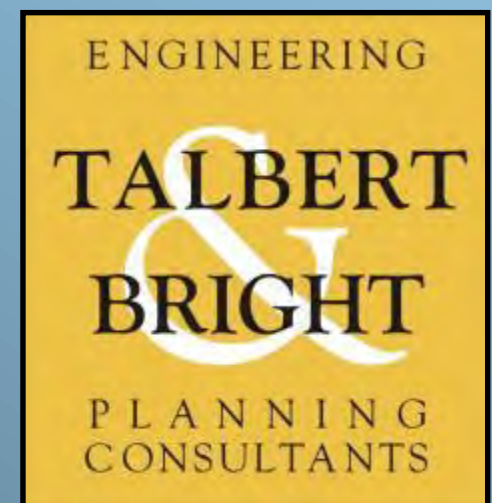


UNC Chapel Hill

Presentation to Board Of Trustees

May 26, 2005





Talbert & Bright Inc.

TBI

State of South Carolina



TBI Tasks

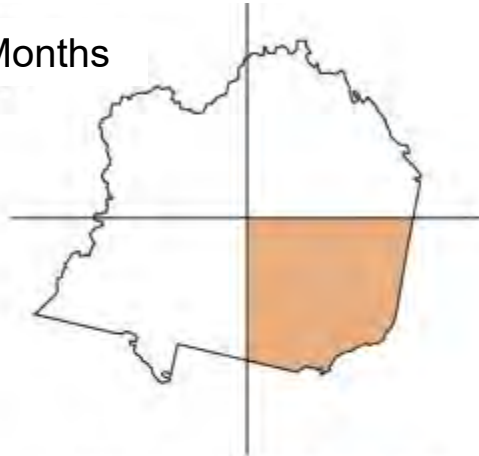
- Identify Potential Replacement Airport Site
- Review 2000 Horace Williams Development Plan Encroachments on Horace Williams Airport
- Review Travel Time/Cost Increases if MedAir Operations Relocated to RDU

