

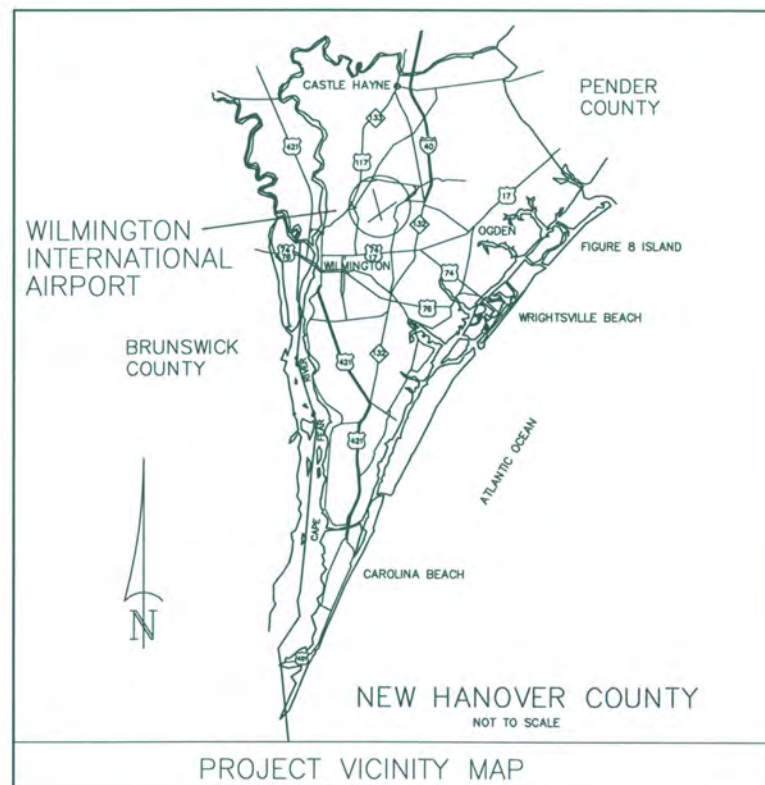
*Airport Master Plan Revision*  
**UPDATED ALP DRAWINGS**  
**SECTION**



# AIRPORT LAYOUT PLAN REVISION

## WILMINGTON INTERNATIONAL AIRPORT WILMINGTON, NORTH CAROLINA

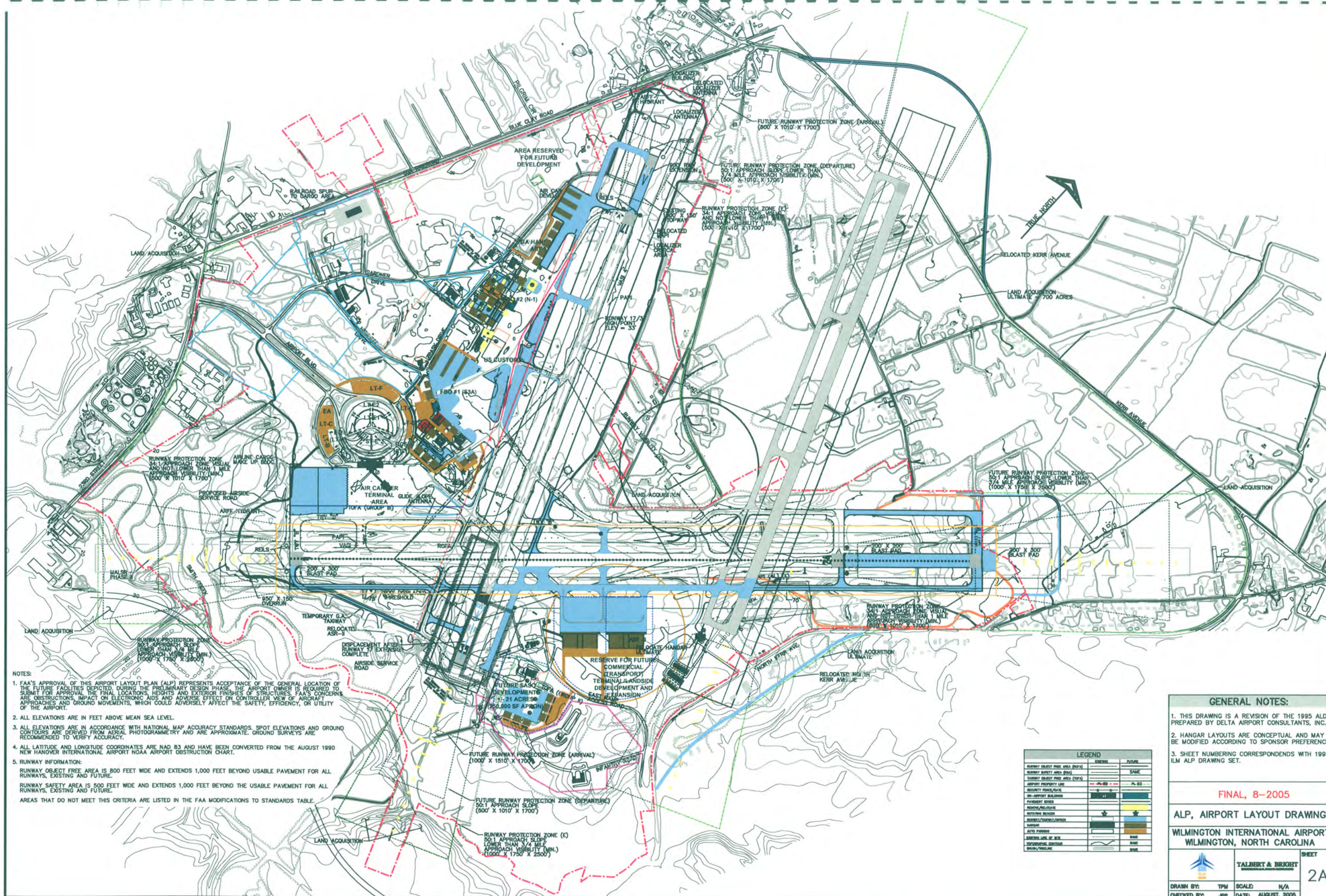
PREPARED FOR  
NEW HANOVER COUNTY AIRPORT AUTHORITY, OWNER  
IN COOPERATION WITH  
FEDERAL AVIATION ADMINISTRATION  
AND  
NORTH CAROLINA DOT, DIVISION OF AVIATION



- SHEET # 1 ALP, COVER SHEET
- SHEET # 2A ALP, AIRPORT LAYOUT DRAWING
- SHEET # 2B ALP, AIRPORT LAYOUT DRAWING- DATA SHEET
- SHEET # 4 ALP, TERMINAL AREA PLAN- NORTH SIDE DEVELOPMENT
- SHEET # 5 ALP, TERMINAL AREA PLAN- SOUTH SIDE DEVELOPMENT
- SHEET # 13A ALP, EXHIBIT 'A' PROPERTY MAP
- SHEET # 13B ALP, EXHIBIT 'A' PROPERTY MAP- DATA SHEET

NOTE: THESE DRAWINGS REVISE THE 1995 ALP SET  
PREPARED BY DELTA AIRPORT CONSULTANTS, INC.

COVER SHEET			
WILMINGTON INTERNATIONAL AIRPORT WILMINGTON, NORTH CAROLINA			
		TALBERT & BRIGHT CONSULTANTS & ENGINEERS	
DRAWN BY: TPM	SCALE: N/A	SHEET 1	
CHECKED BY: JPS	DATE: AUGUST, 2005		



- NOTES:
1. FAA'S APPROVAL OF THIS AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE GENERAL LOCATION OF THE FUTURE FACILITIES DEPICTED. DURING THE PRELIMINARY DESIGN PHASE, THE AIRPORT OWNER IS REQUIRED TO SUBMIT FOR APPROVAL THE FINAL LOCATIONS, HEIGHTS AND EXTERIOR FINISHES OF STRUCTURES. FAA'S CONCERNS ARE OBSTRUCTIONS, IMPACT ON ELECTRONIC AIDS AND ADVERSE EFFECT ON CONTROLLER VIEW OF APPROACHES AND GROUND MOVEMENTS, WHICH COULD ADVERSELY AFFECT THE SAFETY, EFFICIENCY, OR UTILITY OF THE AIRPORT.
  2. ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL.
  3. ALL ELEVATIONS ARE IN ACCORDANCE WITH NATIONAL MAP ACCURACY STANDARDS. SPOT ELEVATIONS AND GROUND CONTOURS ARE DERIVED FROM AERIAL PHOTOGRAMMETRY AND ARE APPROXIMATE. GROUND SURVEYS ARE RECOMMENDED TO VERIFY ACCURACY.
  4. ALL LATITUDE AND LONGITUDE COORDINATES ARE NAD 83 AND HAVE BEEN CONVERTED FROM THE AUGUST 1990 NEW HANOVER INTERNATIONAL AIRPORT NOAA AIRPORT OBSTRUCTION CHART.
  5. RUNWAY INFORMATION:  
 RUNWAY OBJECT FREE AREA IS 800 FEET WIDE AND EXTENDS 1,000 FEET BEYOND USABLE PAVEMENT FOR ALL RUNWAYS, EXISTING AND FUTURE.  
 RUNWAY SAFETY AREA IS 500 FEET WIDE AND EXTENDS 1,000 FEET BEYOND THE USABLE PAVEMENT FOR ALL RUNWAYS, EXISTING AND FUTURE.  
 AREAS THAT DO NOT MEET THIS CRITERIA ARE LISTED IN THE FAA MODIFICATIONS TO STANDARDS TABLE.

LEGEND	
EXISTING	FUTURE
RUNWAY OBJECT FREE AREA (OFA)	SAME
RUNWAY SAFETY AREA (RSA)	SAME
TAXIWAY OBJECT FREE AREA (TOFA)	SAME
AIRPORT PROPERTY LINE	PL-00
EXISTING PROTECTIVE	PL-00
EXISTING BUILDINGS	PL-00
PAVEMENT BOARDS	PL-00
RESERVE/RELICIT	PL-00
EXISTING BEACON	PL-00
EXISTING LIGHTS/STROBES	PL-00
HANGARS	PL-00
AUTO PARKING	PL-00
EXISTING LINE OF SITE	PL-00
SUPERSEDED SYSTEM	PL-00
NEW/PROPOSED	PL-00

**GENERAL NOTES:**

1. THIS DRAWING IS A REVISION OF THE 1995 ALP PREPARED BY DELTA AIRPORT CONSULTANTS, INC.
2. HANGAR LAYOUTS ARE CONCEPTUAL AND MAY BE MODIFIED ACCORDING TO SPONSOR PREFERENCE.
3. SHEET NUMBERING CORRESPONDS WITH 1995 ILM ALP DRAWING SET.

**FINAL, 8-2005**

**ALP, AIRPORT LAYOUT DRAWING**

**WILMINGTON INTERNATIONAL AIRPORT**  
**WILMINGTON, NORTH CAROLINA**

	<b>TALBERT &amp; BRIGHT</b>	SHEET <b>2A</b>
DRAWN BY: TPM	SCALE: N/A	
CHECKED BY: JPS	DATE: AUGUST, 2005	

FACILITIES INDEX			
FACILITY #	EXISTING	FACILITY #	EXISTING
1	PASSENGER TERMINAL BUILDING	31	HERTZ CAR RENTAL - CAR WASH *
2	WILMINGTON AERONAUTICS AIRCRAFT SHELTER	32	HERTZ CAR RENTAL - MAINTENANCE *
3	WILMINGTON AERONAUTICS HANGAR	33	NWS - RADAR
4	VACANT	34	AVIS CAR RENTAL - CAR WASH *
5	AIRPORT TRAINING FACILITY TRAFFIC	35	AVIS CAR RENTAL - MAINTENANCE *
6	AERONAUTICS OFFICE	36	APPLIED ANALYTICAL CO.
7	ARFF AND RAMP SURVEILLANCE FACILITY	37	APPLIED ANALYTICAL STORAGE
8	NOT ASSIGNED	38	NOT ASSIGNED
9	NOT ASSIGNED	39	NATIONAL CAR RENTAL - MAINTENANCE
10	NOT ASSIGNED	40	APPLIED ANALYTICAL STORAGE
11	MAINTENANCE WAREHOUSE	41	BUDGET CAR RENTAL - MAINTENANCE
12	MAINTENANCE WAREHOUSE	42	AIRPORT MAINTENANCE
13	GARAGE NEW HANOVER COUNTY	43	AIRBORNE EXPRESS
14	NOT ASSIGNED	44	AIRPORT STORAGE
15	NOT ASSIGNED	45	AIR WILMINGTON
16	NOT ASSIGNED	46	NOT ASSIGNED
17	NOT ASSIGNED	47	FAA - AIRPORT RADAR
18	NOT ASSIGNED	48	ISO AERO HANGAR *
19	NOT ASSIGNED	49	ISO AERO HANGAR
20	OFFICE BUILDING	50	ISO AERO HANGAR
21	FAA REMOTE TRANSMITTER SITE	51	ISO AERO HANGAR
22	AIR WILMINGTON - HANGAR	52	ISO AERO HANGAR
23	AIR WILMINGTON - OFFICE	53	FAA - CONTROL TOWER
24	AIR WILMINGTON - T-HANGAR	54	FAA - FACILITIES BUILDING
25	AIR FREIGHT BUILDING - USAIR	55	AIRFIELD LIGHTING VAULT
26	NOT ASSIGNED	56	FAA - GUIDE SLOPE TRANSMITTER
27	OFFICE BUILDING	57	NOT ASSIGNED
28	INTERNATIONAL TERMINAL	58	FAA-APPROACH LIGHTING SYSTEM POWER STATION
29	GENERATOR BUILDING	59	SIGNATECH HANGAR
30	NOT ASSIGNED	60	ASOS

