

AIRPORT

- State Capital and Infrastructure Fund (SCIF): Instrument Landing System (ILS) Rehabilitation/Replacement

Capital Grant

- 5 Million in State Capital and Infrastructure Fund (SCIF)
 - The State Budget Act defines **capital improvements** as follows, which is cited in the SCIF, 143c-4-3.1(d) Capital improvement. – A term that includes real property acquisition, new construction or rehabilitation of existing facilities, and repairs and renovations over one hundred thousand dollars (\$100,000) in value

- NCDOT/DOA Grant Admin
 - Meeting 2/10/2022 – process still being finalized
 - “UpFront” grant 50% in EBS by end of February remaining 50% by end of FY22- expedited
 - Must be in compliance

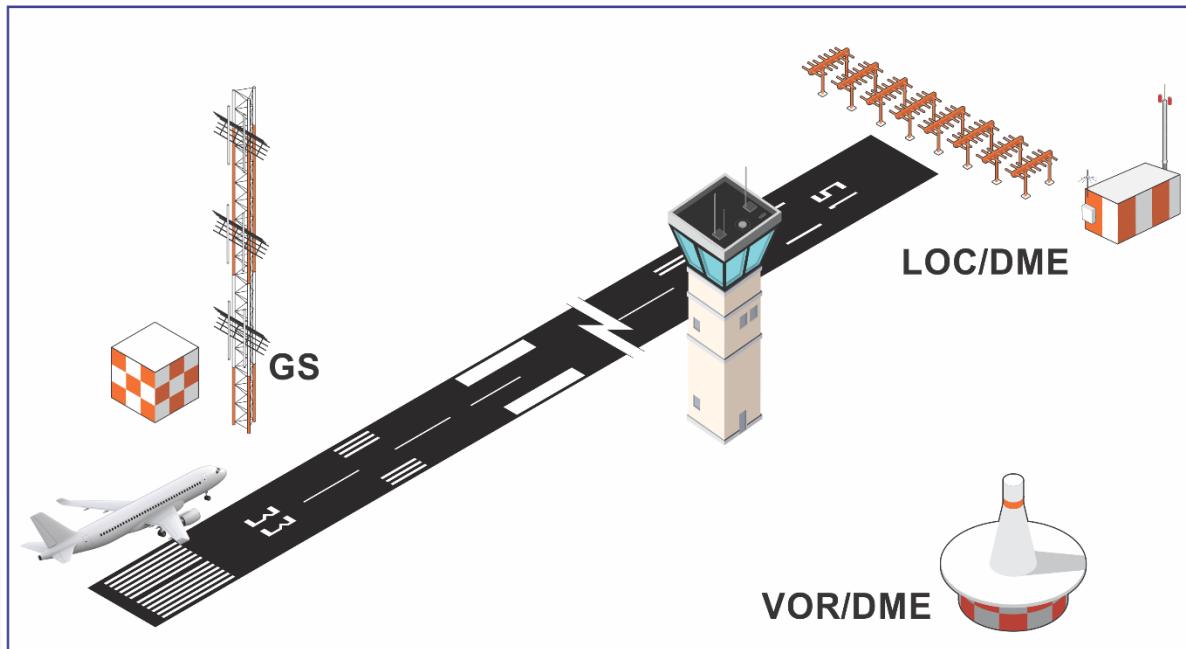
Steps With “Ideal” Timeline for Receiving Grant Funds



- By Feb. 11 NCDOT issues notification of funding letter and Request for Aid (RFA) application in EBS
- By Feb. 15 Sponsor submits RFA application with three documents:
 - AV-106
 - Conflict of Interest policy
 - Sworn statement of no overdue tax debts
- Feb. 17 NCDOT issues unsigned agreement to airport
- Feb. 18 Sponsor signs agreement
- Feb. 21 NCDOT executes agreement (*EBS notifies airport*)
- By Feb. 22 Sponsor submits claim (“new Reimbursement”)
- By Feb. 25 NCDOT issues 50% payment of FY 22 funds
- June 1-15 Sponsor submits claim (“new Reimbursement”)
- By June 30 NCDOT issues 50% payment of FY 22 funds
- TBD FY 23 payment dates for Smith Reynolds


Instrument Landing System

- Precision runway approach aid based on two radio beams which together provide pilots with both vertical and horizontal guidance during an approach to land.



