site until 2015 when the airport opened a new CONRAC constructed using CFC funds farther west on airport property. With no long term future land side use of these facilities, the 2005 Master Plan had identified the project area as a redevelopment site for general aviation. Existing foundations, utilities and roadways had originally been designed to serve land side use development and was restrictive to development of aviation use. Costs associated with the relocation of these utilities and removal of foundations and drives, as required to facilitate aviation use, was cost prohibitive to aviation development entities. This project allows for a more economical development of aviation facilities on this site which may provide additional hangar space and aviation service industries including a potential second FBO. This development is adjacent to the North Ramp Rehab project (PWE 8.01) and is consistent with ongoing efforts to decommission GA facilities on the south side in accordance with the approved ALP as GA facilities are developed on the north side.

PWE 8.07 Pipe Ditches in FBO #2 Area

Financing Plan

Project Cost:	\$550,000
AIP Grants Existing:	\$0
AIP Grants Future:	\$0
State/Other:	\$500,000
PFC PAYGO:	\$50,000
% PFC Eligible	100%

Project Description:

This is a companion project to PWE 8.06 and will provide necessary erosion and storm water conveyance measures required for the development of the project area for aviation services and use. The project will include approximately 810 feet of new 15” and 48” concrete pipe to convey surface runoff and ditch flows to the existing storm water system serving the north ramp development area, discharging to the existing detention pond

Project Justification:

This project allows for a more economical development of aviation facilities on this site which may provide additional hangar space and aviation service industries including a potential second FBO. This development is adjacent to the North Ramp Rehab project (PWE 8.01) and is consistent with ongoing efforts to decommission GA facilities on the south side in accordance with the approved ALP as GA facilities are developed on the north side.

PWE 8.08 Terminal Expansion

Financing Plan

Project Cost:	\$60,379,900
AIP Grants Existing:	\$0
Future Grants:	\$10,400,000
Future Discretionary:	\$20,000,000
State/Other:	\$10,994,298
PFC PAYGO:	\$18,985,602
% PFC Eligible	94.80%

Project Description:

The Terminal Improvements project has been divided into three construction packages.

Contract 1, completed in March 2019, includes baggage handling system and building modifications in and adjacent to the existing outbound baggage room. The Contract 1 improvements represent an “enabling” phase of work which will reconfigure the baggage screening and make-up operations and relocate the baggage tug/cart loading and circulation patterns to allow for the (Contract 2) expansion of the ticketing wing of the terminal building. Construction of Contract 1 will be funded with non-AIP sources.

Contract 2, which began in April 2019, involves an expansion (approximately 13,900 square feet) of the ticketing wing of the terminal building. New apron level space will house a new outbound baggage make-up carousel. The existing outbound baggage room will be reconfigured for the TSA baggage screening operation, fully separated from the baggage make-up operations, with improved baggage conveyance capabilities. The layout will enable future upgrade to a mini-inline baggage system at such time as TSA is able to program the necessary funding. Contract 2 also includes an expansion of the ticketing wing upper level to provide a larger space for passenger ticketing and queuing and will relocate the airline ticket offices. The existing upper level space in the ticketing wing will be renovated with new ticket counters, kiosk areas and queuing space, along with renovated and enhanced passenger circulation space. Construction of Contract 2 will be funded largely with non-AIP sources; AIP participation may be requested for construction costs associated with the public portions of the airline ticket counter wing upper level.

Contract 3, to be advertised for bids for the FY 2019 AIP grant cycle, involves expansion and renovation of the airline gate concourse and its connection to the main terminal building, as well as an expansion of the baggage claim wing of the main terminal building. Contract 3 involves approximately 54,400 square feet of new enclosed space. Contract 3 includes expanded hold room seating and circulation space, new airline gates and gate equipment, new restrooms, new restaurant/retail concession space, supporting mechanical space, a new SARA facility, expanded passenger screening space, expanded baggage claim space with a new larger carousel, and new and replacement mechanical and electrical system components. AIP discretionary funds for non-hub airline terminal improvements, together with some of the airport’s entitlements funds, will be used for the design (this FY 18 grant, including \$600,000 in discretionary funds) and construction (FY 19 and FY 20

grants including discretionary funds). Floor Plans, elevations and renderings taken from the 60% drawing development package are provided below.