\* TO BE REMOVED/RELOCATED

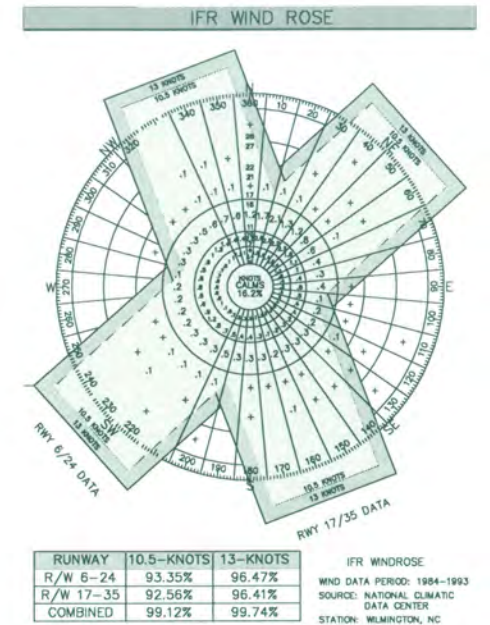
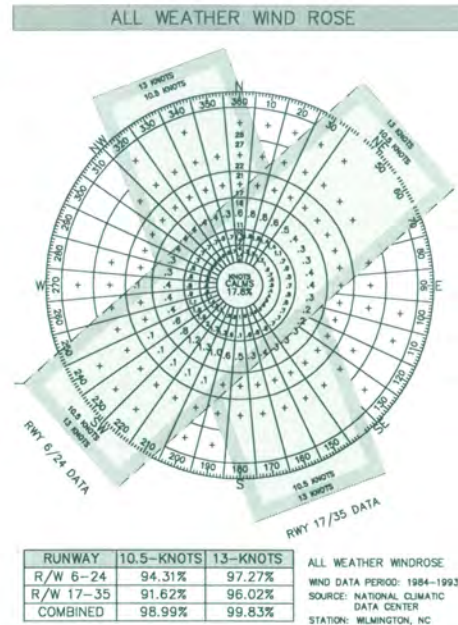
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AREAS THAT DO NOT MEET THIS CRITERIA ARE LISTED IN THE FAA MODIFICATIONS TO STANDARDS TABLE.
- TAXIWAY INFORMATION:  
ALL TAXIWAYS ARE GROUP III EXCEPT WHERE NOTED.  
TAXIWAY OBJECT FREE AREA WIDTH IS 186 FEET.  
TAXILANE OBJECT FREE AREA WIDTH IS 162 FEET.  
TAXIWAY SAFETY AREA IS 118 FEET.  
ALL FUTURE TAXIWAYS WILL BE CONSTRUCTED AT 75 FEET WHICH MATCHES EXISTING CONDITIONS.
- SEE AIRPORT DEVELOPMENT PLAN SHEET 3 OF 12 FOR PHASING.

PART 77 RUNWAY APPROACH AND RPZ DATA		
RUNWAY	EXISTING	ULTIMATE
6	NONPRECISION APPROACH SURFACE VISIBILITY MINIMUMS NOT LESS THAN 1 MILE 500' X 1000' X 3500' 1000' @ 34:1 SLOPE RUNWAY PROTECTION ZONE (RPZ) 500' X 1700' X 1010'	PRECISION APPROACH SURFACE VISIBILITY MINIMUMS NOT LESS THAN 1/2 MILE 1000' X 5000' X 16000' 10000' @ 50:1 SLOPE 40000' @ 40:1 SLOPE RUNWAY PROTECTION ZONE (RPZ) 1000' X 2500' X 1750'
24	NONPRECISION APPROACH SURFACE VISIBILITY MINIMUMS NOT LESS THAN 1 MILE 500' X 1000' X 3500' 1000' @ 34:1 SLOPE RUNWAY PROTECTION ZONE (RPZ) 500' X 1700' X 1010'	PRECISION APPROACH SURFACE VISIBILITY MINIMUMS NOT LESS THAN 1/2 MILE 1000' X 5000' X 16000' 10000' @ 50:1 SLOPE 40000' @ 40:1 SLOPE RUNWAY PROTECTION ZONE (RPZ) 1000' X 2500' X 1750'
17	NONPRECISION APPROACH SURFACE VISIBILITY MINIMUMS NOT LESS THAN 1 MILE 1000' X 1000' X 3500' 1000' @ 34:1 SLOPE RUNWAY PROTECTION ZONE (RPZ) 500' X 1700' X 1010'	PRECISION APPROACH SURFACE VISIBILITY MINIMUMS NOT LESS THAN 3/4 MILE 1000' X 5000' X 16000' 10000' @ 50:1 SLOPE 40000' @ 40:1 SLOPE RUNWAY PROTECTION ZONE (RPZ) 1000' X 1700' X 1510'-ARR. (RPZ) 500' X 1700' X 1010'-DEP.
35	PRECISION APPROACH SURFACE VISIBILITY MINIMUMS NOT LESS THAN 1/2 MILE 1000' X 5000' X 16000' 10000' @ 50:1 SLOPE 40000' @ 40:1 SLOPE RUNWAY PROTECTION ZONE (RPZ) 1000' X 2500' X 1750'	PRECISION APPROACH SURFACE VISIBILITY MINIMUMS NOT LESS THAN 3/4 MILE 1000' X 5000' X 16000' 10000' @ 50:1 SLOPE 40000' @ 40:1 SLOPE RUNWAY PROTECTION ZONE (RPZ) 1000' X 1700' X 1510'-ARR. (RPZ) 500' X 1700' X 1010'-DEP.

DECLARED DISTANCE DATA TABLE						
RUNWAY	ASDA	TODA	TORA	LDA	STOPWAY/CLEARWAY	
RUNWAY 17 (E)	7,004'	7,004'	7,004'	7,004'	1000' RWY 17 STOPWAY/ 0' RWY 17 CLEARWAY	
RUNWAY 35 (E)	7,004'	8,004'	8,004'	7,004'	0' RWY 35 STOPWAY/ 0' RWY 35 CLEARWAY	
RUNWAY 17 (U)	6,104' *	7,004'	7,004'	6,104' *	1000' RWY 17 STOPWAY/ 0' RWY 17 CLEARWAY	
RUNWAY 35 (U)	8,004'	8,004'	7,004'	6,104' *	0' RWY 35 STOPWAY/ 0' RWY 35 CLEARWAY	
RUNWAY 6 (E)	8,016'	8,016'	8,016'	8,016'	0' RWY 6 STOPWAY/ 0' RWY 6 CLEARWAY	
RUNWAY 24 (E)	8,016'	8,016'	8,016'	8,016'	0' RWY 24 STOPWAY/ 0' RWY 24 CLEARWAY	
RUNWAY 6 (U)	10,000'	10,000'	10,000'	10,000'	0' RWY 6 STOPWAY/ 0' RWY 6 CLEARWAY	
RUNWAY 24 (U)	10,000'	10,000'	10,000'	10,000'	0' RWY 24 STOPWAY/ 0' RWY 24 CLEARWAY	

ASDA = ACCELERATE - STOP DISTANCE AVAILABLE  
TODA = TAKE OFF DISTANCE AVAILABLE  
TORA = TAKEOFF RUN, AVAILABLE  
LDA = LANDING DISTANCE AVAILABLE  
\* 900' RWY 35 DISPLACED THRESHOLD (U)



AIRPORT DATA TABLE		
	EXISTING	FUTURE
AIRPORT REFERENCE CODE (ARC)	C-III	C-III
CRITICAL DESIGN AIRCRAFT	BOEING 727-200	BOEING 727-200
CRITICAL PLANNING AIRCRAFT	BOEING 737 SERIES	BOEING 737 SERIES
AIRPORT ELEVATION-MSL	31.6'	31.6'
AIRPORT REFERENCE POINT (ARP)	LAT 34° 16' 14.40" N LONG 77° 54' 09.00" W	LAT 34° 16' 19" N LONG 77° 54' 05" W
MEAN MAX. DAILY TEMPERATURE	93.4°F	93.4°F
RUNWAY INTERSECTION (17/35 & 6/24)	LAT 36° 53' 28.26" N LONG 76° 12' 11.41" W	LAT 36° 53' 28.26" N LONG 76° 12' 11.41" W

\* ARP COORDINATES REFLECT 1995 ILM AMP/ALP.

RUNWAY	10.5-KNOTS	13-KNOTS	ALL WEATHER WINDROSE
R/W 6-24	94.31%	97.27%	WIND DATA PERIOD: 1984-1993
R/W 17-35	91.62%	96.02%	SOURCE: NATIONAL CLIMATIC DATA CENTER
COMBINED	98.99%	99.83%	STATION: WILMINGTON, NC

RUNWAY	10.5-KNOTS	13-KNOTS	IFR WINDROSE
R/W 6-24	93.35%	96.47%	WIND DATA PERIOD: 1984-1993
R/W 17-35	92.56%	96.41%	SOURCE: NATIONAL CLIMATIC DATA CENTER
COMBINED	99.12%	99.74%	STATION: WILMINGTON, NC

RUNWAY DATA	EXISTING				FUTURE			
	R/W 17	R/W 35	R/W 6	R/W 24	R/W 17	R/W 35	R/W 6	R/W 24
RUNWAY LENGTH AND WIDTH	7,004' X 150'		8,016' X 200'		7,004' X 150' (BLAST PAD)		10,000' X 200' (BLAST PAD)	
TOUCHDOWN ZONE ELEVATION (TDZE)	31.6'	30.3'	28.1'	25.8'	31.6'	30.3'	28.1'	25.0'
PAVEMENT TYPE	ASPHALT, GROOVED				ASPHALT, GROOVED			
EFFECTIVE GRADIENT (%)	-0.2%	+0.2%	0.0%	0.0%	-0.2%	+0.2%	-0.1%	+0.1%
DISPLACED THRESHOLD	NONE	NONE	NONE	NONE	900'	NONE	NONE	NONE
FAR PART (77) APPROACH SURFACES	34:1	50:1	34:1	34:1	50:1	50:1	50:1	50:1
RUNWAY LIGHTING	HIRL (DISTANCE TO GO)				HIRL (DISTANCE TO GO)			
RUNWAY MARKING	PRECISION (PIR)				PRECISION (PIR)			
VISUAL APPROACH AIDS	REIL/VASI-(4L)	MALS/PAPI-(4L)	REIL/VASI-(4L)	REIL/VASI-(4L)	REIL/PAPI-(4L)	MALS/PAPI-(4L)	MALS/PAPI-(4L)	MALS/PAPI-(4L)
PAVEMENT STRENGTH (LBS)								
SINGLE WHEEL GEAR (SWG)	75,000	75,000	75,000	75,000	60,000	60,000	75,000	75,000
DUAL WHEEL GEAR (DWG)	190,500	190,500	160,000	160,000	185,000	185,000	160,000	160,000
DUAL TANDEM GEAR (DTG)	300,000	300,000	275,000	275,000	300,000	300,000	275,000	275,000
APPROACH MINIMUMS	NPI: 1-MILE		PIR: 1/2-MILE (2,400 RVR)		NPI: 1-MILE		NPI: 1-MILE	
INSTRUMENT APPROACH AIDS (NAVAIDS)	RNAV (GPS)/ASR-17	ILS (CAT-I)/RNAV (GPS)/NDB/RADAR ASR-35	RNAV (GPS)/ASR-6	RNAV (GPS)/ASR-24	RNAV (GPS/WAAS)/RADAR ASR-17	ILS (CAT-I)/RNAV (GPS/WAAS)/RADAR ASR-35	ILS (CAT-I)/RNAV (GPS/WAAS)/RADAR ASR-6	ILS (CAT-I)/RNAV (GPS/WAAS)/RADAR ASR-24
AIRPORT REFERENCE CODE (ARC)	ARC C-III				ARC C-III			
CRITICAL AIRCRAFT	BOEING 727-200				BOEING 727-200			
RUNWAY OBJECT FREE AREA (ROFA)	800' WIDE X 1000' BEYOND RUNWAY ENDS		800' WIDE X 1000' BEYOND RUNWAY ENDS		800' WIDE X 1000' BEYOND RUNWAY ENDS		800' WIDE X 1000' BEYOND RUNWAY ENDS	
RUNWAY SAFETY AREA (RSA)	500' WIDE X 1000' BEYOND RUNWAY ENDS		500' WIDE X 1000' BEYOND RUNWAY ENDS		500' WIDE X 1000' BEYOND RUNWAY ENDS		500' WIDE X 1000' BEYOND RUNWAY ENDS	
RUNWAY OBSTACLE FREE ZONE (OFZ)	7,401' X 400'				7,401' X 400'			
RUNWAY END LATITUDE (NAD 83)	N34° 16' 52.32"	N34° 15' 47.55"	N34° 15' 42.79"	N34° 16' 35.47"	N34° 17' 00.65"	N34° 15' 47.56"	N34° 15' 42.85"	N34° 16' 36.72" N
RUNWAY END LONGITUDE (NAD 83)	77° 54' 32.92" W	77° 54' 3.32" W	77° 54' 37.11" W	77° 53' 25.73" W	77° 54' 36.73" W	77° 54' 07.14" W	77° 54' 37.04" W	77° 53' 24.09" W
RUNWAY END ELEVATION (MSL)	30.3' MSL	18.3' MSL	20.8' MSL	19.7' MSL	30.3' MSL	26.0' MSL	20.8' MSL	25.0' MSL

SOURCE: RUNWAY END ELEVATIONS AND COORDINATES PER FAA AWM DATABASE FOR ILM BASED ON NFD0-2 SURVEY DATED 07-21-2004. ALL COORDINATES IN NAD83 AND NAVD83  
NPI: NON-PRECISION INSTRUMENT RUNWAY  
PIR: PRECISION INSTRUMENT RUNWAY

MODIFICATIONS TO FAA STANDARDS						
NO.	DESCRIPTION	EXISTING CONDITION	FAA STANDARD	MITIGATION	REFERENCE/ COMMENT	APPROVAL DATE
1.	RUNWAY SAFETY AREA (RSA) FOR RUNWAY 35 DOES NOT MEETARC CATEGORY C STANDARDS	500' W X 100' BEYOND	500' W X 1000' BEYOND	DISPLACE RWY 35 THRESHOLD 900'	N/A	4-5-1999
2.	RUNWAY OBJECT FREE AREA (OFA) FOR RUNWAY 35 DOES NOT MEET ARC CATEGORY C STANDARDS	800' W X 100' BEYOND	800' W X 1000' BEYOND	DISPLACE RWY 35 THRESHOLD 900'	N/A	4-5-1999

NO.	ALD REVISIONS	BY	APP. DATE
1.	2005 AMP REVISION: REVISED ALD DRAWINGS ALP, AIRPORT LAYOUT DRAWING ALP, TERMINAL AREA DRAWING(S) - NORTH-SIDE TERMINAL AREA DRAWING - SOUTH-SIDE TERMINAL AREA DRAWING ALP, PROPERTY MAP DRAWING	TALBERT AND BRIGHT INC. (TBI)	(TBI) 6/2005