Identify Potential Replacement Airport Site

Typical Public Airport Development Steps **Using Federal/State Funding**

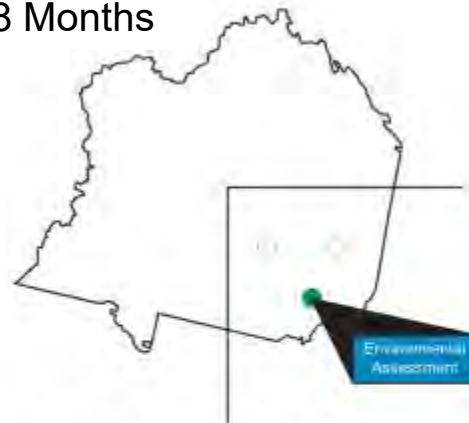
DRAFT MASTER PLAN/ FEASIBILITY STUDY

1. 10 Months



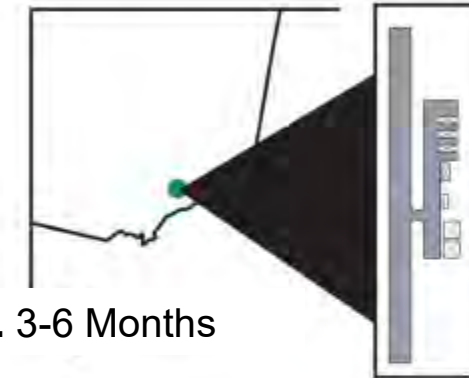
ENVIRONMENTAL ASSESSMENT & SITE SELECTION CONFIRMATION

2. 12-18 Months



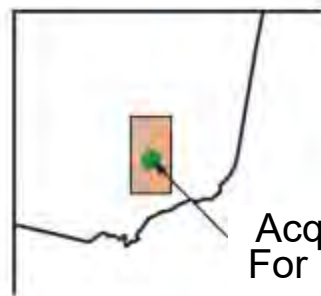
FINALIZE AIRPORT MASTER PLAN

3. 3-6 Months



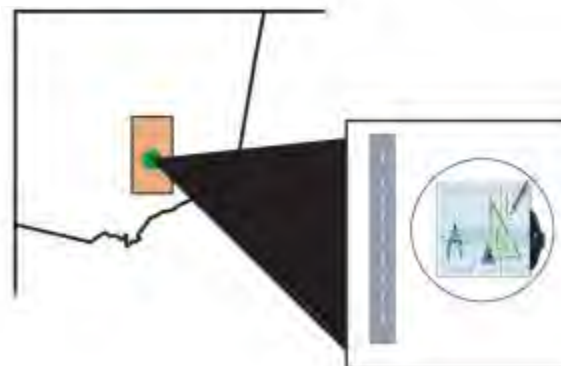
LAND ACQUISITION

4. 12-24 Months



AIRPORT PERMITTING/DESIGN/BIDDING

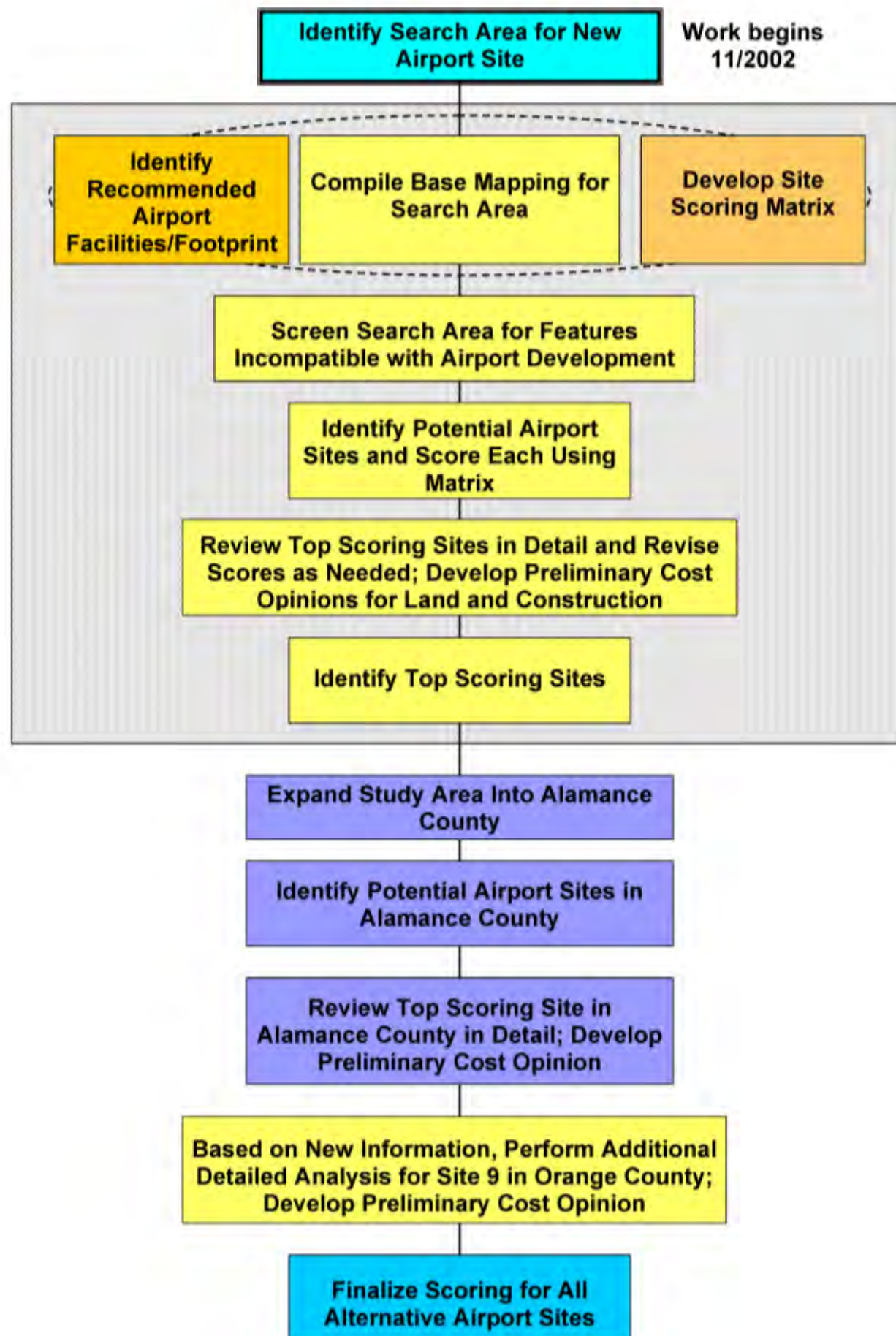
5. 12-18 Months



AIRPORT CONSTRUCTION

6. 2-3 Years



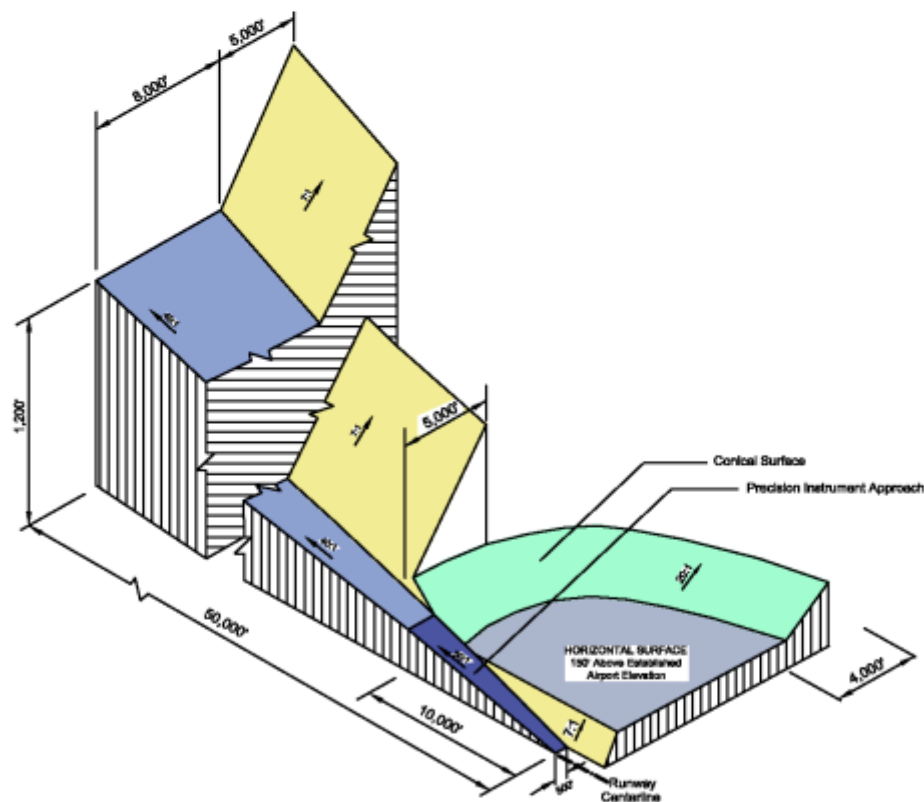
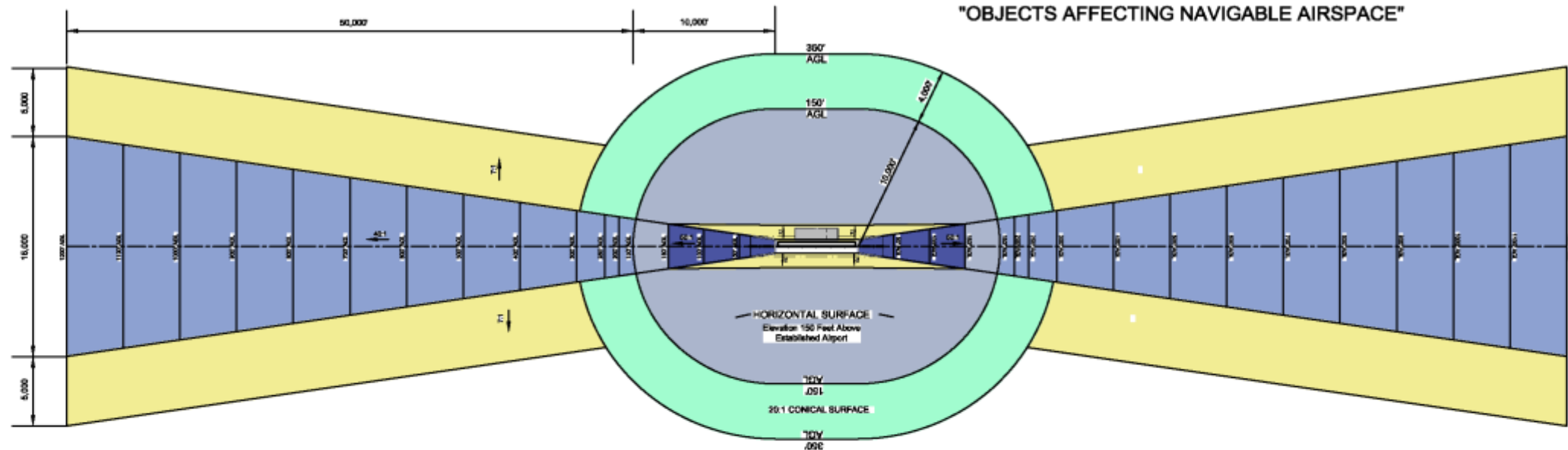


Work begins
11/2002

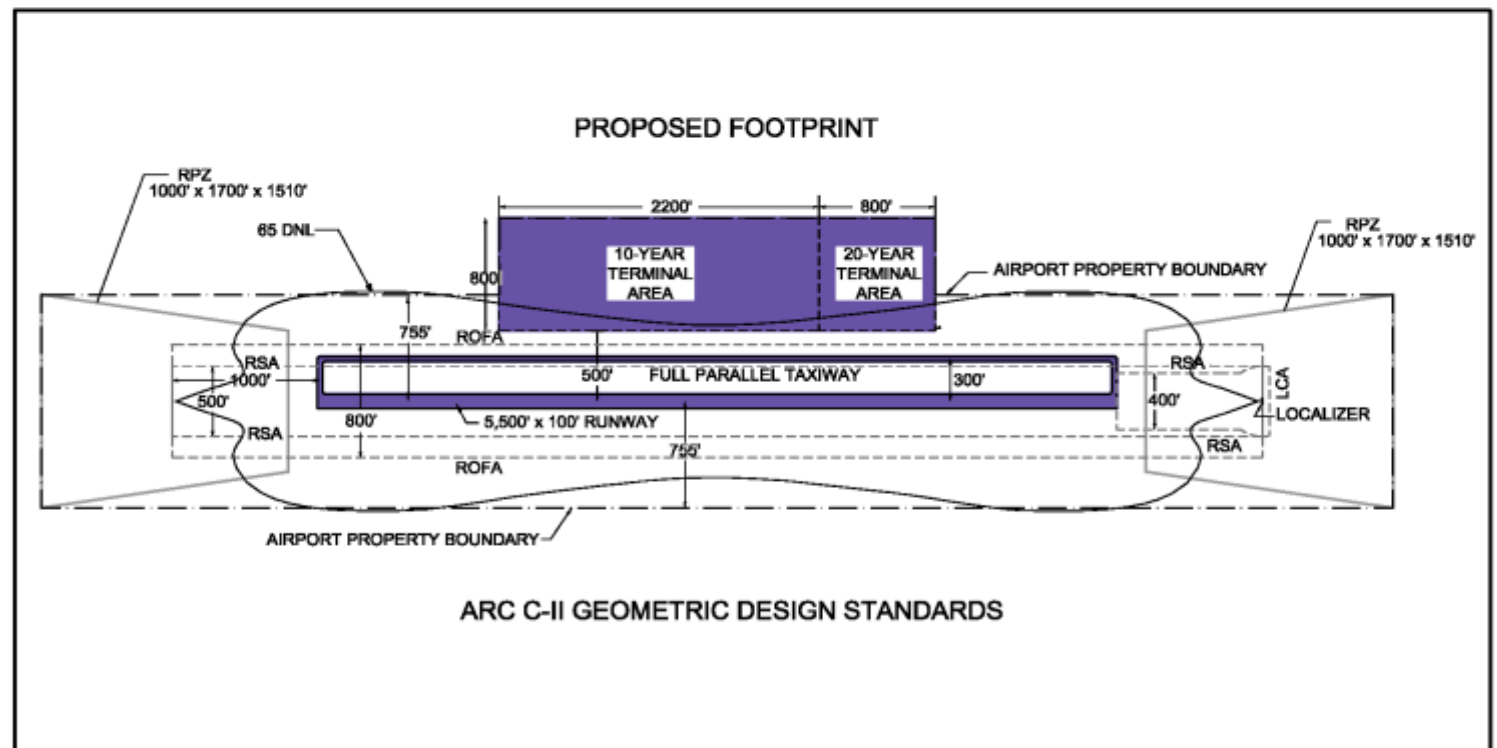
Work begins 1/2004

**SUMMARY OF STEPS
IN THE NEW
AIRPORT SITE
FEASIBILITY STUDY
PERFORMED TO
DATE**

AIRPORT APPROACH, TRANSITIONAL, HORIZONTAL
AND CONICAL SURFACES FROM FAR PART 77
"OBJECTS AFFECTING NAVIGABLE AIRSPACE"



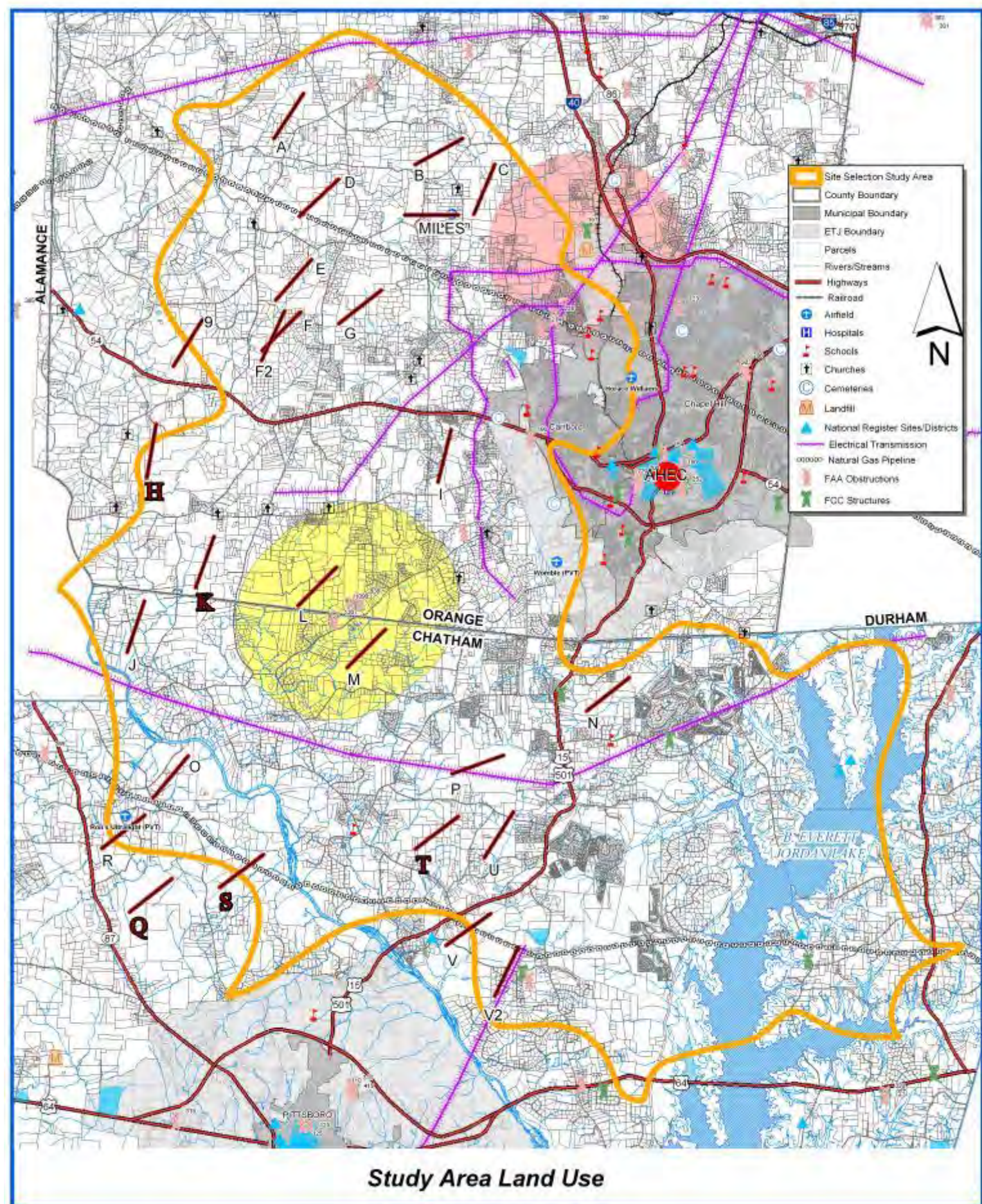
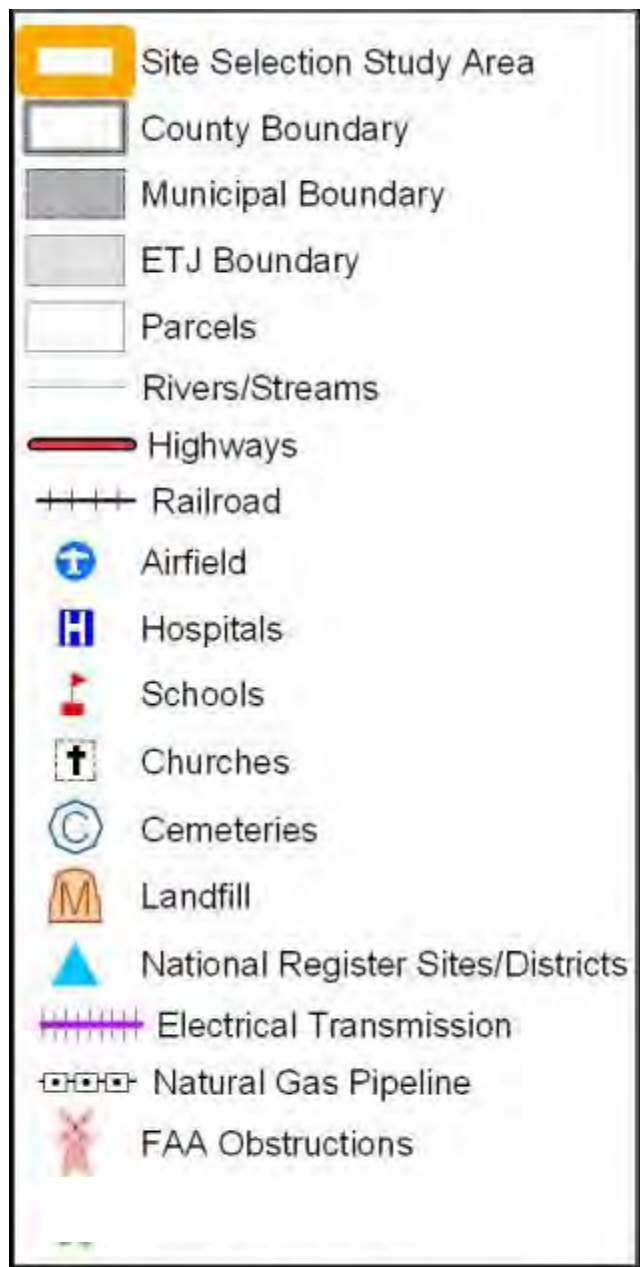
ISOMETRIC VIEW