Project Justification:

The airline terminal complex at the Wilmington International Airport was designed and constructed in the late 1980's. Although various improvements have been made, most notably an extensive architectural renovation project completed in the early 2000's, the terminal building has not been expanded since its original construction. Over the past 20+ years, passenger enplanements at ILM have approximately doubled, straining building and terminal parking capacity at peak hours. The building was not designed to accommodate the functions and space requirements for passenger and baggage screening processes implemented after 9/11. The Airport relocated and enlarged the passenger screening security checkpoint within the existing building envelope in 2012 as a temporary solution. A more efficient, permanent solution is necessary. Several major building systems, including the chiller, boiler and generator, are nearing the end of their useful life. In addition to these factors, FAA design standards for the terminal airside facilities (apron and taxiways) have undergone numerous revisions over the years. A terminal area planning study was initiated in 2013 and completed in July 2015. The study developed a phased implementation plan of a preferred terminal improvement alternative to meet the airport's existing and future airline passenger service demand. The three phases are consistent with the 5-year, 10-year and 20-year forecasted enplanement milestones of 477,500 enplanements (Phase 1), 552,000 enplanements (Phase 2), and 741,000 enplanements (Phase 3).

PWE 8.09 Terminal Roof & Façade Replacement

Financing Plan

Project Cost:	\$2,500,000
AIP Grants Existing:	\$0
AIP Future Grants:	\$0
State/Other:	\$500,000
PFC PAYGO:	\$2,000,000
% PFC Eligible	80%

Project Description:

This project work element will replace the existing membrane roof system with a new membrane (except atrium); removal of the existing masonry to replace the existing moisture barrier and through wall flashing (along the entire façade on second level). This project will also replace store front windows in the administration offices and mezzanine area (up to 20 EA), the ILM Executive Conference Room, (up to 24 EA) and the archway above the atrium (4 EA),

Project Justification:

The commercial services terminal has experienced an increasing frequency of water intrusion into the building resulting in damage to ceiling tiles and panels, walls, water on floors and carpet in administration, tenant and public areas. These leaks were exacerbated during Hurricane Florence in September 2018. Prior to the hurricane, the Airport commissioned a study of the roof by an architectural firm (Ref. ILM Roofing Study and Report by LS3P Associates, LTD, Issued Dec. 4, 2018, Page 3), beginning in August 2018 and concluding in winter 2018 which found that the existing membrane is nearing its useful life cycle as identified by the beginnings of adhesion failure and additional failure of membrane-to-sheathing adhesion during Hurricane Florence. The study also found that leaks have been occurring for many years concentrated to the wall-to-roof transitions and windows and identified that the store front windows originally installed on the building and during the 2004 remodel were not durable enough to sustain weatherproofing with the higher coastal winds experienced in coastal NC. The study recommended the replacement of the roof system, improvements to the wall system (requiring removal of the brick façade on the second level) replacement of storefront windows with a more durable curtain wall system and new through wall flashing.

PWE 8.10 Purchase Passenger Boarding Bridges

Financing Plan

Project Cost:	\$1,900,000
AIP Grants Existing:	\$0
AIP Grants Future:	\$0
State/Other:	\$0
PFC PAYGO:	\$1,900,000
% PFC Eligible	100%

Project Description:

This project will purchase **two** passenger boarding bridges (PBB)

Project Justification:

Airport has 8 second level gate positions, two of which are stairwells utilized for ground loading, only. Five of the gates are currently equipped with passenger loading bridges, but only four of those gates are operational. The bridge on Gate 8 is inoperable and beyond repair (purchased used in 1989). The shell of this PBB is being used as a walkway that is connected to an air stair and is used only for ground boarding. One gate, Gate 2, has neither stairs nor a passenger boarding bridge. One of the bridges to be purchased will be placed on Gate 2. Air carrier traffic at the airport has increased 11.65% percent from 2017 to 2018 and in April 2018 a third commercial carrier began operating at the airport. Additionally, the current schedule has nine RON aircraft at the airport, each trying to depart within the 5:30 am to 7:45am time frame. Having all the gates operational will allow the efficient flow of passengers through the boarding process and alleviate airplane congestion at the gates and reduce the need for ground boarding of aircraft.

PWE 8.11 Air Carrier Apron Expansion

Financing Plan

Project Cost:	\$3,800,000
AIP Grants Existing:	\$0
AIP Grants Future:	\$0
State/Other:	\$0
PFC PAYGO:	\$3,800,000
% PFC Eligible	100%

Project Description:

This is a companion project to terminal expansion project (PWE 8.08). The terminal expansion will consume approximately 70k square feet of the existing air carrier apron. The Air Carrier Apron Expansion project includes approximately 16,400 square yards of new rigid pavement, expanding the existing apron area by approximately 20 percent. The apron expansion, in connection with the terminal improvements, will enable the airport to accommodate projected enplanement growth and increasing use of larger regional and narrow body “mainline” aircraft.

Project Justification:

This is a companion project to the Terminal Expansion (PWE 8.08), which will consume approximately 70,000 square yards of existing air carrier apron. The terminal expansion footprint is located entirely within the existing air carrier ramp space and will consume space currently utilized for staging of airline ground support equipment, aircraft maneuvering, hard standing, deicing operations and staging of commercial service aircraft with mechanical issues. Additionally, the limits of the new terminal expansion extend the building envelope southwestward toward the existing edge of the air carrier apron. Proximity of the building envelope to the edge of the existing apron will limit aircraft maneuvering and parking positions. This project will enhance the efficiency of air carrier operations following the terminal expansion project by permitting the use of the full mix of aircraft operating at ILM on the new expansion areas and allowing the new PBB located on the expanded terminal to serve up to two positions. It will also restore parking positions for aircraft with mechanical issues and restore areas for deicing operations. Additionally, the project will accommodate projected enplanement growth and increasing use of larger regional and narrow body “mainline” aircraft.

PWE 8.12 Taxiway B Improvements (Remove Taxiway F)

Financing Plan

Project Cost:	\$6,910,000
AIP Grants Existing:	\$0
AIP Grants Future:	\$1,650,000
Future Discretionary:	\$4,569,000
State/Other:	\$0
PFC PAYGO:	\$691,000
% PFC Eligible	100%

Project Description:

This project will remove the FAA identified hotspot between taxiway A, B and runway 17/35 by removing taxiway F from the air carrier apron to runway 17/34. The project will include the removal of approximately 8,600 SY of concrete/ asphalt taxiway and restriping of Taxiways A and B.

Project Justification:

FAA has published new guidance that no longer allows 4-way intersections (complex or confusing taxiway or runway configuration). In this project, certain areas of concrete and asphalt are being removed to simplify the intersection. The FAA has identified this intersection as a designated Hot Spot on the airfield.

PWE 8.13 Taxiway A Improvements/Tapers and Paved Shoulders (Impose Only)

Financing Plan

Project Cost:	\$5,000,000
AIP Grants Existing:	\$0
AIP Grants Future:	\$3,000,000
Future Discretionary:	\$1,500,000
State/Other:	\$0
PFC PAYGO:	\$500,000
% PFC Eligible	100%

Project Description:

This project will widen 12 sections of taxiway A, C and H with varying amounts of asphalt to correct the turning radii of these intersections. The project will provide an estimated 30,000 SY of new asphalt taxilanes.