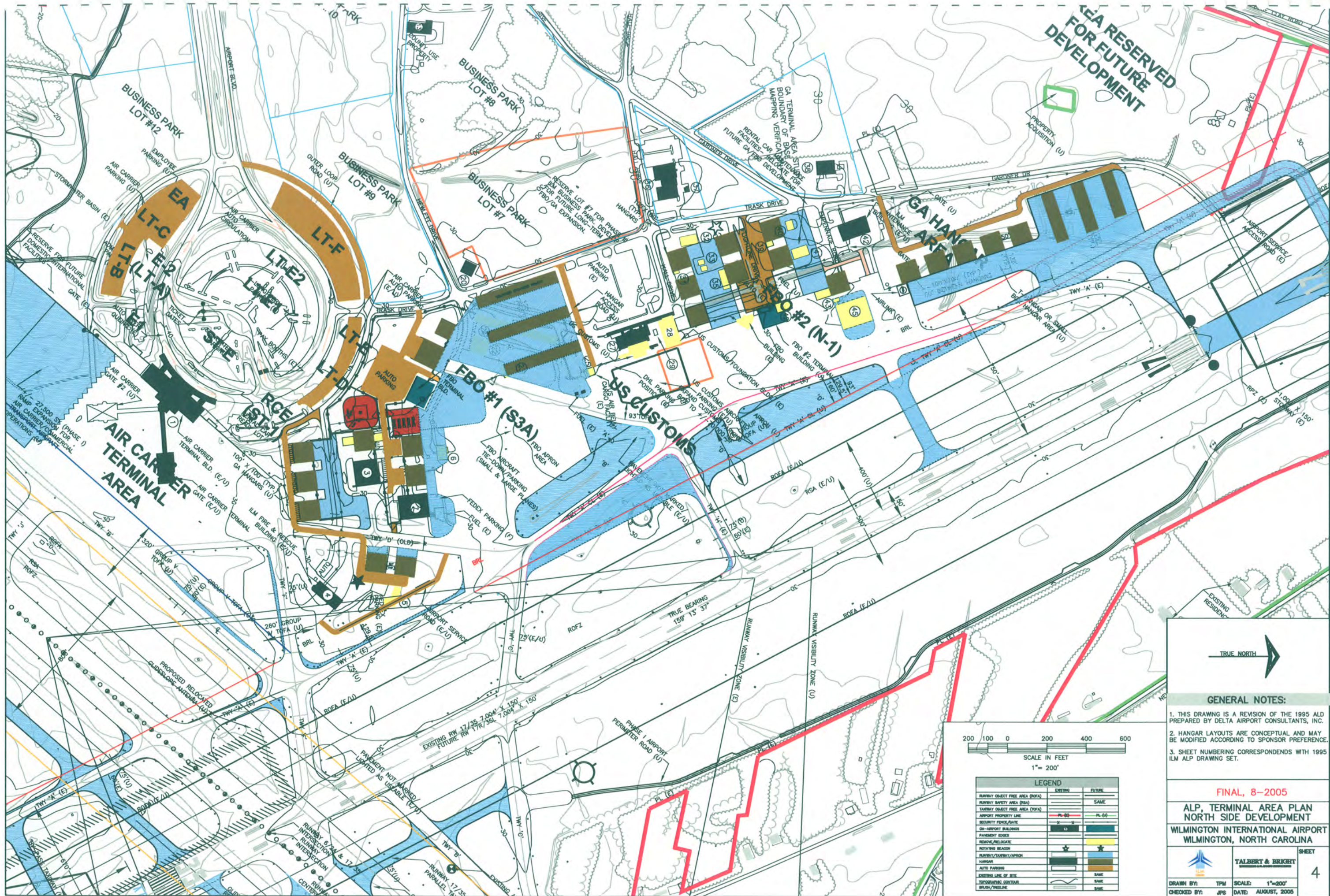
**FINAL, 8-2005**

ALP, AIRPORT LAYOUT DRAWING  
DATA SHEET

WILMINGTON INTERNATIONAL AIRPORT  
WILMINGTON, NORTH CAROLINA

		SHEET <b>2B</b>
DRAWN BY: TPM	SCALE: 1"=200'	
CHECKED BY: JPS	DATE: AUGUST, 2005	

NCDOT-DIVISION OF AVIATION		FEDERAL AVIATION ADMINISTRATION		NEW HANOVER COUNTY AIRPORT AUTHORITY	
APPROVED	DATE	APPROVED	DATE	APPROVED	DATE
		CONDITIONAL APPROVAL	4-5-1999		



**AREA RESERVED FOR FUTURE DEVELOPMENT**



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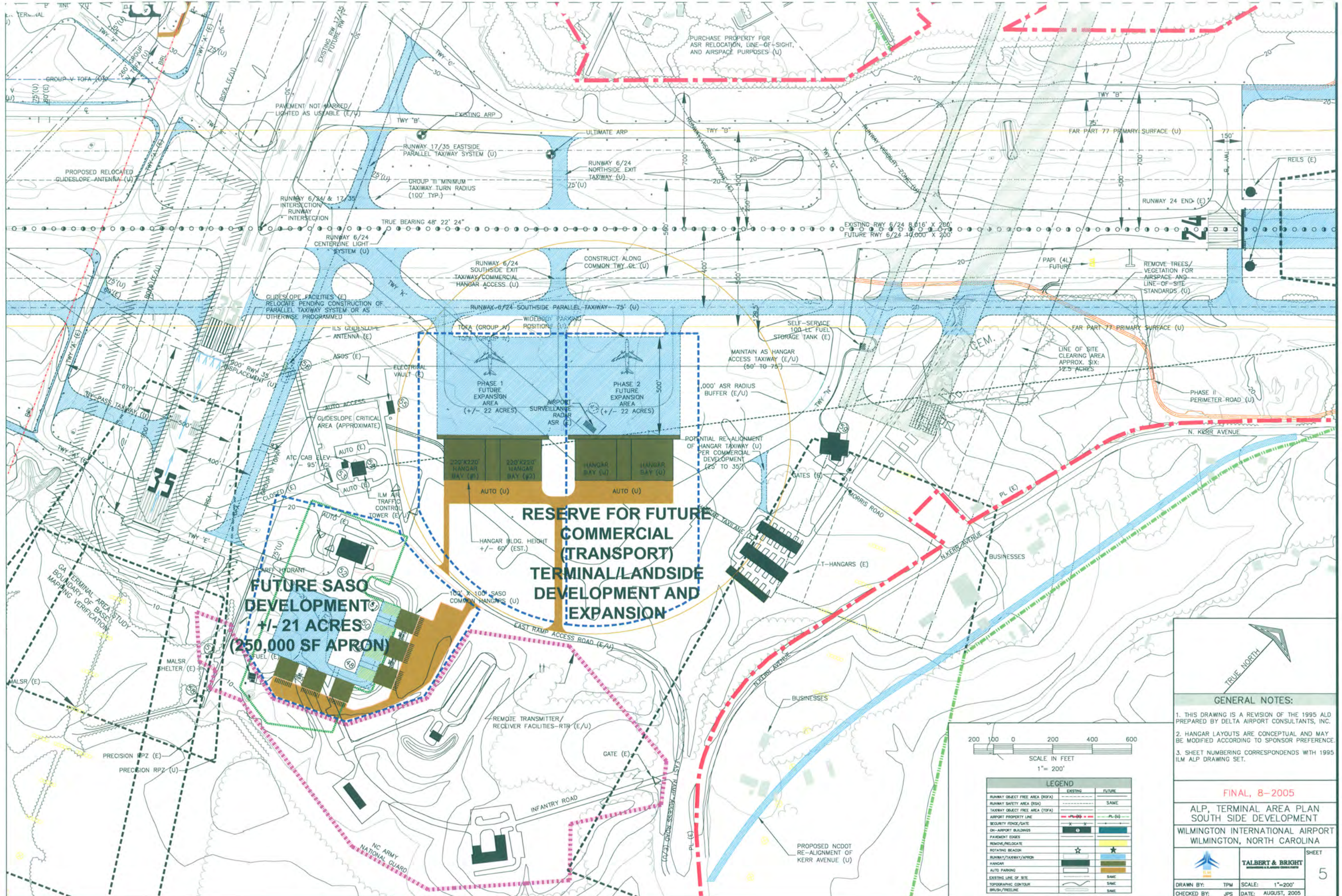


LEGEND	
EXISTING	FUTURE

**FINAL, 8-2005**

**ALP, TERMINAL AREA PLAN  
NORTH SIDE DEVELOPMENT  
WILMINGTON INTERNATIONAL AIRPORT  
WILMINGTON, NORTH CAROLINA**

	TALBERT & BRIGHT	SHEET <b>4</b>
	DRAWN BY: TPI CHECKED BY: JPS SCALE: 1"=200' DATE: AUGUST, 2005	



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**FINAL, 8-2005**

ALP, TERMINAL AREA PLAN  
SOUTH SIDE DEVELOPMENT

WILMINGTON INTERNATIONAL AIRPORT  
WILMINGTON, NORTH CAROLINA



LEGEND		
	EXISTING	FUTURE
RUNWAY OBJECT FREE AREA (ROFA)	---	---
RUNWAY SAFETY AREA (RSA)	---	SAME
TAXIWAY OBJECT FREE AREA (TOFA)	---	---
AIRPORT PROPERTY LINE	---	---
SECURITY FENCE/GATE	---	---
EN-AIRPORT BUILDINGS	---	---
PAVEMENT EDGES	---	---
REMOVE/RELOCATE	---	---
ROTATING BEACON	---	---
RUNWAY/TAXIWAY/APRON	---	---
HANGAR	---	---
AUTO PARKING	---	---
EXISTING LINE OF SITE	---	SAME
TOPOGRAPHIC CONTOUR	---	SAME
UTILITY/PIPELINE	---	SAME

DRAWN BY: TPM SCALE: 1"=200'

CHECKED BY: JPS DATE: AUGUST, 2005


TALBERT & BRIGHT  
CONSULTANTS AND ENGINEERS

SHEET  
5



FINAL, 8-2005

ALP, EXHIBIT 'A' PROPERTY MAP  
 WILMINGTON INTERNATIONAL AIRPORT  
 WILMINGTON, NORTH CAROLINA

	TALBERT & BRIGHT ENGINEERS & PLANNERS, INC.		SHEET
	DRAWN BY: TPM	SCALE: N/A	13A
CHECKED BY: JPS	DATE: AUGUST, 2005		

NUMBER	DIRECTION	DISTANCE
L1	N 02°38'35" E	753.21'
L2	S 89°24'45" E	162.28'
L3	N 14°57'30" E	2124.43'
L4	S 87°38'00" W	42.01'
L5	S 81°53'00" W	1035.91'
L6	N 31°29'45" W	593.46'
L7	N 58°31'00" E	599.87'
L8	S 02°07'15" E	21.10'
L9	N 87°37'00" E	180.51'
L10	N 00°36'00" W	979.17'
L11	N 63°19'45" W	320.87'
L12	N 26°38'00" E	1372.47'
L13	S 63°19'30" E	592.10'
L14	N 29°27'00" E	687.57'
L15	N 75°48'15" E	891.98'
L16	N 75°48'15" E	107.91'
L17	N 77°03'15" E	101.03'
L18	N 01°38'45" W	210.20'
L19	S 75°48'15" W	97.16'
L20	N 01°04'30" W	558.28'
L21	S 84°27'15" W	198.68'
L22	N 05°52'45" E	247.96'
L23	N 19°12'45" E	256.94'
L24	S 64°17'15" E	107.04'
L25	N 01°05'30" W	508.71'
L26	N 68°32'45" E	423.97'
L27	N 21°23'45" W	1199.66'
L28	N 26°35'15" E	407.42'
L29	S 55°20'45" E	98.99'
L30	N 58°58'15" E	204.35'
L31	N 26°49'15" E	79.26'
L32	S 56°23'45" E	92.69'
L33	N 68°37'15" E	282.77'
L34	S 57°45'45" E	278.20'
L35	S 21°22'45" E	424.81'
L36	S 58°14'45" E	288.14'
L37	S 58°52'20" E	82.94'
L38	S 58°52'20" E	110.85'
L39	N 66°43'51" E	109.09'
L40	N 68°34'13" E	279.59'
L41	S 19°49'45" E	79.70'
L42	S 68°31'45" W	277.32'
L43	S 64°31'45" W	106.12'
L44	S 14°47'30" E	886.49'
L45	S 21°23'00" E	628.90'
L46	S 87°50'53" E	123.13'
L47	S 61°11'16" E	65.18'
L48	S 45°08'30" E	58.02'
L49	S 50°14'29" E	130.84'
L50	S 56°05'02" E	82.04'
L51	S 52°57'42" E	86.04'
L52	S 45°15'36" E	181.86'
L53	S 52°22'37" E	146.74'
L54	S 56°31'30" E	96.66'
L55	S 57°14'05" E	216.04'
L56	S 17°11'54" E	512.64'
L57	N 72°53'35" W	800.85'
L58	S 21°21'13" E	211.13'
L59	S 72°54'14" E	136.98'
L60	S 18°20'45" E	1532.59'
L61	S 73°10'46" E	606.40'
L62	S 17°11'54" E	151.27'
L63	N 47°41'30" E	1361.25'
L64	N 14°53'00" E	273.44'
L65	N 14°55'15" E	238.61'
L66	N 79°36'30" E	34.60'
L67	N 48°09'00" E	1420.38'
L68	N 17°27'00" E	203.95'
L69	N 16°23'58" E	640.89'
L70	S 73°14'30" E	139.90'
L71	N 17°00'30" E	292.65'
L72	S 52°19'07" E	325.43'
L73	S 16°57'36" W	79.76'
L74	S 73°05'32" E	38.03'
L75	N 17°38'45" E	72.43'
L76	N 47°44'00" E	1053.66'
L77	S 42°14'45" E	231.61'
L78	S 42°14'45" E	342.31'
L79	S 42°14'45" E	228.33'
L80	N 72°59'15" E	232.96'
L81	N 72°59'15" E	227.01'
L82	S 66°59'45" E	508.73'
L83	S 08°49'15" W	801.68'
L84	S 88°03'00" W	77.89'
L85	S 10°00'30" W	141.01'
L86	S 47°45'15" W	2091.59'
L87	S 47°45'15" W	170.76'
L88	S 25°16'21" W	381.93'
L89	N 43°58'00" W	261.44'
L90	S 54°35'00" W	251.27'
L91	N 72°38'00" W	398.34'
L92	S 24°56'15" W	357.52'
L93	S 07°05'15" E	721.22'
L94	N 82°23'15" E	622.58'
L95	S 14°47'30" W	986.16'
L96	S 14°41'45" W	409.16'