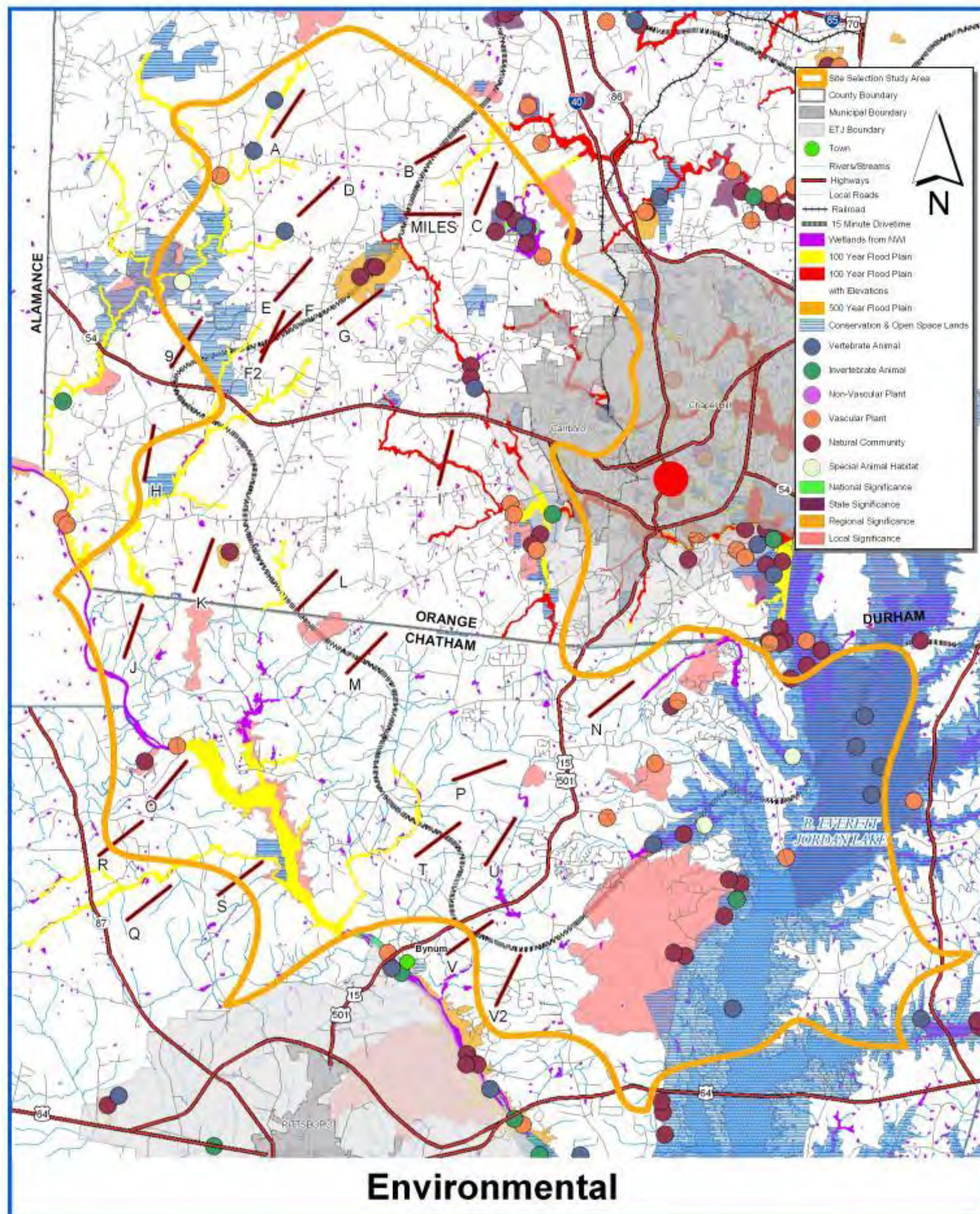


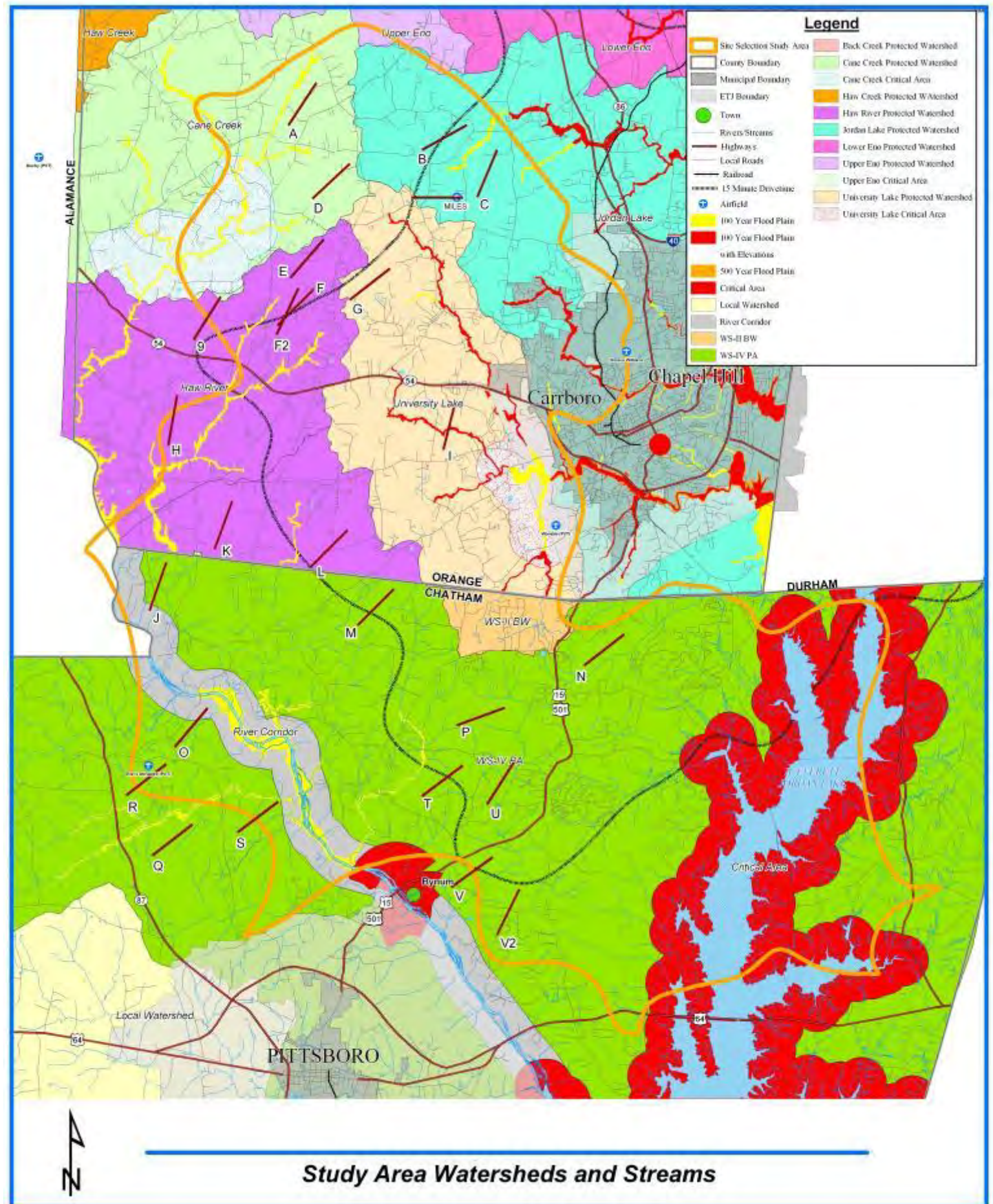
ARC C-II GEOMETRIC DESIGN STANDARDS

5500' RUNWAY

360 ACRE FOOTPRINT







MATRIX FOR SCORING SITES

Major Site Factors		Impact Factor ❶	Weighting Factor ❷	Total Score ❸
A1	Site is within 25 minutes drive of UNC Hospital		2	
A2	Site is 30 minutes or more from adjacent NPIAS airports		2	
A3	Site is within 0-15 Minutes of UNC Hospital		2	
B	Zoning allows airport development with no variance/special approval		4	
C	Airspace Compatibility – Close-In Terminal Airspace Obstructions, Adjacent Airport Airspace Conflicts		4	
D	Social Impacts - Existing and Future Land Use, Roadways		3	
E	Environmental Impacts (Wetlands, Streams, Rare Species, Floodplains, Historical/Archeological, Farmlands)		3	
F	Parcel Size/Contiguity; Ability to Accommodate Recommended Airport Facilities		2	
G	Runway Orientation within Wind Coverage Tolerance		2	
H	Site Development Considerations - Terrain, Utility Relocation/ Access, Soils, Drainage		1	
I	Site Could Accommodate Future Expansion		1	
TOTAL SCORE				
<p>❶ Impact Factor</p> <ol style="list-style-type: none"> 1. Significant Impact/Does Not Meet Criteria 2. Some Impact/Partially Meets Criteria 3. No Adverse Impact/Favorably Meets Criteria <p>❷ Weighting Factors</p> <p>❸ Total Potential Site Score = ❶ Impact Factor * ❷ Weighting Factor</p> <p style="text-align: right;">MAXIMUM SCORE POSSIBLE =78</p>				

Score Potential Airport Sites

The following is a summary of site factors used to score the potential airport sites. The weighting factors for each site factor were confirmed based on discussions with University staff.