- Partial replacement completed December 2021
 - Glideslope Electronic Components
- Flight check verification January 2022
 - Indicated the **Localizer** and multiple cables are damaged
 - Lightning
 - Wildlife
 - End of life for remaining system components 2013
 - Getting parts from salvage and attempting to refurbish them for use
 - Provided letters from 2013 and 2016 on January 27th in reference to ILS components no longer being supported

- Would be negative impact if no longer have an Instrument Landing System
 - Loss of business tenants
 - Reduction in flights – unable to fly unless weather conditions allow for visual only approach
 - Currently NOTAM for Localizer out of service through at least March 22nd
 - Will require FAA flight check to verify

	RUQ	01/033	Navaid	01/25/2022 2015	03/22/2022 2000EST	NAV ILS RWY 20 LOC U/S 2201252015-2203222000EST
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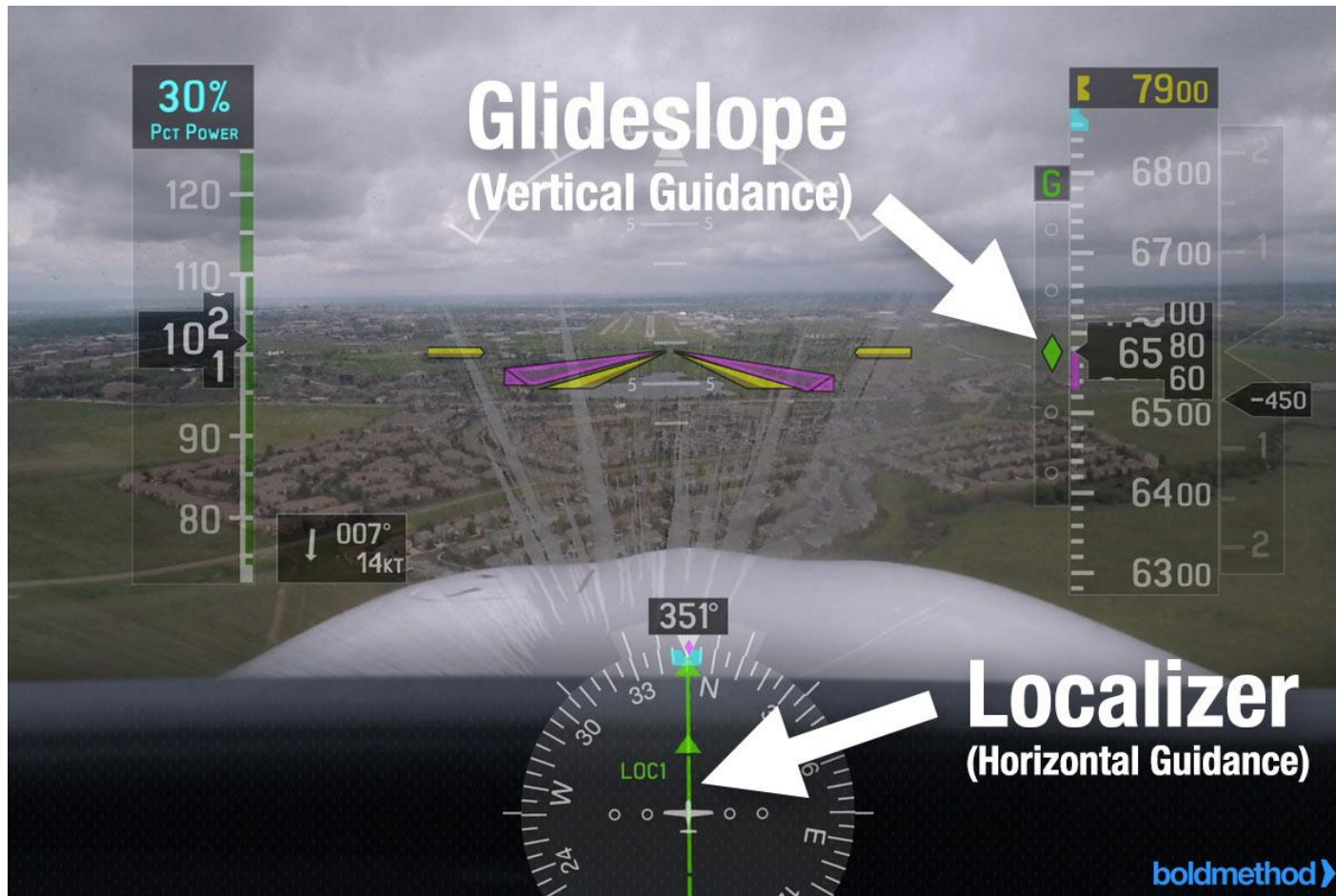
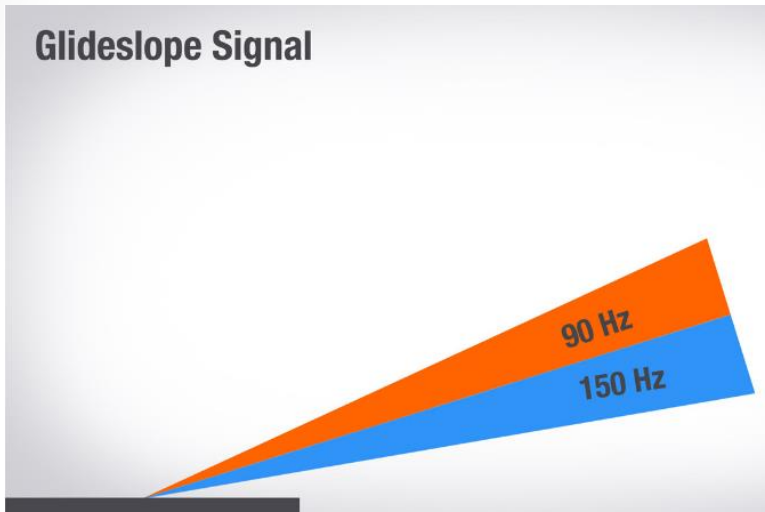