NUMBER	DIRECTION	DISTANCE
L97	S 68°23'30" W	75.00'
L98	N 53°37'15" W	235.83'
L99	N 68°23'30" E	200.01'
L100	S 21°36'32" E	20.06'
L101	S 79°18'15" E	402.24'
L102	N 53°34'15" E	436.04'
L103	N 27°38'15" E	397.64'
L104	N 09°05'08" W	399.07'
L105	N 55°27'54" E	519.62'
L106	S 82°58'00" E	695.87'
L107	S 42°56'21" E	260.02'
L108	S 31°13'15" W	440.70'
L109	S 48°55'30" E	296.31'
L110	S 41°08'45" W	730.34'
L111	S 73°02'45" W	476.29'
L112	N 82°56'45" W	955.44'
L113	S 68°39'00" W	183.43'
L114	N 21°36'30" W	100.01'
L115	S 43°52'52" E	37.70'

NUMBER	T'	R'	L'	LC'
C1	214.15	1446.06	425.21	423.68
C2	71.97	104.19	125.96	118.43
C3	201.74	1012.22	398.26	395.70

### LEGEND

- PROPERTY CORNER
- EXISTING AIRPORT PROPERTY LINE
- FUTURE AIRPORT PROPERTY LINE
- ADJOINING PROPERTY LINE
- CREEK
- EXISTING AVIGATION EASEMENT
- CURRENT NON-AVIATION USE TENANT

- GENERAL NOTES:
- HORIZONTAL COORDINATES BASED ON NAD 27.
  - COORDINATE POINTS ON SCALE FACTOR.
  - THIS MAP NOT FOR RECORDATION, CONVEYANCES, OR SALES.

AIRPORT PROPERTY LINE AND ADJACENT OWNER INFORMATION TAKEN FROM A SURVEY PLAT BY:

ROBERT H. GOSLEE & ASSOCIATES  
513 CHESNUT STREET  
WILMINGTON, NC 28401  
(910) 783-1941

DATED: OCTOBER 28, 1996

### NEW HANOVER INTERNATIONAL AIRPORT PROPERTY TRANSACTION

#### FEE SIMPLE PROPERTIES

TRACT	OWNER	GRANTOR	DATE	DEED BOOK AND PAGE	ACREAGE	REMARKS
1	NEW HANOVER CO. AIRPORT	VARIOUS	1989	1482/1006	1463.42	EXHIBIT "A" BOUNDARY
2	NEW HANOVER COUNTY	H.W. WILLIAMS	1986	1329/1192	op. 1.8	M.B.12, P.36 /AIP03
3	NEW HANOVER COUNTY	W.K. TRASK	1986	1337/712	1.0	M.B.12, P.36 /AIP03
4	NEW HANOVER COUNTY	B&D DEV. CORP.	1986	1338/365	op. 2.4	M.B.12, P.36 /AIP03
5	NEW HANOVER CO. AIRPORT	PEOPLES/MONTGOMERY	1992	VARIOUS	op. 6.5	ON SR #1370
6	N.H. CO. AIRPORT AUTHORITY	JONATHAN BARFIELD	1994	1798/476	.33	ON SR #1370 /ADAP07
7	N.H. CO. AIRPORT AUTHORITY	JONAH RUSS	1989	1466/292	.49	ON SR #1370 /ADAP07
8	N.H. CO. AIRPORT COMMISSION	GEORGE MONTFORD, III	1996	954/70	.43	ON FUTCH AVE.
9	NEW HANOVER COUNTY	ANNETTE MCHENRY	1986	1342/1748	.58	ON FUTCH AVE. /ADAP07
10	NEW HANOVER COUNTY	ROBERT JOHNSON	1986	1341/1454	.51	ON FUTCH AVE.
12	N.H. CO. AIRPORT COMMISSION	HEDQUIST	1995	1917/774	11.93	ON SR #1319/ACORN BR.
13	N.H. CO. AIRPORT AUTHORITY	ROBERT C. MORRIS	1996	2041/577	1.27	MORRIS DIV. TRACT 1
14	N.H. CO. AIRPORT COMMISSION	ELIZABETH M. LeGWIN	1996	2019/650	.69	MORRIS DIV. TRACT 3
15	N.H. CO. AIRPORT COMMISSION	CHARLES M. GODWIN	1996	2052/270	3.11	MORRIS DIV. HOMEPLACE
16	N.H. CO. AIRPORT AUTHORITY	O.B. BATTLE	1998	2008/228	.31	ON SR #1319
51	N.H. CO. AIRPORT AUTHORITY	NCDDOT #1	2005	4772/773-777	12.91	(AIP 31) RUNWAY 6/MLK
52	N.H. CO. AIRPORT AUTHORITY	NCDDOT #2	2005	4772/773-777	1.53	(AIP 31) RUNWAY 6/MLK
53	N.H. CO. AIRPORT AUTHORITY	REALTY LIQUIDATING TRUST/EUTAF	1998	2488/0744	9.23	BLUE CLAY (PFC)
54	N.H. CO. AIRPORT AUTHORITY	REALTY LIQUIDATING TRUST	1998	2472/0546	33.72	MAP # 41-08
55	N.H. CO. AIRPORT AUTHORITY	R.E. THOMSON JR.	1998	---	5.85	MAP # 33-05
56	N.H. CO. AIRPORT AUTHORITY	JAMES VEWON CLARK	1998	---	6.6	MAP # 33-05
57	N.H. CO. AIRPORT AUTHORITY	JIM F. TEACHEY	1998	---	0.5	MAP # 33-05
58	N.H. CO. AIRPORT AUTHORITY	MABLE M. JAMES	1998	---	1.163	MAP # 33-05
59	N.H. CO. AIRPORT AUTHORITY	TILLIE MCKOY (HEIRS)	1998	---	1.0	MAP # 33-05
60	N.H. CO. AIRPORT AUTHORITY	ANNIE RUTH MONTGOMERY	1998	---	1.0	MAP # 33-05
61	N.H. CO. AIRPORT AUTHORITY	C.E. CROWELL	1998	---	0.658	MAP # 33-05
62	N.H. CO. AIRPORT AUTHORITY	BUYERS BROKERS & CONSULTANTS	1998	---	4.8	MAP # 33-05
63	N.H. CO. AIRPORT AUTHORITY	CHARLENE LETTLEY (HEIRS)	1998	---	2.5	MAP # 33-05
64	N.H. CO. AIRPORT AUTHORITY	ROBERT H. & HELEN WILLIAMS, JR.	1998	---	3.4	BLUE CLAY RD (PFC)
65	N.H. CO. AIRPORT AUTHORITY	MARY RIVENBARK POPE	1996	---	3.38	---
66	N.H. CO. AIRPORT AUTHORITY	JONATHAN & JANICE BARFIELD	1999	2079/782	4.8	CEMETERY SITE
67	N.H. CO. AIRPORT AUTHORITY	NEW HANOVER COUNTY	2005	2636/0687	---	---
68	NEW HANOVER COUNTY	LEASED TO AIRPORT AUTHORITY	1995	LEASE	2.13	MORRIS RD (PFC)
69	N.H. CO. AIRPORT AUTHORITY	FREDERICK JORDAN	1998	---	2.0	MORRIS RD (PFC)
70	N.H. CO. AIRPORT AUTHORITY	ROBERT & LILLIAN MORRIS	1996	2101/1040	2.9	MORRIS RD (PFC)
71	N.H. CO. AIRPORT AUTHORITY	ROBERT & LILLIAN MORRIS	1996	2101/1027	.76	MORRIS RD (PFC)
72	N.H. CO. AIRPORT AUTHORITY	EMMA TRASK MIARS	2005	---	---	---

#### AVIGATION EASEMENT PROPERTIES

TRACT	OWNER	DATE	M.B.	PAGE	ACREAGE	REMARKS
17	BRUCE B. CAMERON	1970	M.B. 6/107	26.9		PORTION OF BRADLEY TRACT
19	LINCOLN DEVELOPMENT CO.	1970	888/192	op 9.0		SIGHT ESMNT. - SW RUNWAY #6-24
20	WINFRED WRIGHT	1971	912/342	.01		SIGHT ESMNT.
21	STEPHEN R. CROOM	1973	963/851	.38		SIGHT ESMNT.
22	ROBERT C. RIVENBARK	1971	917/374	.16		SIGHT ESMNT.
23	FEENSTRA	1973	960/848	op 8.0		SIGHT ESMNT.
24	BEACH FRONT PROPERTIES	1987	1368/482	1.72		ADAP-07
25	LETTLEY HEIRS	1987	1364/968	1.50		"
26	JAN SMITH	1987	1364/979	1.60		"
27	LAMAR McCLAIN	1987	1364/1051	.69		"
28	FRANK WILLIAMS	1987	1364/1062	.20		"
29	MARY N. LEONARD	1987	1364/919	.68		"
30	VIRGINIA TRASK	1987	1364/1073	2.84		"
31	R.W. JORDAN HEIRS	1987	1364/941	.09		"
32	WILLIAM ROGERSON	1987	1364/930	.04		"
33	EUPHELIA H. JOHNSON	1987	1364/900	.51		"
34	DR. R. BERTRAM WILLIAMS	1988	1439/1251	6.76		"
35	WILLIE SUE JOHNSTON	1987	1364/909	6.89		"
36	BRUCE B. CAMERON	1986	1338/276	74.94		"
37	RAIFORD G. TRASK	1987	806/326	1.19		M.B.7, PG.87, 3000' EXT. - 846/520
38	HETTIE L. CROOM	1963	777/562	.13		" 3000' EXT. - 846/513
39	HETTIE L. CROOM	1963	777/562	.37		" 3000' EXT. - 846/513
40	ALLEN N. TRASK	1963	777/567	1.76		M.B.7, PG.87
41	KATIE LENNON	---	---	---		"
42	ADDISON HEWLETT, JR.	1967	813/603	2.74		"
43	CORBETT LUMBER CORP.	1965	781/529	8.46		"
44	HATTIE MOORE	---	---	---		"
45	ROFIELD HARRIS	1963	722/186	op 4.75		"
46	ALEX M. TRASK	1967	804/151	5.92		"
47	NATHANIEL LEONARD	1963	722/184	1.25		"
48	ALEX M. TRASK	1966	801/441	7.72		"
49	MARY CHRISTINE COX	1967	807/572	1.60		"
50	OPTIMIST CLUB OF CAPE FEAR	1968	846/508	.29		3000' EXTENSION AVIGATION ESMT.

FINAL, 8-2005

ALP, EXHIBIT 'A' PROPERTY MAP  
DATA SHEET  
WILMINGTON INTERNATIONAL AIRPORT  
WILMINGTON, NORTH CAROLINA



TALBERT & BRIGHT

DRAWN BY: TPM SCALE: N/A  
CHECKED BY: JPS DATE: AUGUST, 2005

SHEET  
13B



*Airport Master Plan Revision*  
**AIRPORT DEVELOPMENT PLAN**  
**SECTION**

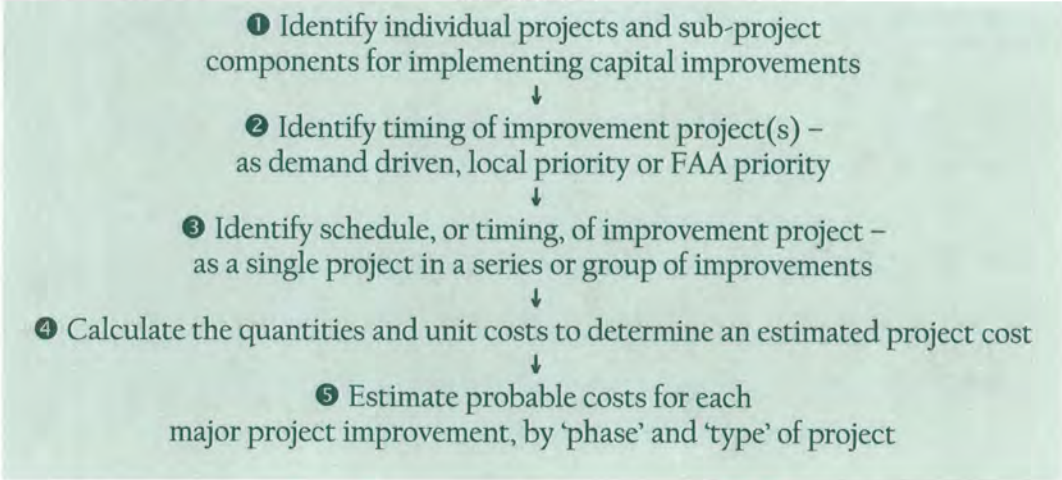




**SECTION 7 – ILM AIRPORT DEVELOPMENT PLAN**

This Section of the AMP Revision incorporates the facility requirements into a phased 10-year ILM Airport Development Plan. This plan provides guidance and a strategic approach for continued maintenance, upgrade, and expansion of facilities; as consistent with Airport policy. The Airport Layout Plan (ALP) drawing depicts these improvements, in accordance with NCDOT/FAA planning and design criteria.