Project Justification:

The existing taxiway system encompassing A, C and H include an inconsistent mix of turning radii, taper lengths and taxiway widths. Taxiway widths vary from 50' width to 75' width and have not been improved since new FAA guidance on taxiway geometry and design has been issued. This project will provide a more uniform taxiway system that meets current design standards for the existing and forecast mix of aircraft operating at the Airport.

PWE 8.14 Taxiway A and H Intersection Improvements (Impose Only)

Financing Plan

Project Cost:	\$1,350,000
AIP Grants Existing:	\$0
AIP Grants Future:	\$0
Future Discretionary:	\$1,215,000
State/Other:	\$0
PFC PAYGO:	\$135,000
% PFC Eligible	100%

Project Description:

This project will reconfigure taxiways A and H by removing approximately 1,000 SY of existing asphalt taxiway and ramp area to require a turning movement prior to accessing Runway 17-35 from non-movement areas as recommended per new FAA standards. It will also add approximately 6,000 SY of asphalt ramp and taxiway area to maintain access to the non-movement area and improve aircraft maneuvering in association with the new turning movement.

Project Justification:

Currently, Taxiway A and H provide direct access to Runway 17-35 from the North Ramp Area. New FAA standards prohibit direct access of aircraft from non-movement areas to active runways and now require a turning motion to reduce likelihood of inadvertent runway incursions. This project will reconfigure taxiways A and H to meet the new FAA guidance.

PWE 8.15 PFC Application Development

Financing Plan

Project Cost:	\$55,000
AIP Grants Existing:	\$0
AIP Grants Future:	\$0
Future Discretionary:	\$0
State/Other:	\$0
PFC PAYGO:	\$55,000
% PFC Eligible	100%

Project Description:

This project covers the estimated expense the Authority will incur over the collection period for this PFC Application No. 8. It is estimated that the Authority will collect approximately \$1,900,000 per year during collection period following an accepted Notice of Intent from the FAA as well as one year to perform financial and construction closeout after the collection period expires, if necessary. Costs expected to be incurred by the Authority include the preparation of the appropriate documentation for reporting and recordkeeping 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.

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 process."

PWE 8.16 PFC Application Development

Financing Plan

Project Cost:	\$50,000
AIP Grants Existing:	\$0
AIP Grants Future:	\$0
Future Discretionary:	\$0
State/Other:	\$0
PFC PAYGO:	\$50,000
% PFC Eligible	100%

Project Description:

This project provides for the development and completion of the PFC application process for PFC Application No. 8. Costs expected to be incurred by the Airport include consulting fees covering the preparation of the appropriate documentation including the PFC project detailed financial plan, the air carrier consultation information packages, FAA informal review information packages and the ultimate PFC Application document for submittal to the FAA.

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.

Alternative Project 1

Master Plan

Financing Plan

Project Cost:	\$1,500,000
AIP Grants Existing:	\$0
AIP Grants Future:	\$0
State/Other:	\$0
PFC PAYGO:	\$1,500,000
% PFC Eligible	100%

Project Description:

The Airport Master Plan, Airport Layout Plan, and Exhibit A will be updated to plan for future growth.

Project Justification:

The last full master plan was completed in 2005 and needs to be updated to maintain pace with current and future growth of ILM and develop a comprehensive development plan based on the changing needs of the Airport, national air transportation system, and aviation needs of the region.

Alternate Project 2

Replace runway 24 Glide Slope

Financing Plan

Project Cost:	\$750,000
AIP Grants Existing:	\$0
AIP Grants Future:	\$0
State/Other:	\$0
PFC PAYGO:	\$750,000
% PFC Eligible	100%

Project Description:

This project will relocate the Glide Slope.

Project Justification:

The Glide Slope is currently in the OFA and needs to be relocated.

Altertative Project 3

Runway 35 PAPI and PCU Relocation

Project Description:

This project will relocate the PAPI and PCU.

Project Justification:

The PAPI and PCU is located in the OFA and must be relocated.