SITE SCORING CRITERIA

A1. Site is within 25 minutes of UNC Hospital - Weighting Factor: 2

- 3 = Site is within 25 minutes drive time of UNC Hospital
- 2 = Site straddles border of 25 minute drive time

A2. Site is 30 minutes or more from adjacent NPIAS airport - Weighting Factor: 2

- 3 = Site is 30 minutes or more drive time from adjacent NPIAS airports
- 1 = Site is less than 30 minutes drive time from adjacent NPIAS airports

A3. Site Within 15 Minutes of UNC Hospital - Weighting Factor: 2

- 3 = Site is within 15 minutes drive time of UNC Hospital
- 2 = Site straddles border of 15 minute drive time

B. Zoning allows airport development with no variance/special approval - Weighting Factor: 4

- 3 = Site is located in area with no zoning
- 1 = Variance or special approval needed to construct airport

C. Aeronautical - Weighting Factor: 4

- 3 = Site appears to have no terrain, tower, or electrical transmission line obstructions to FAR Part 77 surfaces or 34:1 approach surfaces
- 2 = Site appears to have no terrain, tower, electrical transmission line, or unmitigatable tree obstructions to 34:1 approach surfaces, but has minor violations to FAR Part 77 surfaces that cannot reasonably be mitigated
- 1 = Site has terrain, tower, or electrical transmission line obstructions to 34:1 approach surfaces and/or significant violations to FAR Part 77 surfaces

None of the sites are known to interfere with the airspace of existing public airports, but an aeronautical study of candidate sites by the FAA would be needed to make final determinations. Potential conflicts with private airport airspace would need to be evaluated on a case-by-case basis.

D. Social Impacts - Weighting Factor: 3

- 3 = Site requires minimal relocations of residents (typically fewer than 10 homes); no churches or schools nearby; surrounding area is relatively undeveloped
- 2 = Site would require more than 10 relocations; site is near a church or school
- 1 = Site has a significant number of relocations; site is within a mile of densely developed areas; site has numerous churches and/or schools nearby

E. Environmental Impacts - Weighting Factor: 3

- 3 = Site has no/minor impacts to wetlands, site has no/minor intermittent stream crossings, site has no impacts to other environmental resources**
- 2 = Site has some combination of minor impacts to wetlands and multiple short intermittent stream crossings, or has one or two perpendicular crossings of a perennial stream
- 1 = Site has significant stream or wetland impacts, and/or would require clearing trees from a Significant Natural Area, and/or drains to a Critical Watershed

**Other environmental resources reviewed include National Register sites, proximity to Significant Natural Areas, floodplains, critical watersheds, and federal and state rare species.

F. Parcel Contiguity/Ability to Accommodate Recommended Airport Facilities - Weighting Factor: 2

- 3 = Site consists primarily of large, vacant or sparsely developed tracts (typically 10 or fewer land owners) and can accommodate recommended airport geometry
- 2 = Site has a mix of large and small tracts (typically 10 to 25 landowners) but can accommodate recommended airport geometry
- 1 = Site has more than 25 land owners and/or cannot accommodate airport geometry without substantial impacts

G. Wind Coverage - Weighting Factor: 2

- 3 = Site accommodates runway orientation with 97% or greater wind coverage (2-20 to 7-25)
- 2 = Site accommodates runway orientation $\geq 96\%$ and $< 97\%$ wind coverage (1-19 and 8-26)
- 1 = Site accommodates runway orientation $\geq 95\%$ and $< 96\%$ wind coverage (9-27 and 18-36)