The steps in the Airport Development Plan include:



The 1995 AMP Airport Development Plan was broken-down into planning phases, as follows:

- Phase 1 (0-5 Years: 1995-2000) – Short -Term Planning Period
- Phase 2 (6-10 Years: 2001 to 2005) – Intermediate Planning Period
- Phase 3 (11-20 Years: 2006 to 2015) – Long-Term Planning Period

For reference, the following are ILM project costs identified in the 1995 ILM AMP:

Planning Period	Total Project Costs	ILM Project Costs	% ILM Cost
Phase 1	\$ 42.5 million	\$ 8.7 million	20%
Phase 2	\$ 25.4 million	\$ 5.5 million	22%
Phase 3	\$ 17.5 million	\$ 6.9 million	40%
<b>TOTAL</b>	<b>\$ 85.4 million</b>	<b>\$ 21.1 million</b>	<b>25%</b>

Capital improvement projects currently funded, in progress, or completed since 1995 include:

- Runway 6-24 ILS Installation
- Expand Air Carrier Auto Parking / Relocate Employee Lot
- Expansion & Overlay of FBO Facility for General Aviation Service Provider
- Stormwater Master Plan & Airport Drainage Improvements
- Construction of Aircraft Hangars
- Land Acquisition of Airfield, Terminal and Remote Rental Car Facility
- Expand Air Carrier Auto Parking – Long-Term
- Construct Airport Perimeter Roadways System
- Renovations to Air Carrier Terminal Building
- Construct Airport Maintenance Building

The Airport Development Plan for the 2005 ILM AMP Revision is broken-down into the following phases:

- Phase 1 (0-5 Years: 2006-2010) – Short -Term Planning Period
- Phase 2 (6-10 Years: 2011 to 2015) – Intermediate Planning Period
- Phase 3 (+10 Years)- Long-Term Planning Period

Overall, the ILM Airport Development Plan is structured to provide facilities as demand warrants. Therefore, projects are not individual improvements, but rather a series of projects that accumulate toward the preferred long-term development option, or ultimate design concept, shown on the Airport Layout Plan (ALP). The phasing and priority of the proposed actions have been determined with respect to 1) airport safety requirements, 2) demand thresholds, 3) compatibility with other airport projects, 4) funding resources, and 5) NCDOA/FAA programming schedules. Recommended master plan development projects provide general guidance on meeting anticipated activity levels.

The following pages outline the year-by-year Phase 1 Airport Development Plan, including an opinion of probable cost for each major project. In the exhibits that follow, ILM facilities to be developed are shown in 'light orange'. A project development plan for Phases 1, 2, and 3 is provided at the end of this section.

The following are ILM project costs identified in the 2005 ILM AMP REVISION:

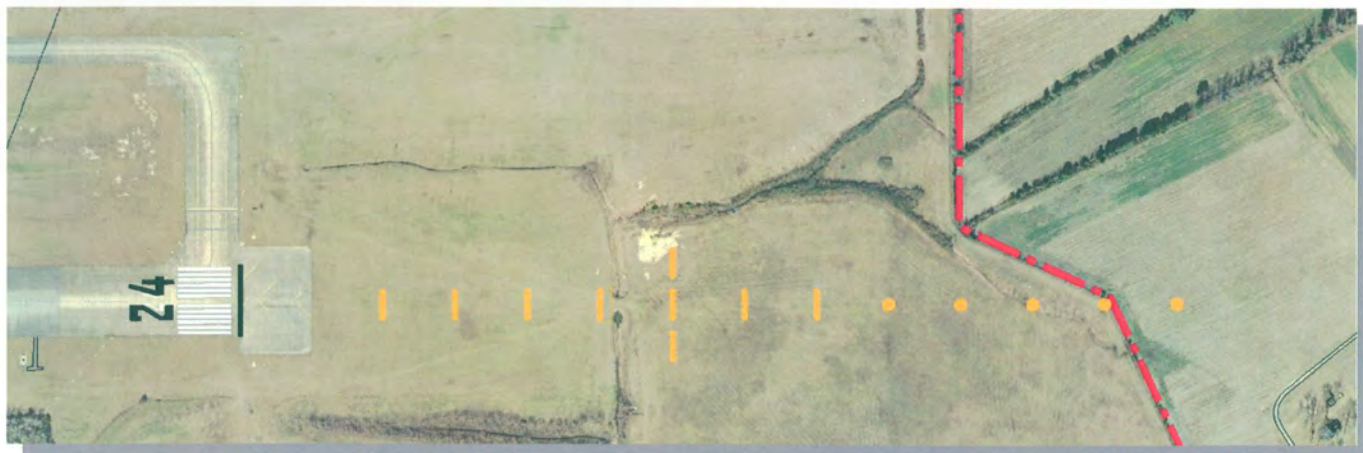
Planning Period	Total Project Costs	ILM Project Costs	% ILM Cost
Phase 1	\$ 41.9 million	\$ 6.43 million	15 %
Phase 2	\$ 33.2 million	\$ 4.02 million	12 %
Phase 3	\$ 52.3 million	\$11.94 million	23 %
<b>TOTAL</b>	<b>\$ 127.4 million</b>	<b>\$ 22.4 million</b>	<b>17 %</b>

## Phase 1 (2006-2010)

### PROJECT 1: COMPLETE RUNWAY 6-24 ILS/ALS

\* EXPECTED REMAINING COST: \$2,000,000 IN FY 2006

This project completes the Instrument Landing System (ILS) approach to Runways 6 and 24. Installation of a glideslope, localizer antenna, and medium-intensity approach landing system (MALS) are included in this estimate for both runway ends.



### PROJECT 2: LAND ACQUISITION FOR ASR SITE RELOCATION

\* EXPECTED TOTAL COST: \$600,000 IN FY 2006

This project acquires land for the eventual relocation of the Airport Surveillance Radar (ASR) to a new site.



PROJECT 3: APRON MAINTENANCE

\* EXPECTED TOTAL COST: \$1,100,750 IN FY 2006



PROJECT 4: NORTHSIDE GA FBO/HANGAR DEVELOPMENT, FBO #1 (PHASE 1)

\* EXPECTED TOTAL COST: \$3,617,500 IN FY 2006

Construct Common Hangars, Pad, & Utilities (2@12,000 SF each)

Expected Total Cost: \$2,437,500



Construct New GA FBO #1 Terminal Building  
 Expected Total Cost: \$960,000

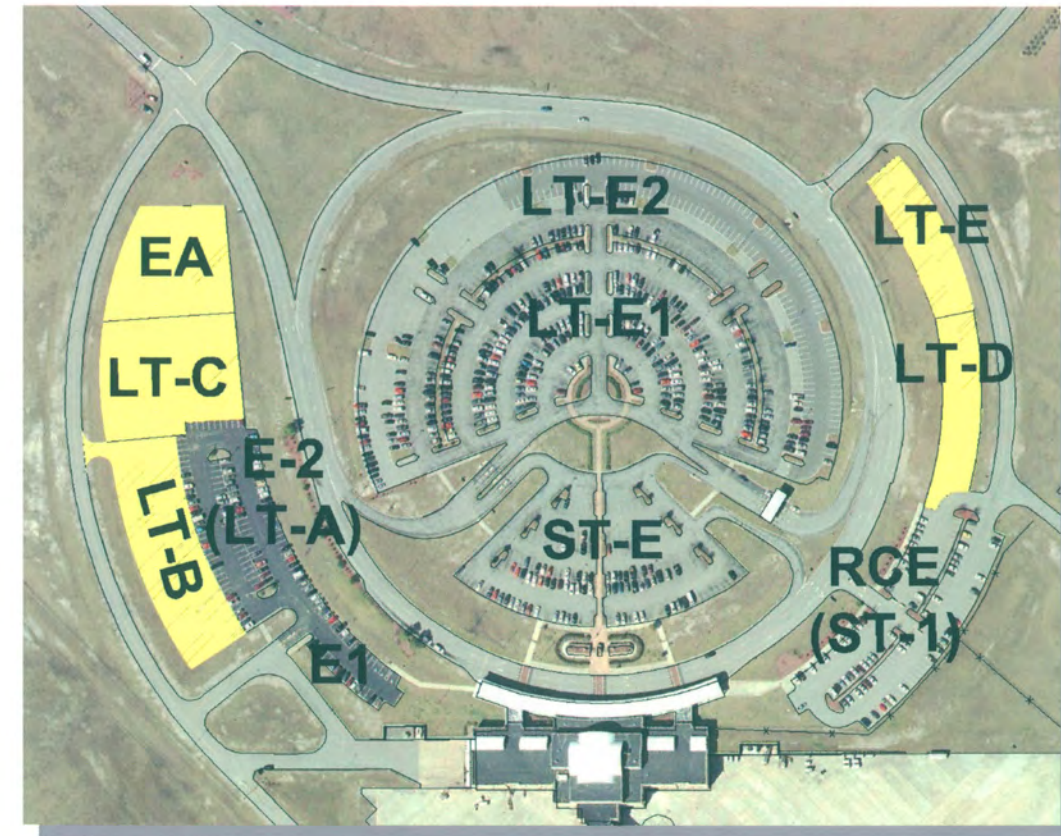


Construct FBO #1 Auto Access, Parking, Fencing, and Lighting  
 Expected Total Cost: \$220,000



**PROJECT 5: EXPAND AIR CARRIER AUTO PARKING**  
 \* EXPECTED TOTAL COST: \$1,129,500 IN FY 2006

This project expands the air-carrier terminal area auto parking lots. Approximately 430 auto spaces will be added for long-term and employee parking lots.



**PROJECT 6: REHABILITATE RUNWAY 6-24 AND TAXIWAY B**  
 \* EXPECTED TOTAL COST: \$9,400,000 IN FY 2006

This pavement maintenance project rehabilitates Runway 6-24 and Taxiway B pavements.



## PROJECT 7: PERIMETER ROAD DEVELOPMENT (PHASE II)

\* EXPECTED TOTAL COST: \$900,000 IN FY 2006

This project constructs a vehicle access road around the current Runway 24 end.



## PROJECT 8: REHABILITATE OLD AIR CARRIER TERMINAL BUILDING AND DRAINAGE

\* EXPECTED TOTAL COST: \$1,937,000 IN FY 2006

This project rehabilitates the old Air Carrier Terminal Building and nearby drainage and water management systems. Customs



# Wilmington International Airport (ILM)

Airport Master Plan Revision



## PROJECT 9: AIRLINE AND CUSTOMS APRON- CLEAN/SEAL JOINTS AND REPAIR PAVEMENTS

\* EXPECTED TOTAL COST: \$700,000 IN FY 2007

This project cleans, seals, and repairs joints and concrete pavement sections for the Air Carrier and Customs Aprons.



## PROJECT 10: NORTHSIDE FBO #1 GA EXPANSION (PHASE I)

\* EXPECTED TOTAL COST: \$1,212,000,000 IN FY 2007

This project expands the aircraft parking apron and constructs new hangars for FBO 1.

Construct Apron Section

Expected Total Cost: \$268,000



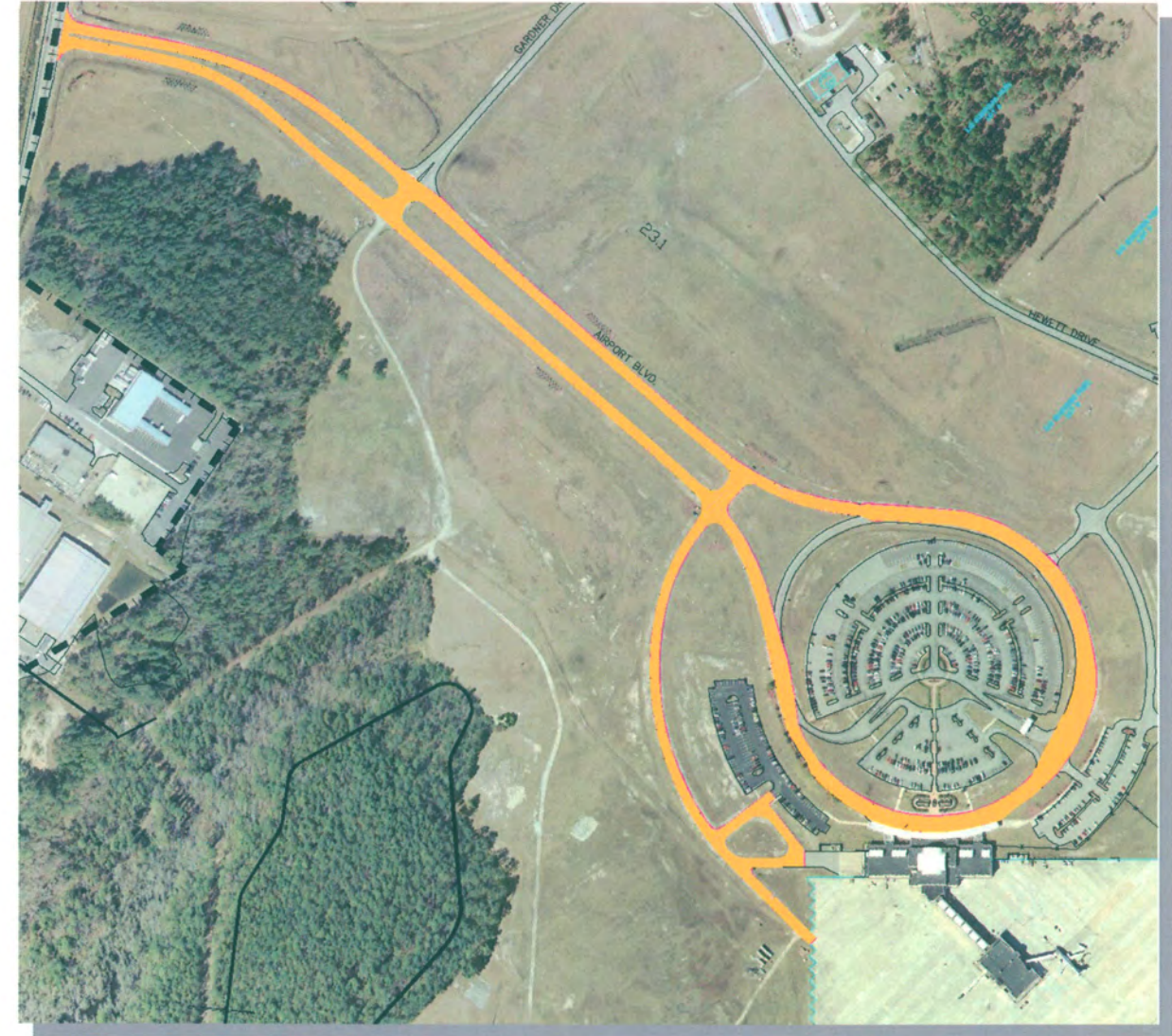
# Wilmington International Airport (ILM)

Airport Master Plan Revision

Construct T-Hangar and Related Ramp- FBO #1  
Expected Total Cost: \$944,000



PROJECT II: OVERLAY AIRPORT BOULEVARD, BUILDING CIRCULATION, AND SURROUNDING ROADWAYS  
\* EXPECTED TOTAL COST: \$784,000 IN FY 2007





## PROJECT 12: NORTHSIDE FBO #2 GA APRON AND HANGAR DEVELOPMENT (PHASE I)

\* EXPECTED TOTAL COST: \$6,321,500 IN FY 2008

This project removes six buildings (#s 39, 40, 41, 42, 43, and 45), constructs aircraft hangars (green), expands the aircraft parking apron, installs an updated fuel facility, and develops auto parking and related access.