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Glideslope Signal



Localizer Signal

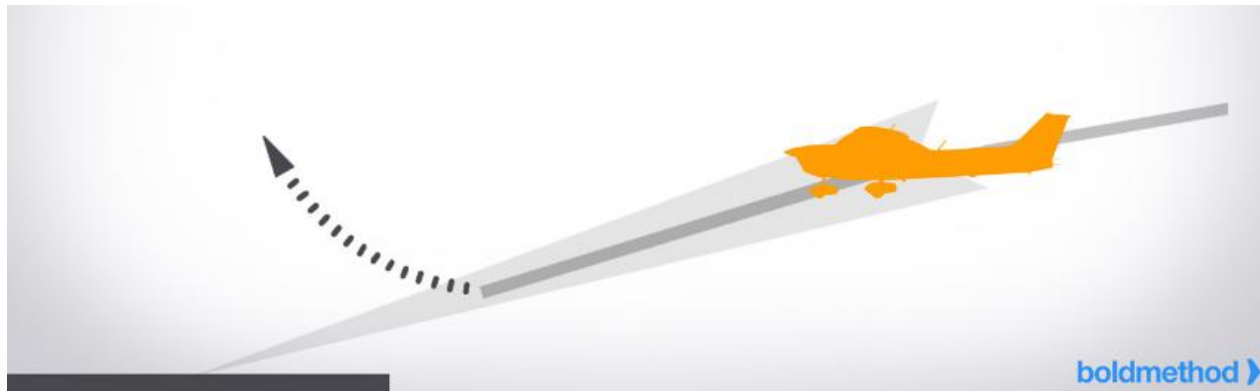
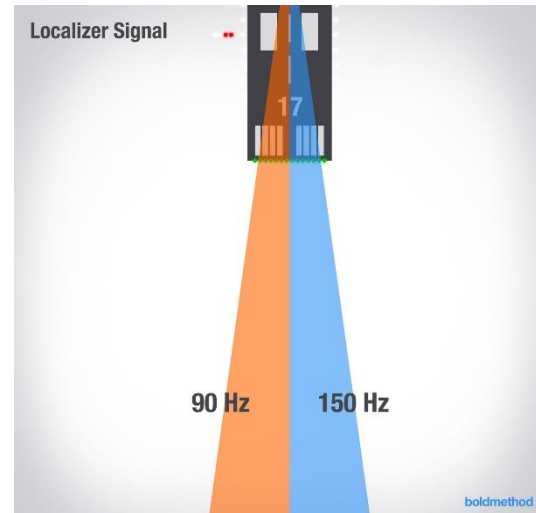


Photo Credit: <https://www.boldmethod.com/learn-to-fly/maneuvers/how-to-fly-a-perfect-ils-approach/>

- Discussions with TBE and DOA
 - Project for remainder of Glideslope was completed through design the design and bid Phase (2019) placed on hold due to lack of available funding
 - Received sufficient number of bids but could not awarded



Instrument Landing System



- Requesting **2 Million** of the SCIF funds be allocated to complete the ILS replacement
 - Remainder of Glideslope
 - Localizer
 - New Project