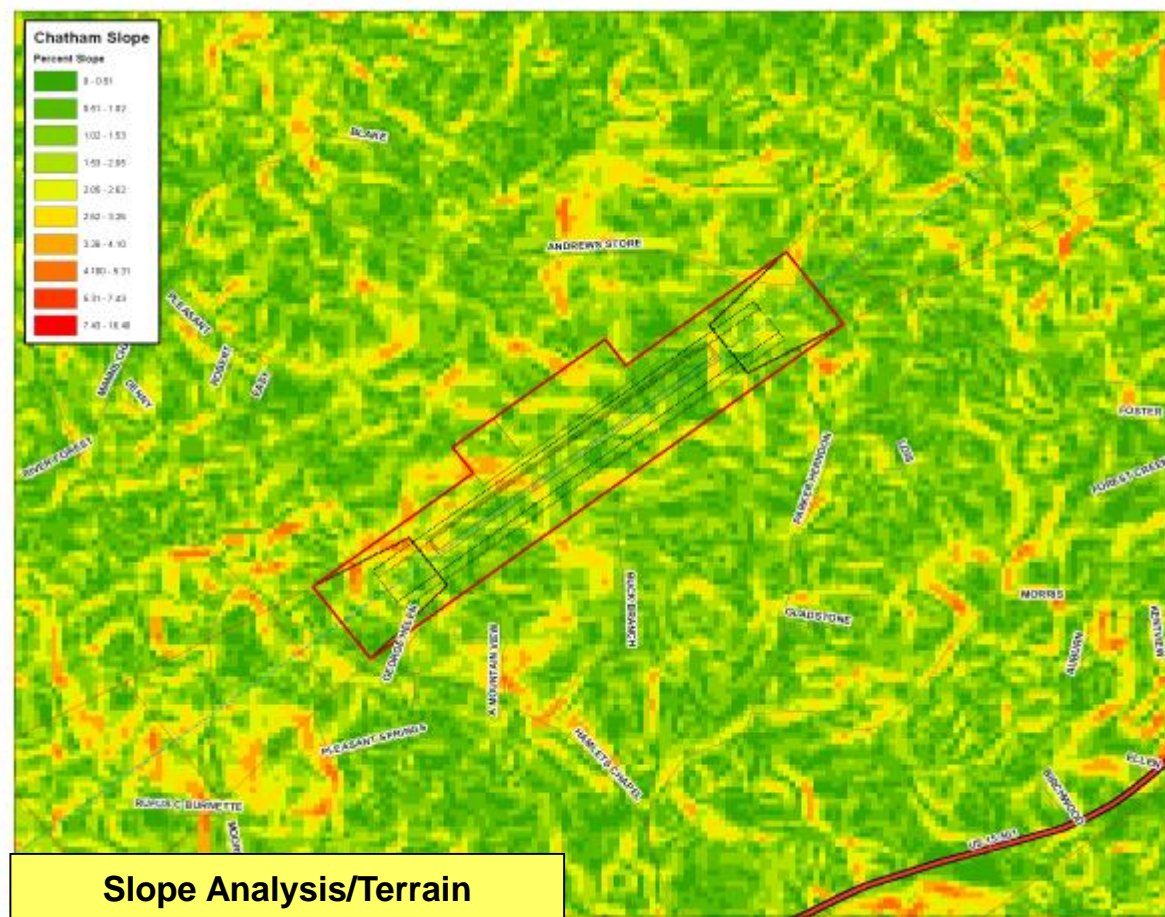
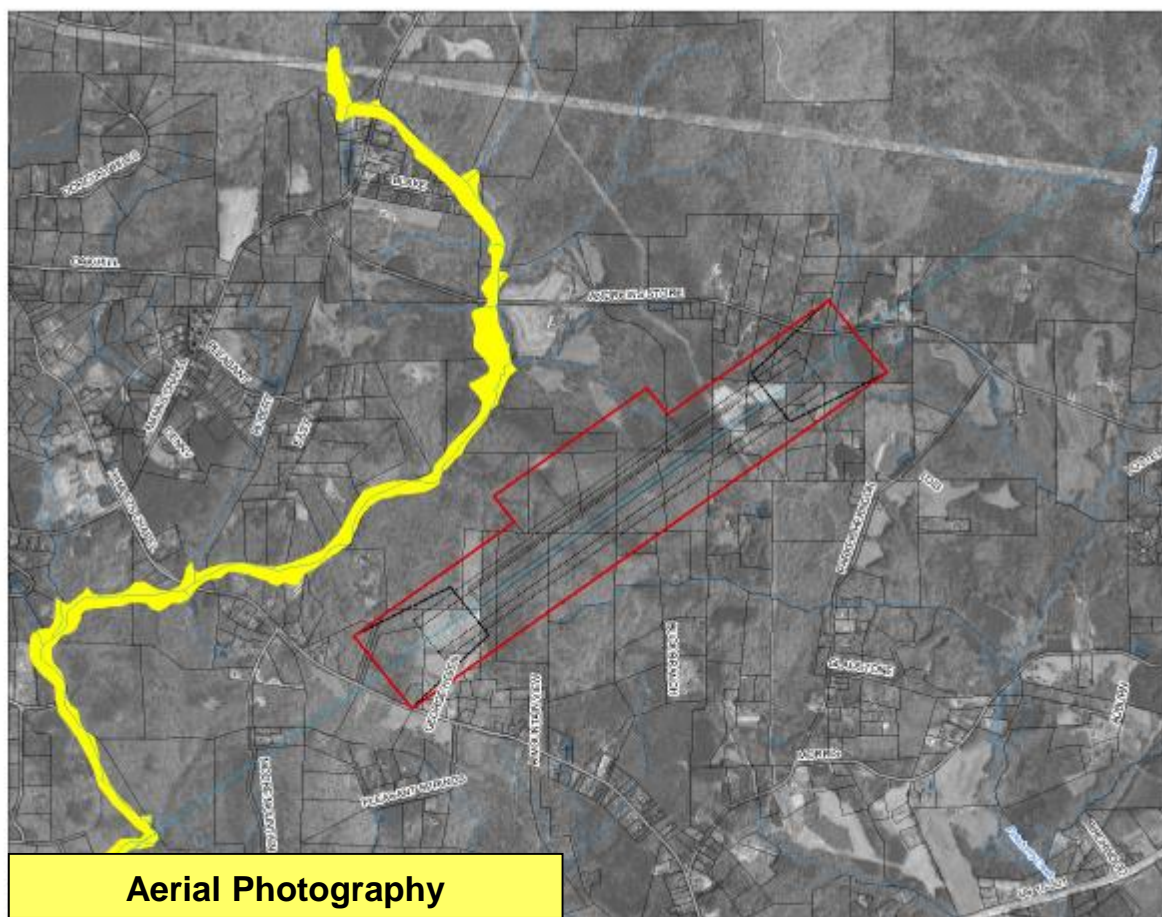
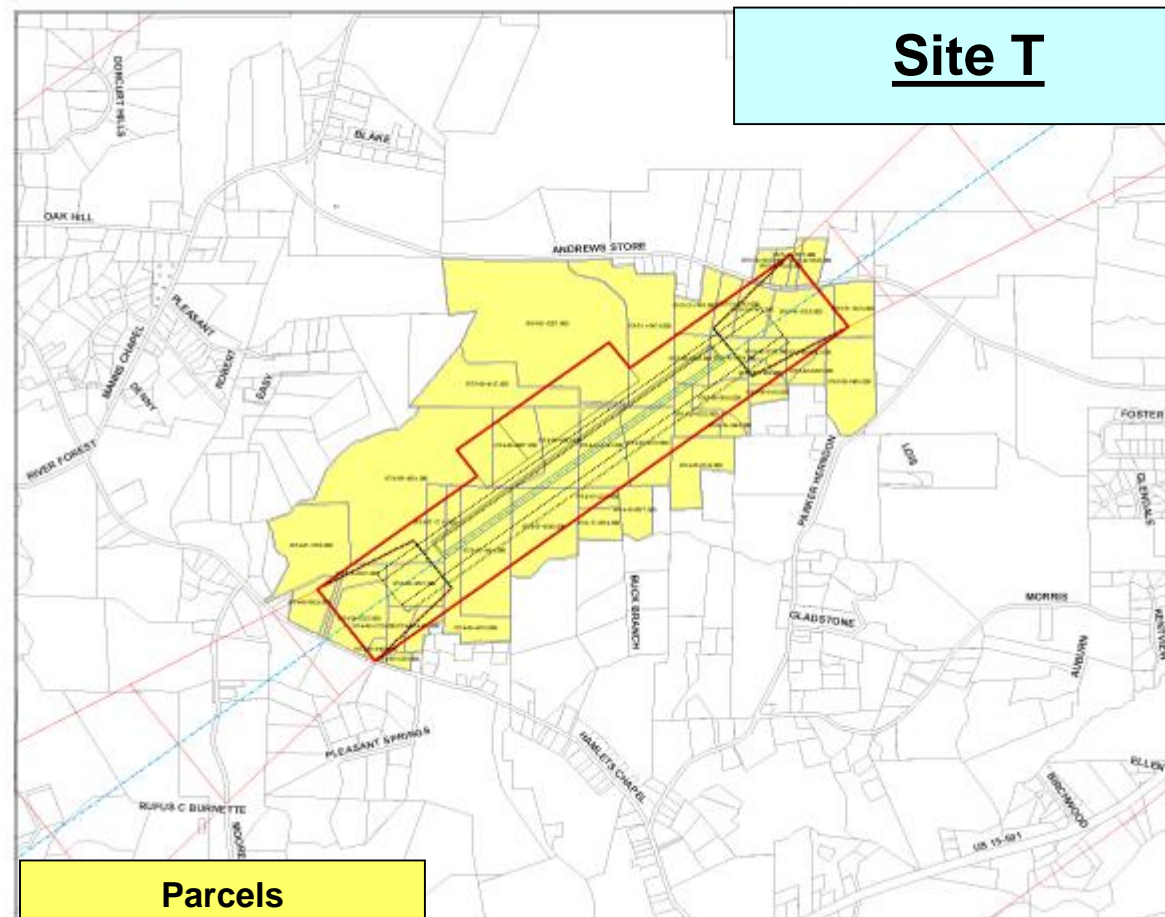
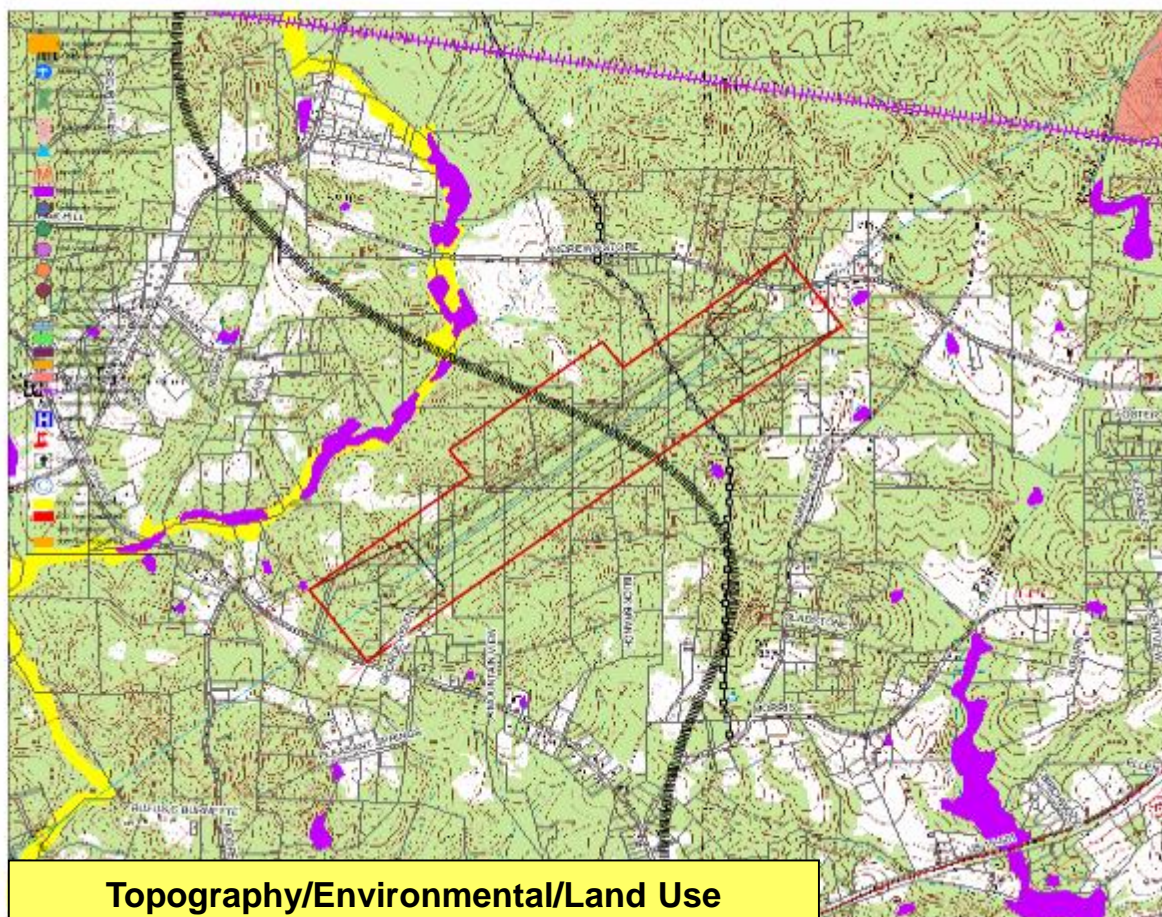
H. Site Development Considerations - Weighting Factor: 1

- 3 = Site is relatively flat and does not require relocation of roads or electrical transmission lines; significant terminal area access road construction not needed
- 2 = Development of site would require a minor road relocation and/or moderate grading and/or terminal area access road construction
- 1 = Development of site would require a significant road relocation, relocation of an electrical transmission line, and/or construction of major drainage structures for stream crossing(s); site has more than 100' of elevation change across length of site; site crossed by natural gas pipeline

I. Site Could Accommodate Future Expansion - Weighting Factor: 1

- 3 = Site could accommodate 500' to 1000' runway extension, expansion of terminal area, and has no obvious impediments to Cat 1 precision approach
- 2 = Site could accommodate runway extension or terminal area expansion, but not both
- 1 = Future expansion cannot be accommodated without substantial impacts/cost

Site T



Legend

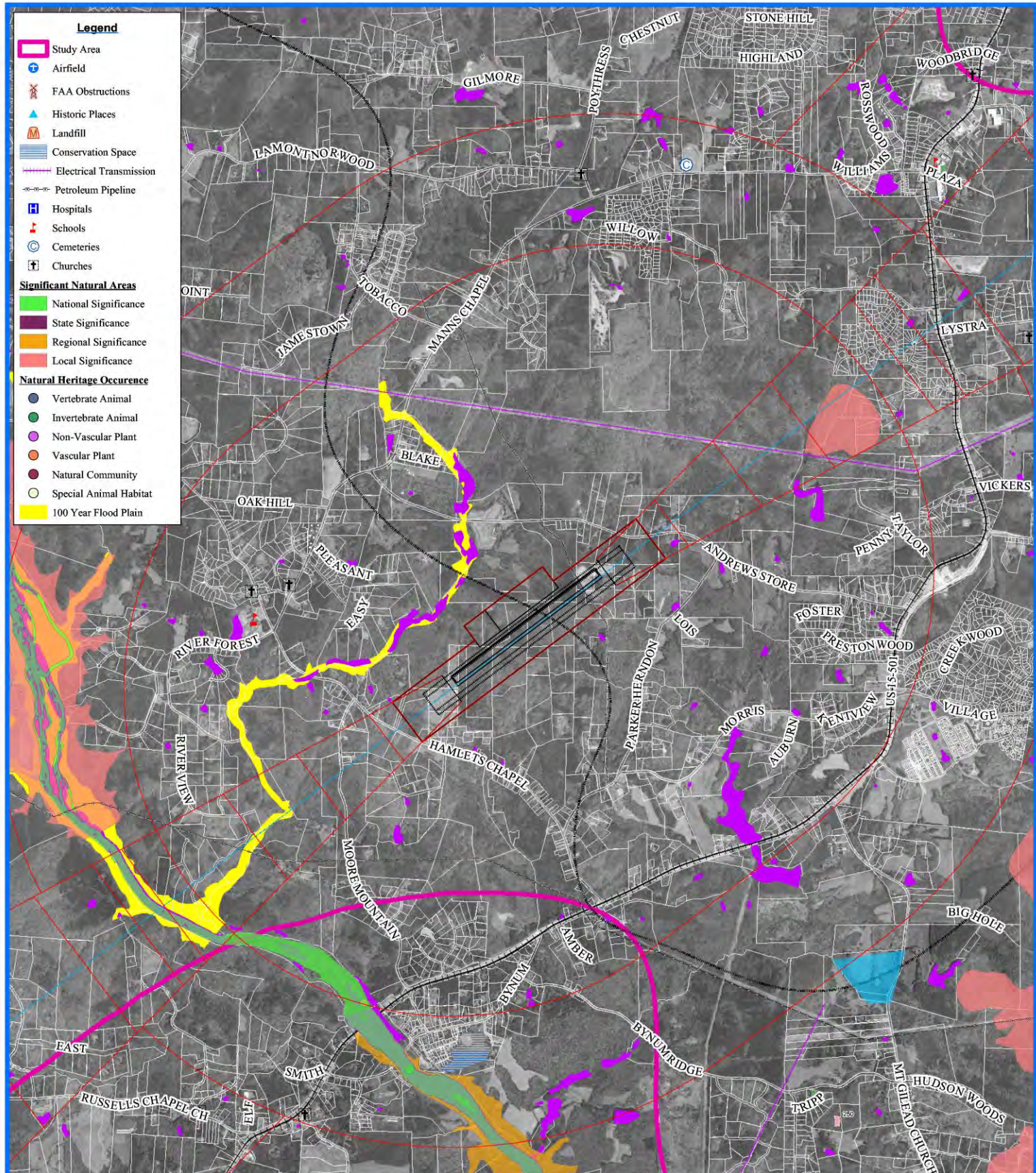
-  Study Area
-  Airfield
-  FAA Obstructions
-  National Register Sites/Districts
-  Landfill
-  Conservation & Open Space Lands
-  Electrical Transmission
-  Petroleum Pipeline
-  Hospitals
-  Schools
-  Cemeteries
-  Churches