## PROJECT 13: MAP UTILITIES AND PROVIDE GEOGRAPHIC INFORMATION SYSTEM (GIS) AIRPORT INTERFACE

\* EXPECTED TOTAL COST: \$100,000 IN FY 2008

This project maps existing utilities and provides an electronic copy of their location in GIS format.



## PROJECT 14: SITE PREPARATION FOR REMOTE RENTAL CAR CLEANING/FUELING AREA

\* EXPECTED TOTAL COST: \$1,788,000 IN FY 2009

Begin first stage of site preparation and grading for an 11-acre area of the off-site rental car area.



**PROJECT 15: CLEAR TREES/VEGETATION FOR ATC-RUNWAY 24 LINE-OF-SIGHT**  
\* EXPECTED TOTAL COST: \$45,000 IN FY 2009

This project clears existing obstructions restricting the view of Air Traffic Control to the existing Runway 24 end.



**PROJECT 17: INSTALL/REPLACE PERIMETER WILDLIFE SECURITY FENCING**  
\* EXPECTED TOTAL COST: \$500,000 IN FY 2009



**PROJECT 16: PURCHASE AIRCRAFT LOADING BRIDGE (GATE #7)**  
\* EXPECTED TOTAL COST: \$600,000 IN FY 2009



## PROJECT 18: RUNWAY 17/35 EXTENSION AND SAFETY AREA IMPROVEMENTS \* EXPECTED TOTAL COST: \$5,001,000 IN FY 2010

This project extends Runway 17 and displaces Runway 35 900' to provide a standard runway safety area (RSA). The project relocates the Approach Lighting System (ALS) and localizer equipment on Runway 35.

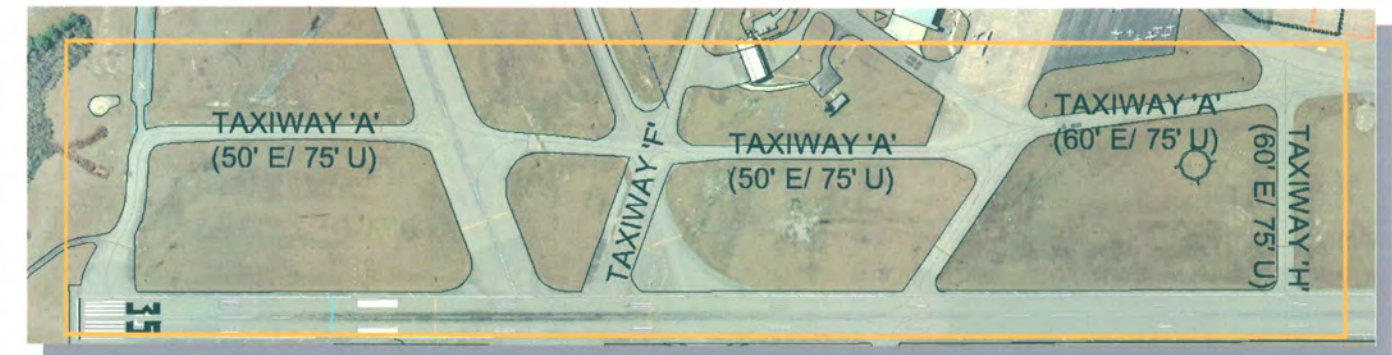


## PROJECT 19: UPGRADE VISUAL APPROACH AIDS AND RUNWAY LIGHTING \* EXPECTED TOTAL COST: \$190,000 IN FY 2010

This project upgrades Runway 6, 17, and 24 Visual Approach Slope Indicators (VASIs) to Precision Approach Path Indicators (PAPIs). It also changes the pilot-activated runway lighting switch from Runway 17/35 to Runway 6/24 using the Common Traffic Advisory Frequency (CTAF).

## PROJECT 20: RUNWAY 17/35 TAXIWAY SYSTEM MAINTENANCE, OVERLAY, AND WIDENING \* EXPECTED TOTAL COST: \$3,804,000 IN FY 2010

This project rehabilitates and widens Taxiway 'A' from the intersection with Taxiway 'C' to the existing Runway 35 end. Taxiways 'H' and 'F' are also rehabilitated and widened to 75'.



## PROJECT 21: RELOCATE AIRPORT BEACON \* EXPECTED TOTAL COST: \$100,000 IN FY 2010

This project relocates the beacon system to a new site offering increased visibility for pilots.



*Airport Master Plan Revision*  
**AIRPORT FINANCIAL PLAN**  
**SECTION**





## SECTION 8 – AIRPORT FINANCIAL ANALYSIS

Section 8 assesses ILM budget information to identify a reasonable expectation of operating income (retained income) available for implementation of the 10-year ILM Airport Development Plan projects listed in Section 7.

ILM budgets for the fiscal years 2003 to 2005 were reviewed to identify budget trends, patterns and major revenue and expense factors. The assessment was oriented primarily towards ‘operating and maintenance’ budget items. The projection of ILM finances through 2015 involves an extrapolation of budget trends and adjustments based on assumptions regarding future ILM rates and charges as provided by the Airport.

### Summary of Findings:

Overall, the financial analysis identified the following key findings:

- During the next 10-years, ILM Retained Income, or cash carryover available for funding FAA eligible and non-eligible projects identified in Section 7 is estimated to range from \$1.5 million to \$2.1 million annually. On average, ILM Retained Income will grow at about 2.6% per year. This excludes grants and facility charges.
- It is estimated ILM will generate Retained Income to meet about 70% of the Phase 1 project costs, which total \$3.2 million annually in the 0-5 year period for ILM FAA Grant Matching and Other ILM Costs.

### 8.1 ILM BUDGET STRUCTURE

The ILM budget is structured into the following revenue and expense components, in which the AMP Revision financial analysis emulates per line-items:

#### ILM BUDGET INCOME:

- Airport Income (Airport Operating Revenues)
- Other Income (Airport Grants & Facility Charge Revenues)

#### ILM BUDGET EXPENSES:

- Airport Expenses (Airport Operating Expenses)
- Other Expenses (Airport Capital & Debt Service Expenses)

### 8.2 AIRPORT OPERATING REVENUES

These revenues are primarily fixed income derived from on-Airport users and operators. These include:

*Aviation Revenue:* Aircraft Fuel Flowage Fees, Airline Landing Fees, Ramp Fees, Ground Leases.

*Commission Revenue:* Rental Car Commissions, Airline Auto Parking, Food Services, Advertising Revenue, Ground Transportation Revenue.

*Rental Revenue:* Airline Leases, Rental Car Leases, FBO Leases, Terminal/Landside Building Leases, Hangar Leases, Other Terminal Office Leases.

*Miscellaneous Revenue:* Other Parking Revenue, Reimbursements on Expenses.

### 8.3 AIRPORT GRANTS & FACILITY CHARGE REVENUES

These revenues are derived from FAA/NCDOT grant-eligible projects and user-generated revenues largely tied to aircraft traffic and airline passenger activity. These include:

*Federal Aviation Administration (FAA) Funding:* Grants funded through the Aviation Trust Fund as collected through user-generated taxes (airline passenger tax, aircraft parts and fuel) and distributed in accordance with the FAA Airport Improvement Program (AIP) by ‘entitlement’ formula or ‘discretionary’ provisions. AIP grants are typically funded at a 95% federal and 5% ILM local match. As an air carrier facility, ILM receives about \$1.8 million in FAA entitlements per year. Discretionary funds are project and priority specific and vary from year-to-year.

*NCDOT, Division of Aviation Funding:* State Aid to Airport program grants generated through North Carolina sales tax on aviation products and services. The NCDOT, Division of Aviation provides funds to ILM to assist in federal matching or to fund projects of interest.

*Passenger Facility Charge (PFC) Revenue:* A charge assessed on revenue passenger boardings. The current ILM PFC authorization collects \$4.50 per ticket through the year 2018. PFC revenues are allowable for funding those projects declared by the PFC application, or otherwise approved by the FAA. ILM has dedicated a significant portion of PFC revenues to land acquisition. Also, ILM uses a PAYGO program for its PFC expenditures. PAYGO allows the Airport to borrow against future PFC revenues for projects needed in the near-term, with future PFC revenues used to pay back the “loan” amount.

*Car Facility Charges (CFC) Revenue:* A charge assessed on rental cars reserved at the Airport. The CFC is to be imposed in early 2006. At present the CFC rates and estimated revenues are unspecified.

# Wilmington International Airport (ILM)



## Airport Master Plan Revision

**Airport Bonding:** The Airport has bonding authority issued through the County. ILM currently has one outstanding bond issue with a term from 2003 through 2013 for \$4.465 million.

### 8.4 AIRPORT OPERATING EXPENSES

These expenses are maintenance-related costs incurred to support day-to-day Airport operations and user activity. These include:

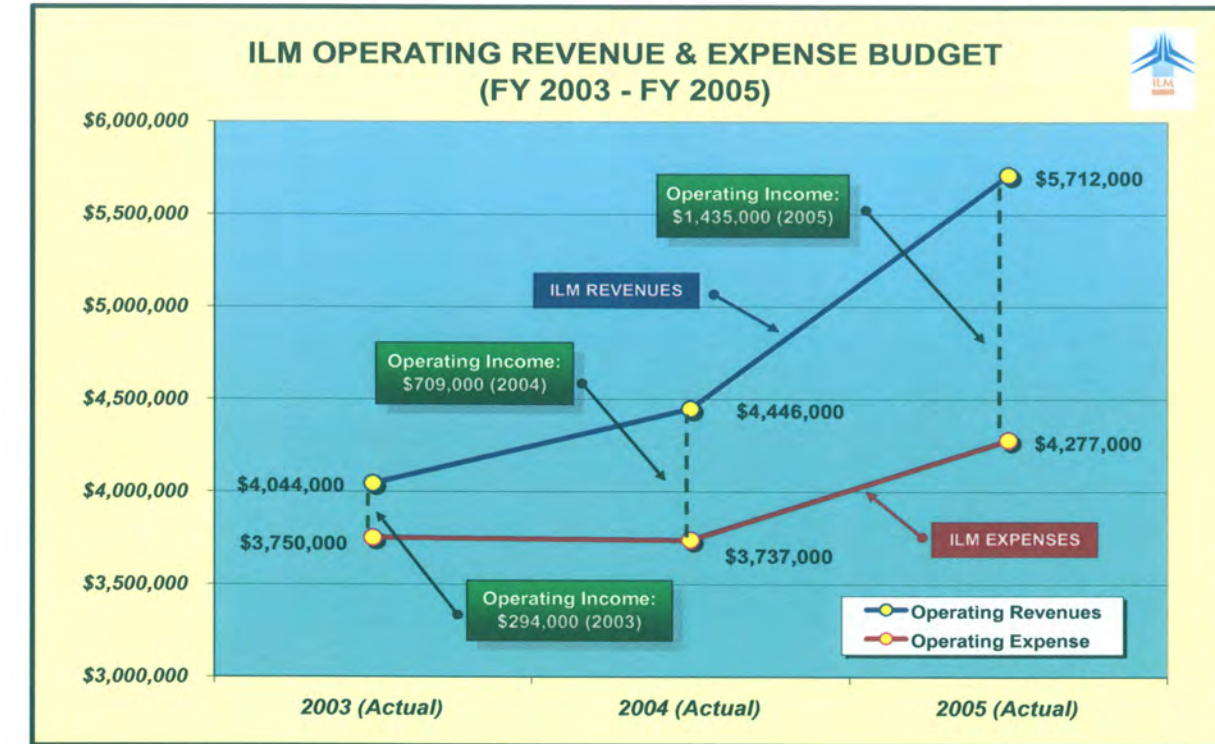
**Airport Employee Expenses:** Salaries, Wages, Benefits and Employee Development.

**Airport Maintenance Expenses:** Building/Grounds Maintenance, Vehicle Maintenance, Equipment Maintenance.

**Utilities & Supplies:** Electric, Water/Sewer, Gas, Propane, Telephone, Office Materials, Uniforms

**Professional Services:** Contracted Accounting, Legal, Engineering and Banking Services.

**Airport Insurance/Bonds:** Facility liability, Workers Compensation and Public Bonding.



### 8.5 ILM HISTORICAL BUDGET TRENDS

Table 8-1 summarizes ILM Airport Operating 'Revenue' versus Airport Operating 'Expenses' from FY 2003 through 2005, which identifies income generated through operating & maintenance (O&M) items. The following depicts this growth in operating income:

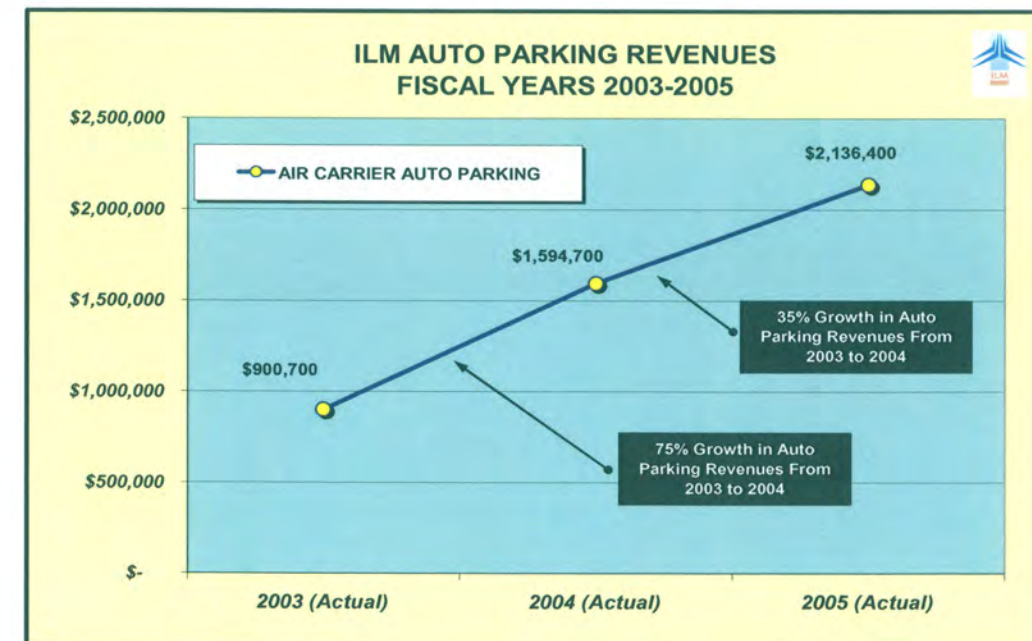
Table 8-1: ILM Operating Income vs. Operating Expenses (2005, 2004 & 2003)

Fiscal Year (FY)	7/02-6/03 Actual	7/03-6/04 Actual	7/04-6/05 Actual
Airport Operating Revenues	\$4,044,000	\$4,446,000 ↑	\$5,712,000 ↑
Airport Operating Expenses	\$3,750,000	\$3,737,000 ↓	\$4,277,000 ↑
Annual Operating Income (% Annual Change)	\$ 294,000 ↑	\$ 709,000 ↑ (240%)	\$1,435,000 ↑ (202%)

Note: dollar amounts reflect 2005 values.

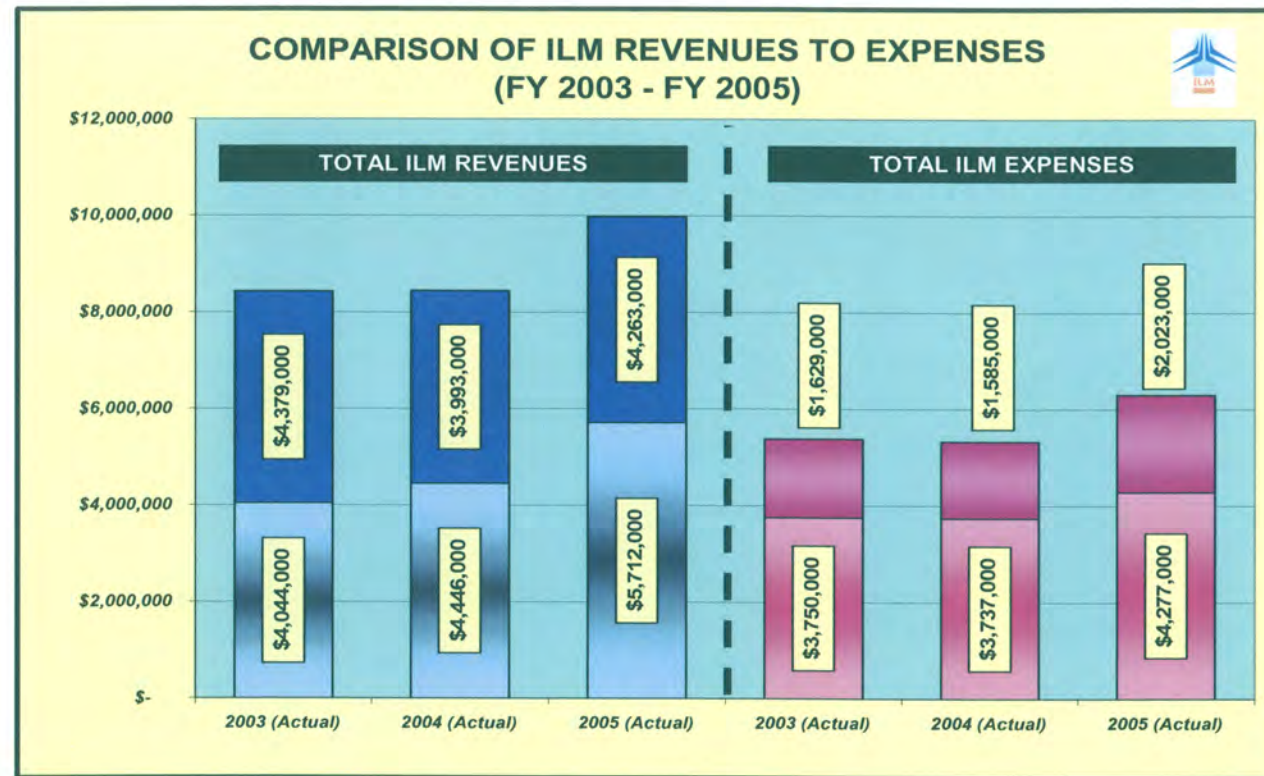
Source: ILM Budget Records (2003 – 2005)

ILM Operating Income has increase sharply, largely attributed to a higher margin of revenues from the short & long-term airline auto parking.





The following chart compares 'Total Airport Income' with 'Total Airport Expenses'. It should be noted that the Airport has been accruing cash reserves since about 2002-2003 for future obligated expenditures for the Runway 6-24 ILS project. Therefore, in this case, average budget trends do not necessarily reflect actual year-to-year cash accrual – at least as an absolute amount for projection purposes.



- Airline landing fee rates are expected to increase minimally, however, total revenue from landing fees will increase commensurate with passenger enplanement growth.
- Expenses associated with employee salaries, benefits and medical will continue to assume about 55% of the Airport Operating Expenses, with these expenses anticipated to increase 11% annually, higher than normal consumer price index. Budget projections did not account for additional Airport staffing.
- PFC collection will increase in-step with growing ILM passenger enplanements, and PFC administrative costs are expected to increase proportionally. The majority of future PFC revenues collected in the next 5 years are expected to be earmarked for Airport land acquisition purposes.
- FAA Discretionary funding and State Grants are not anticipated to exceed the 3-year average obtained from FY 2003 to 2005.
- The Rental Car Facility Charge (CFC) is expected to be implemented in 2006.
- Although plausible, revenues and expenses do not reflect any additional Airport bond issues during next 10-year period.
- The rate for the airport fuel flowage fees are anticipated to increase slightly in FY 2006, then remain fairly constant during the remaining 10-year planning period, with fuel flowage revenues tied to fuel sale volumes.
- While most general aviation facilities will likely be developed with FBO leaseholds, both FBO and private party investments are required to meet facility demands, particularly for hangars.
- As in the past, an ILM airshow event is expected to occur every 2-years, with net incomes from this event favoring revenues.

### 8.6 FINANCIAL BUDGET PROJECTION

A year-by-year projection of ILM revenues and expenses through 2015 was performed to establish a general financial scenario for estimating Retained Income. Revenue and expense projections have been estimated based on recent ILM Budget trends and average growth rates, along with the following assumptions provided by the Airport:

- Overall, existing tenant lease rates are expected to increase in conjunction with common indexes for consumer price inflation.
- Although expected in both the short and long-term, additional rents, charges and fees associated with new Airport terminal area and landside tenants (aeronautical and non-aeronautical) were not included in the budget projection.

### ILM Operating Income Projection

Table 8-2 summarizes projected fiscal year 2010 and 2015 Airport Operating Revenue against Airport Operating Expenses. The margin of operating revenues to expenses is expected to remain between \$1.5 million and \$2.1 million, annually. This is the most meaningful gauge of airport income generated and available for future contributions to projects identified in the AMP Revision development plan. However, because this income is also used for planned and unexpected Airport operating needs, not all of this income is allowable for capital improvement spending on either FAA eligible match funding or FAA non-eligible projects.



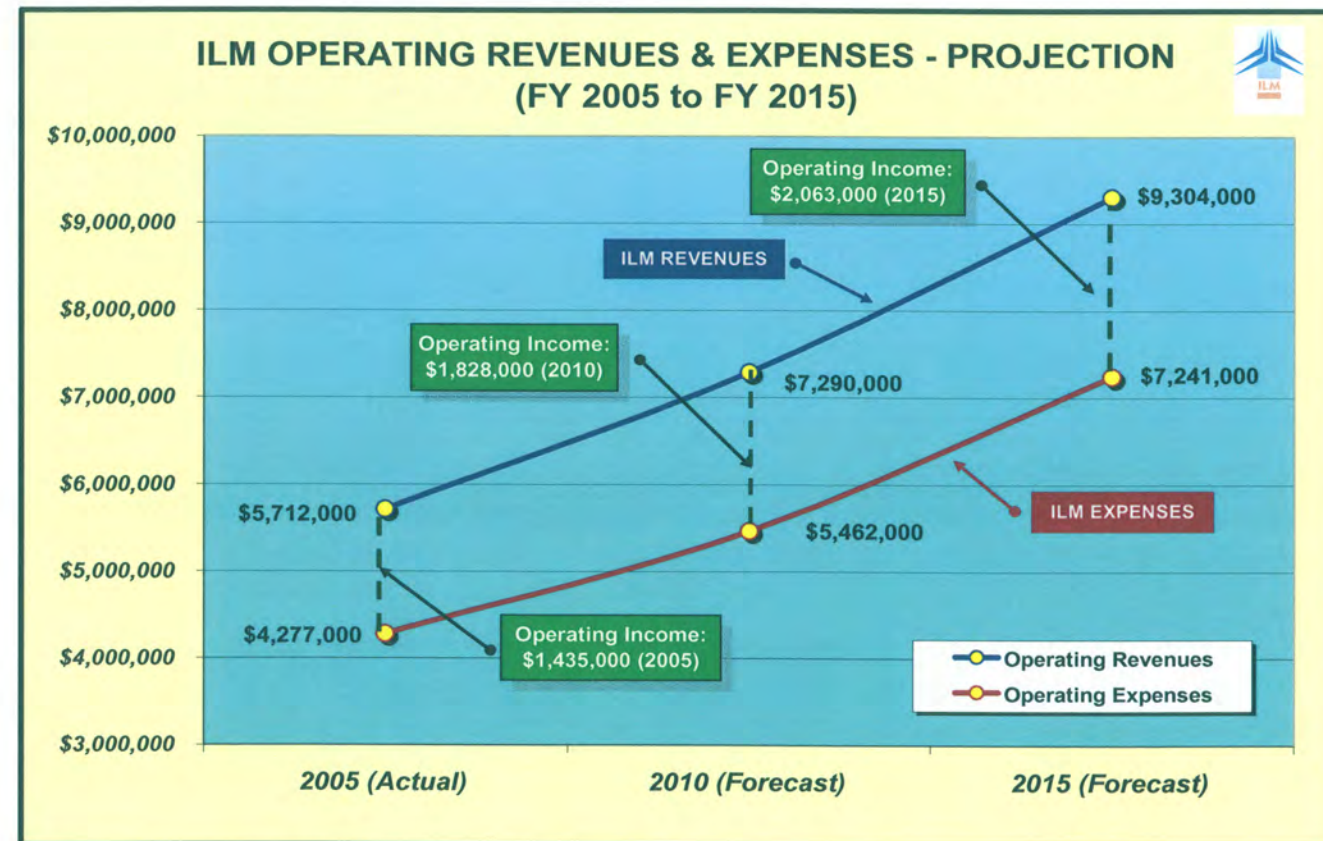
Table 8-2: ILM Operating Income (2005, 2010 & 2015)

Fiscal Year (FY)	2005 (Actual)	FY 2010 (Annual Projection)	FY 2015 (Annual Projection)
Airport Operating Revenues	\$ 5,712,000	\$ 7,290,000	\$ 9,304,000
Airport Operating Expenses	\$ 4,277,000	\$ 5,462,000	\$ 7,241,000
Annual Operating Income (% Annual Change)	\$ 1,435,000	\$ 1,828,000 (+5.5%)	\$ 2,063,000 (+2.6%)

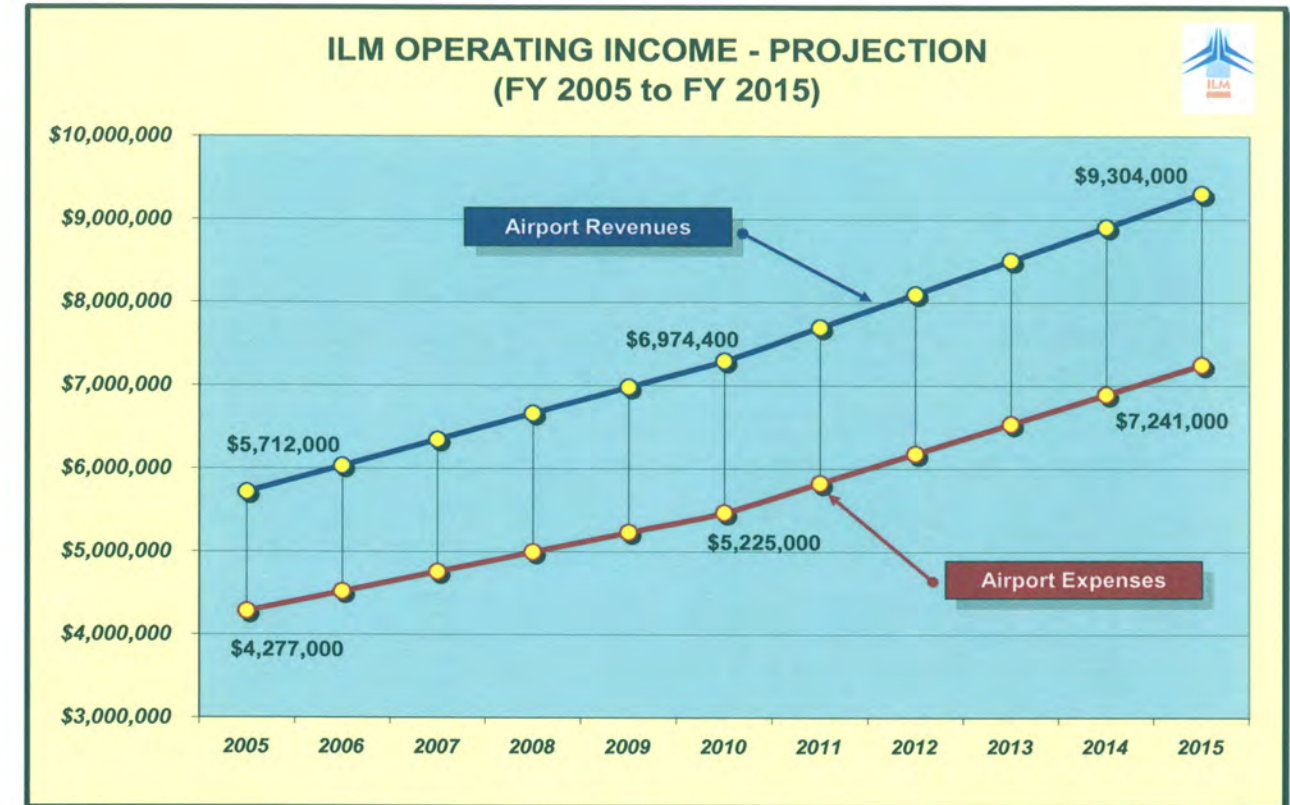
Note: dollar amounts reflect 2005 values.