Significant Natural Areas

-  National Significance
-  State Significance
-  Regional Significance
-  Local Significance

Natural Heritage Occurrence

-  Vertebrate Animal
-  Invertebrate Animal
-  Non-Vascular Plant
-  Vascular Plant
-  Natural Community
-  Special Animal Habitat
-  100 Year Flood Plain



SITE T

Surrounding Land Use with Orthophotography

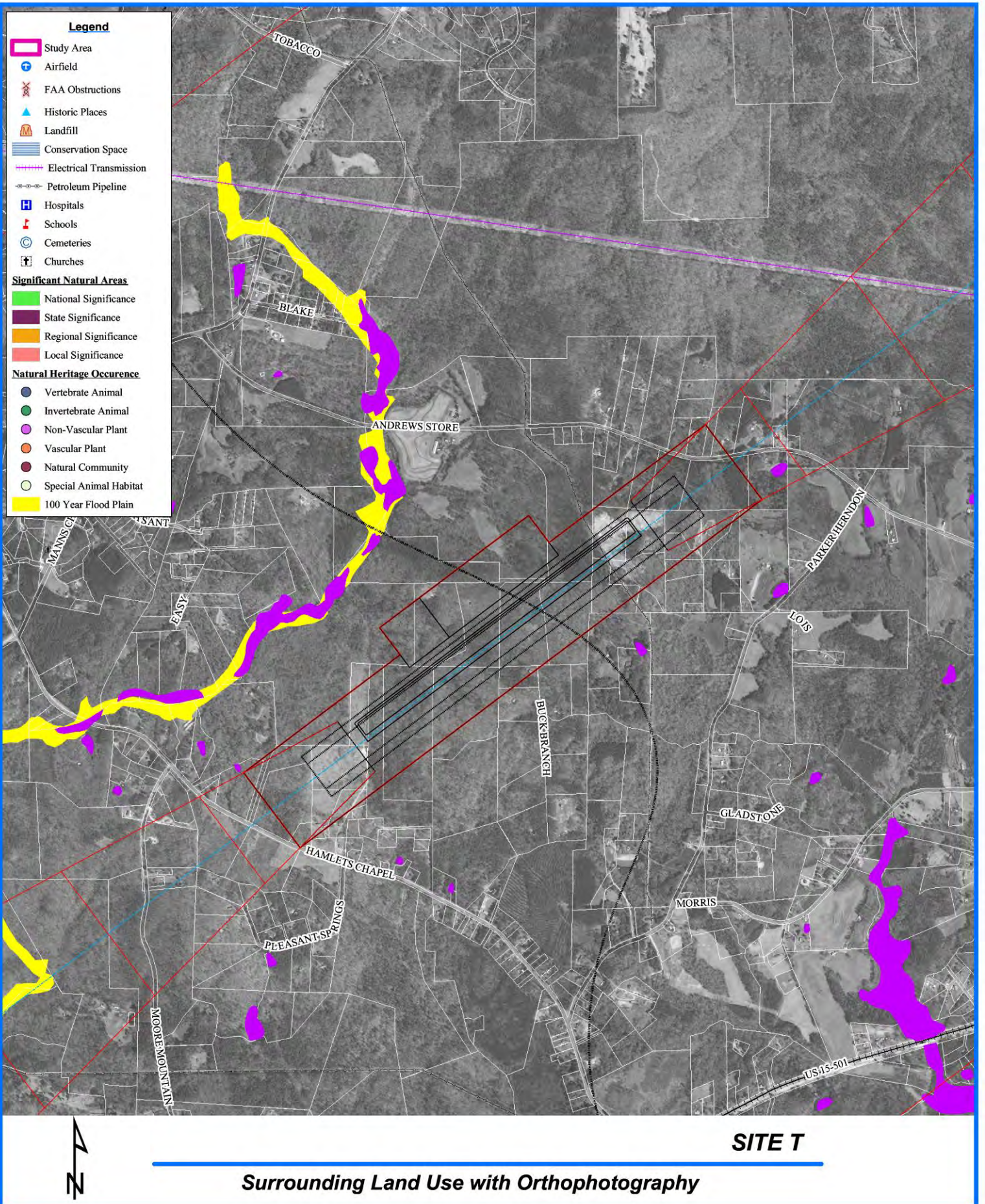
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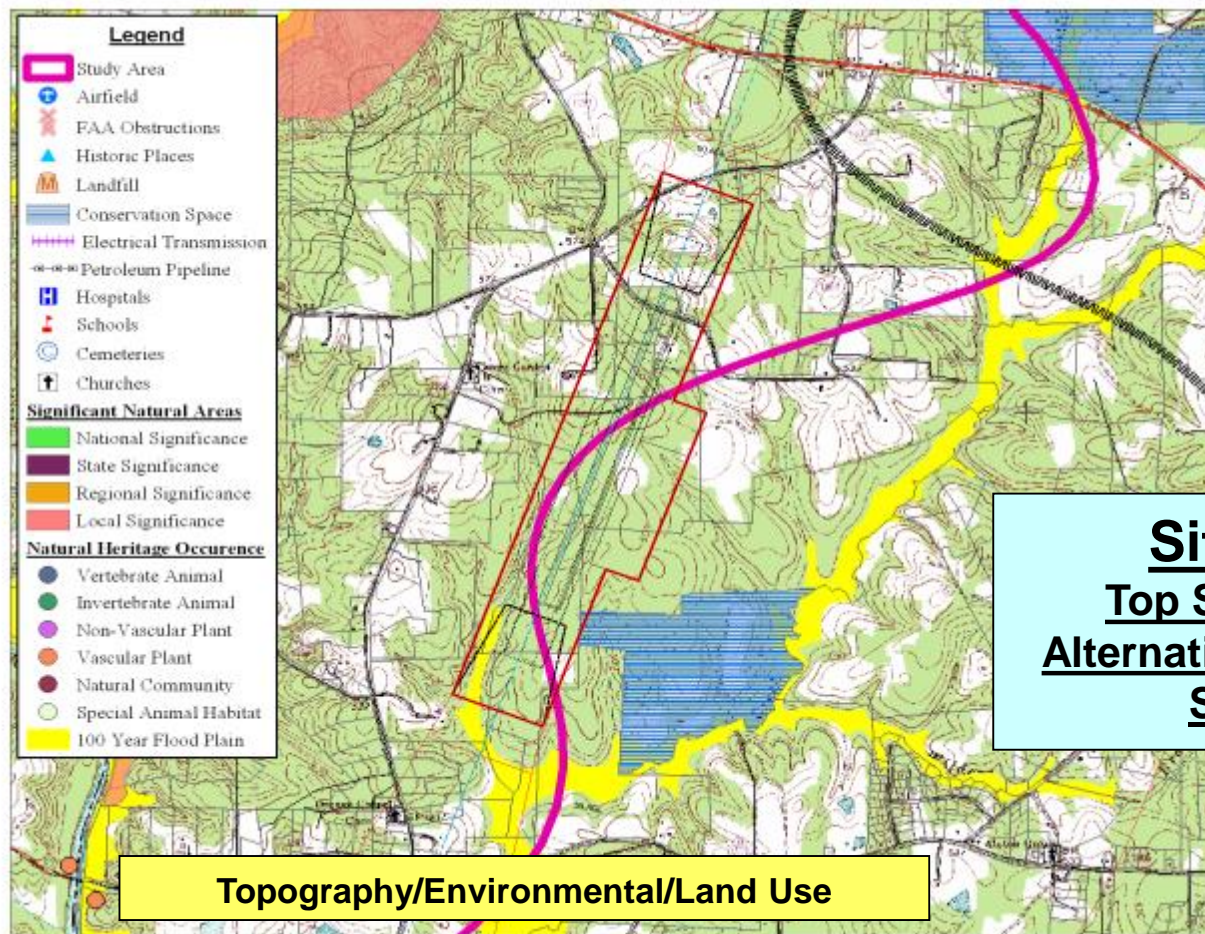


Significant Natural Areas

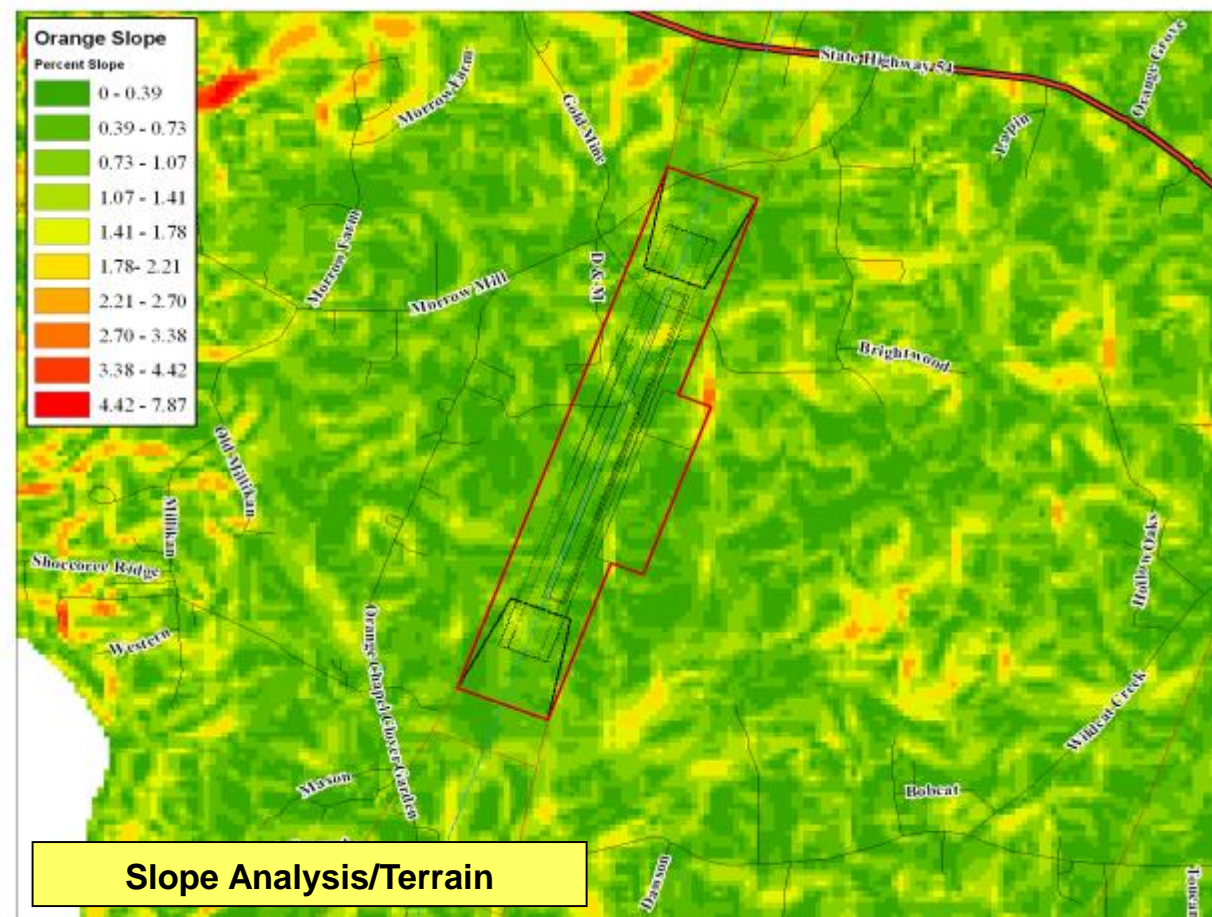
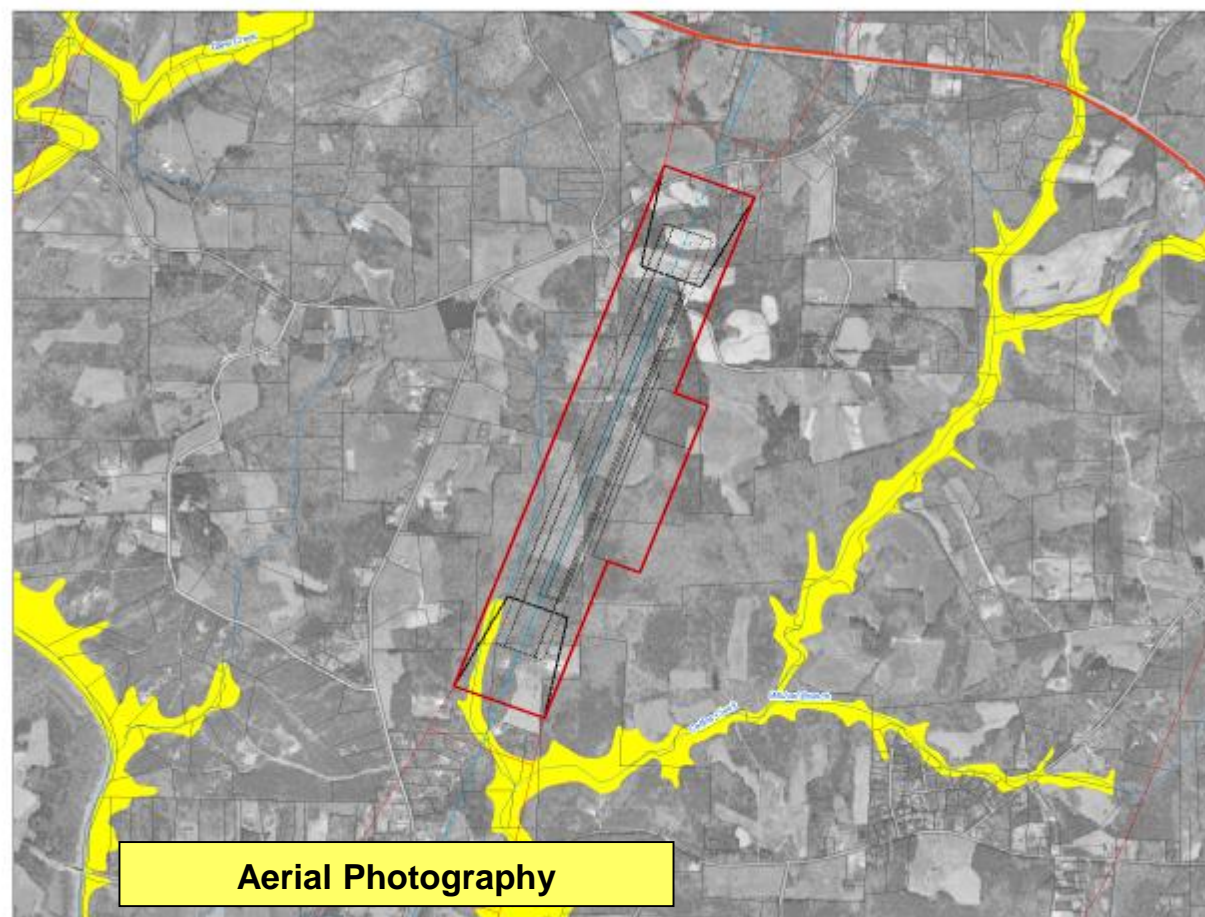
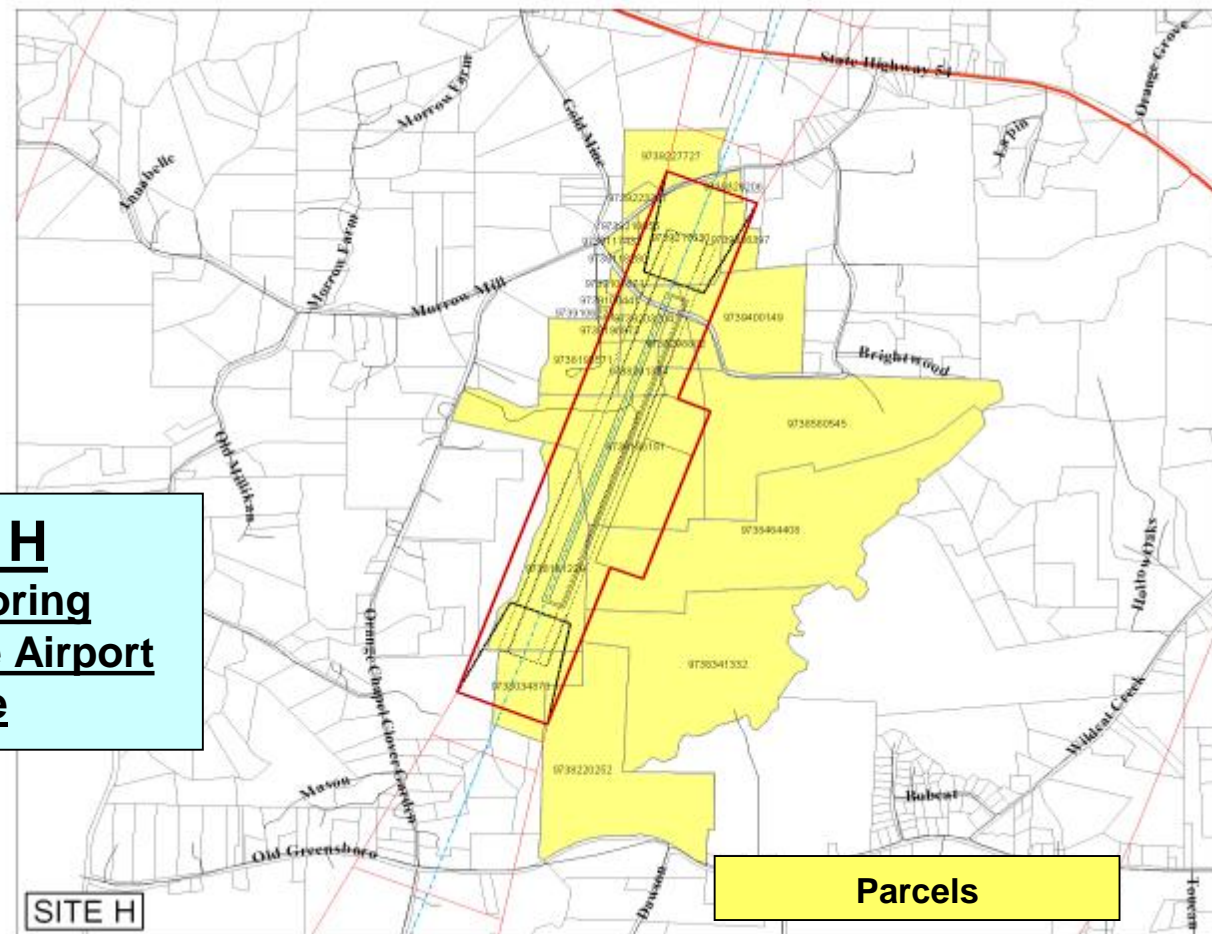