Source: Talbert & Bright, Inc. - Airport Budget Estimate.

The following chart shows the projected ILM Operating Income, or the difference between future Revenues and Expenses. It is reasonable for revenues to advance ahead of expenses, as a margin, particularly if on-Airport landside areas are developed for business purposes, and generate additional long-term leasehold revenues payable directly the Airport.



The following chart shows a year-to-year projection of Operating Income through the forecast period:



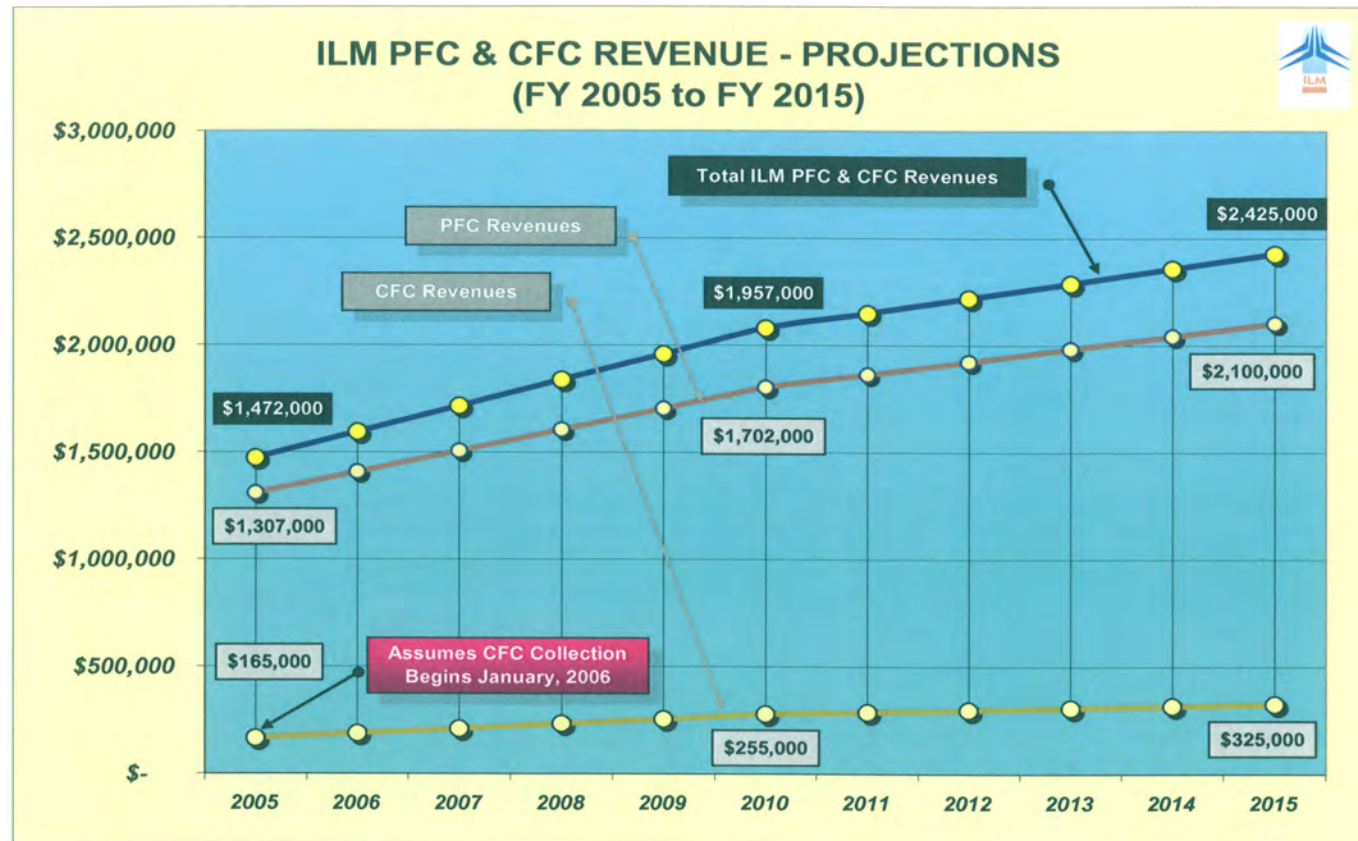
### ILM Passenger Charge Revenue Projections:

The following shows the projection of user, or passenger charge revenues. At present, this includes Passenger Facility Charges (PFC), and Car Facility Charges (CFC) anticipated by early 2006. In 2005, the Airport generated \$1.3 million in PFC revenues. Within 10-years, the combined PFC and CFC could be generating nearly \$2.5 million annually. Overall, PFC revenues are expected to generate the majority of user charges, or about 85% of the total.

**ILM Passenger Facility Charge (PFC) Revenue Projections:** The increase in PFC corresponds directly with the forecast of 464,000 annual ILM enplanements by 2015. PFC revenues, at \$4.50, are expected to increase from about 1.3 million annually to 2.1 million by 2015.

**ILM Car Facility Charge (CFC) Revenue Projections:** ILM is anticipating collection CFCs beginning in 2006. It should be noted that CFC charges will reflect both the growth in ILM airline passenger activity, and local area demand as a rental car facility serving the greater Wilmington area. The Rental Car Facility Charge (CFC) are expected to generate revenues around \$275,000 to \$325,000 annually.





FAA Grant Funding Projection:

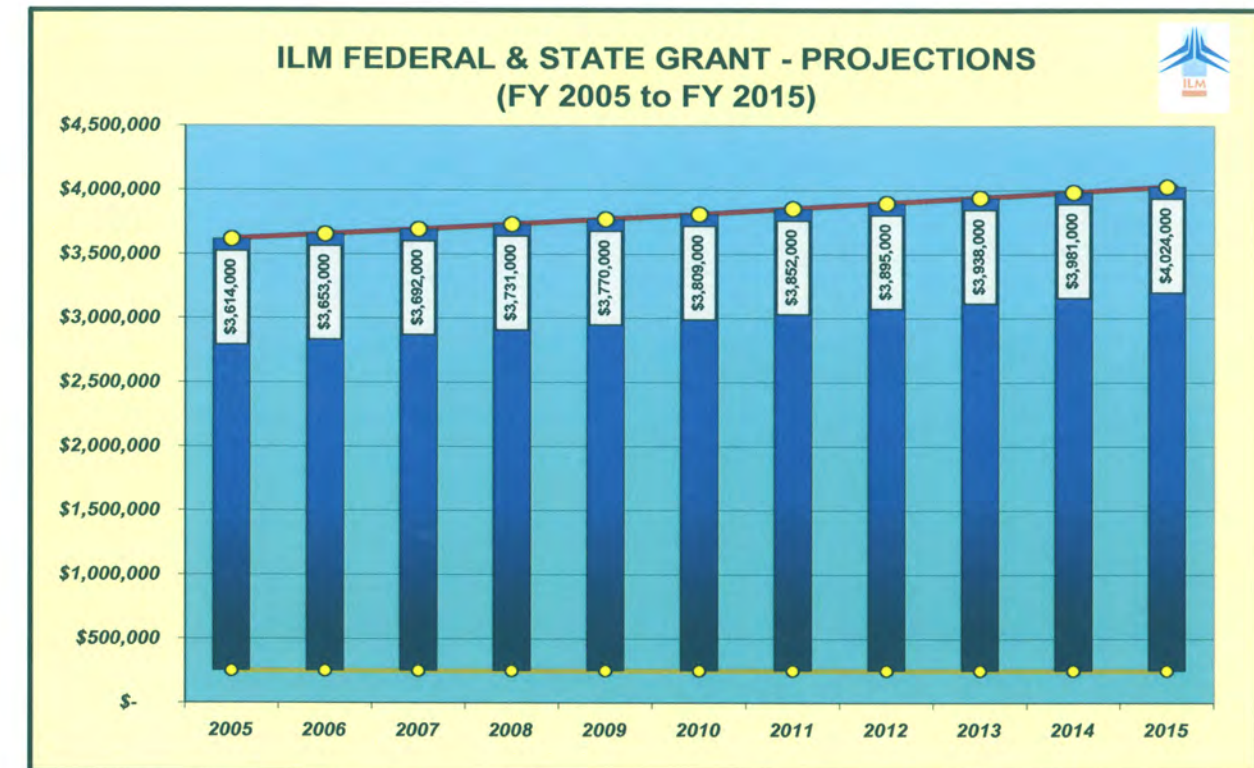
Table 8-3 shows the projection of Airport grants, which historically has been about 60% to 75% of Airport Grants & Facility Charge Revenues. The following shows the projection of FAA & NCDOT, Division of Aviation funding through 2015, including FAA entitlement and discretionary grants. In the future, a large portion of the grant funding will be available to commit towards ILM airport development projects, as eligible under the FAA Airport Improvement Program (AIP) authorization. Clearly, entitlement funding is expected to increase and could be considerable if ILM transitions from a Non-Hub to Small-Hub primary airport classification.

FAA Discretionary income has averaged approximately \$3 million per year in the last three fiscal years due to the development of high priority projects. It would be unusual for this number to continue in the future. Thus, FAA discretionary will constitute a less predictable source of funding. For planning purposes, \$1.5 million per year has been used for discretionary grant estimates. NCDOT funding will continue to be a supplemental funding mechanism.

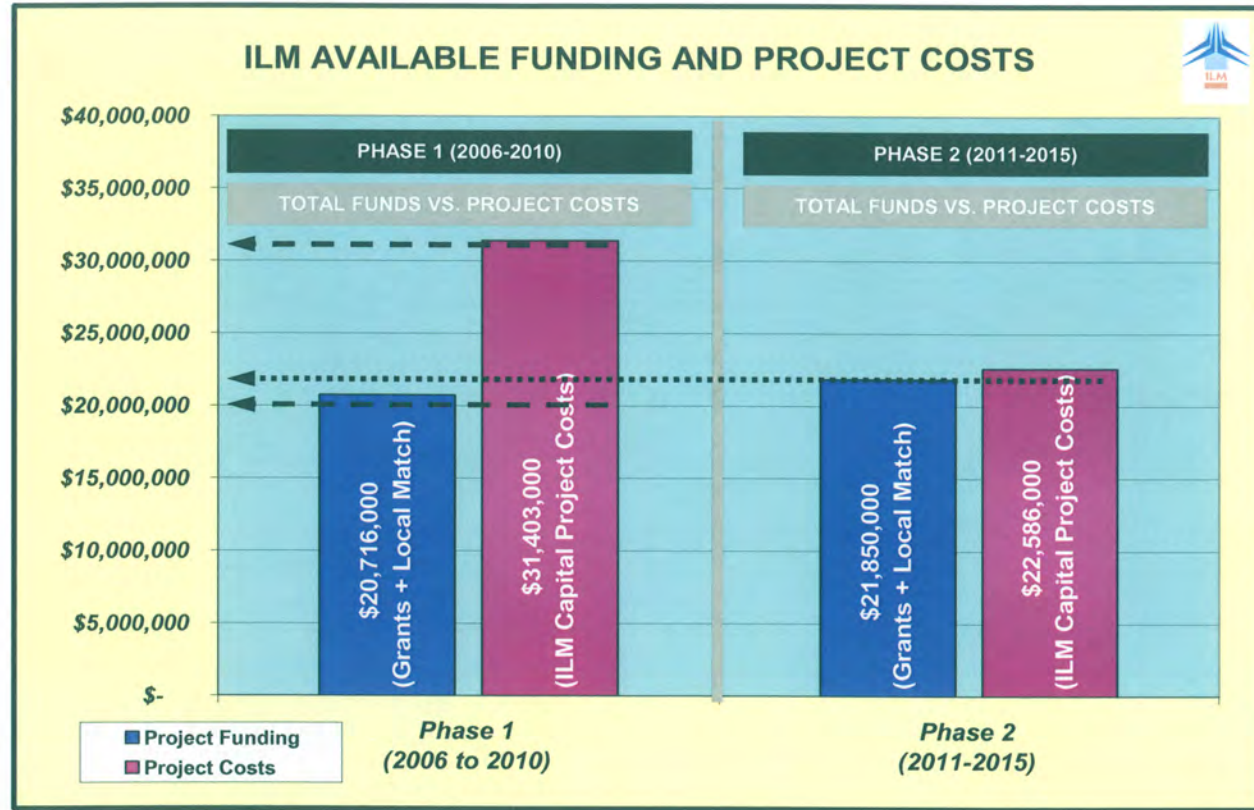
Table 8-3: Projected ILM Grant Funds (FAA & State)

Grant Source	2005 (Actual)	2010 (Forecast)	2015 (Forecast)
FAA Entitlement Grant Funding	\$ 1,864,000	\$ 2,059,000	\$ 2,274,000
FAA Discretionary Grant Funding	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000
State Aid Grant Funding	\$ 250,000	\$ 250,000	\$ 250,000
<b>Total Grant Revenue</b>	<b>\$ 3,614,000</b>	<b>\$ 3,809,000</b>	<b>\$ 4,024,000</b>

Note: dollar amounts reflect 2005 value.



The following shows the disposition between total grant funding and AMP Revision project costs for Phase 1 (0-5 Years) and Phase 2 (6-10 Years). This comparison shows that project costs will exceed anticipated FAA funding of entitlement and discretionary programs.



**8.7 SUMMARY OF PROJECTED ILM INCOME**

Year-to-year projections clearly indicate that it is reasonable for ILM to maintain a stable and positive income condition throughout the 10-year AMP Revision period. In fact, revenues from operating margins are projected to increase over the planning period. However, the financial projections compared with the planned facility requirement improvements will exceed available ILM funding for both FAA eligible and non-eligible projects. Therefore, the proposed schedule for project improvements will necessitate other sources of funds to supplement Retained Income in order to meet anticipated Airport demands.