Natural Heritage Occurrence





Site H
Top Scoring
Alternative Airport
Site



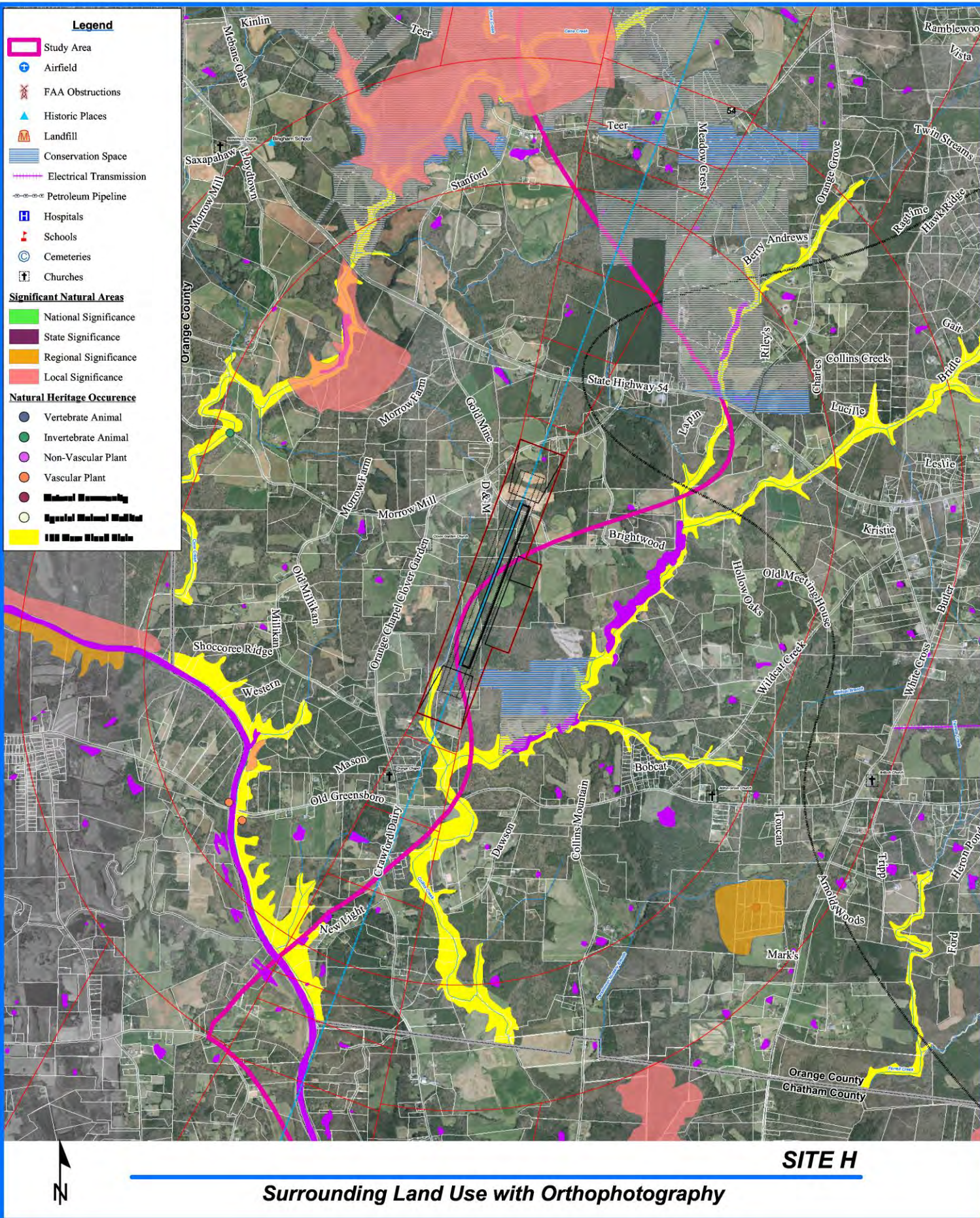
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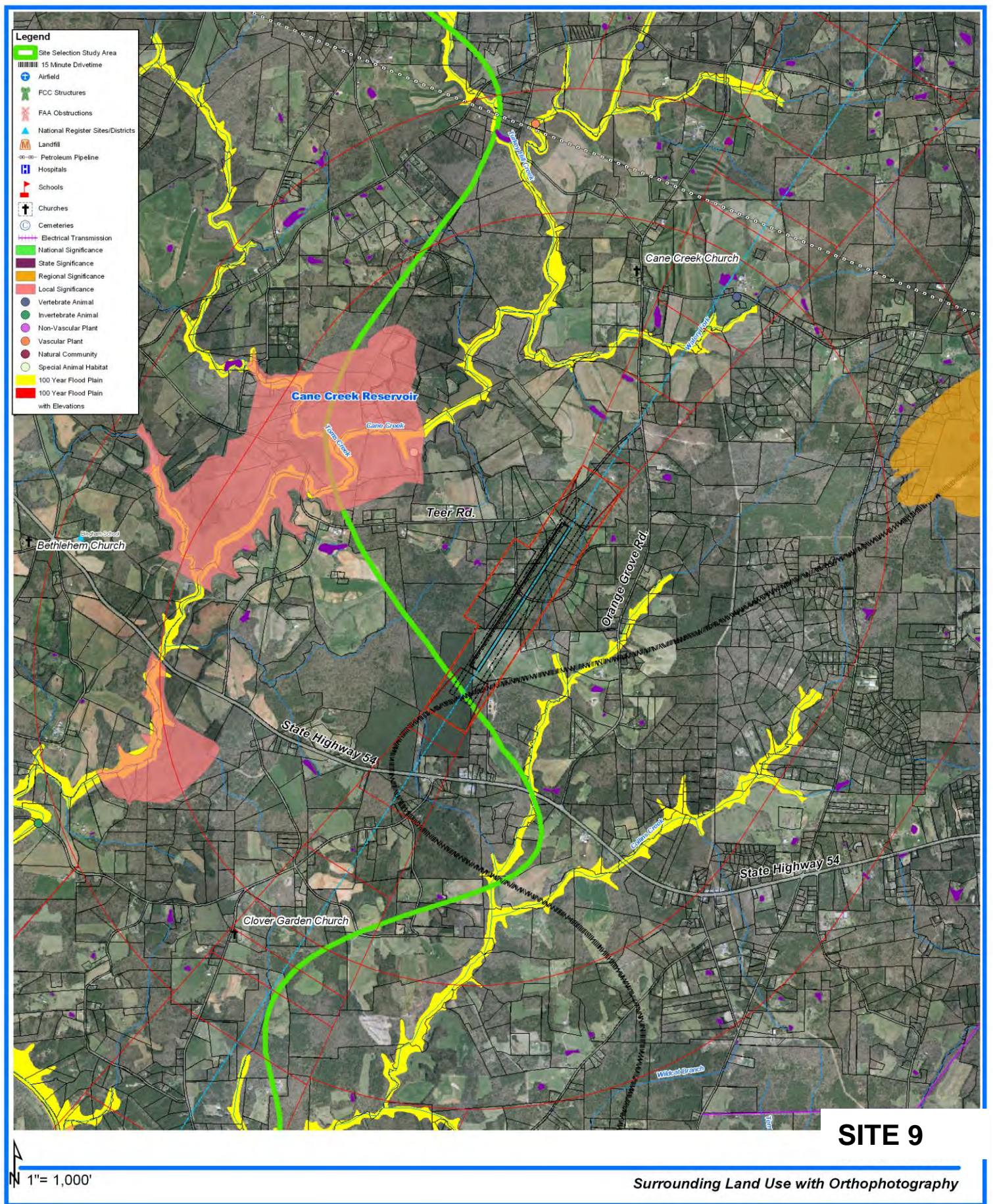
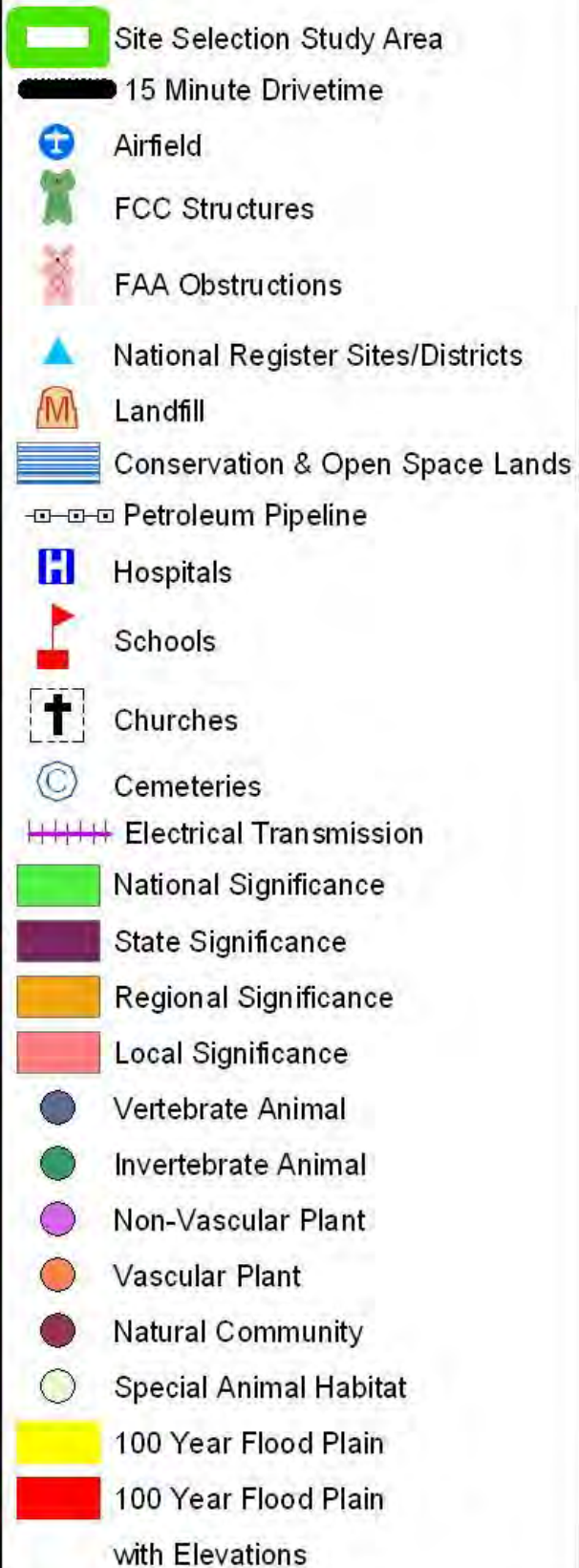
Significant Natural Areas



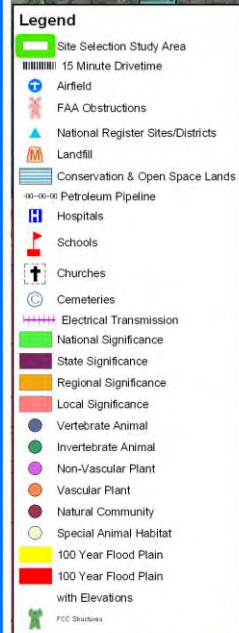
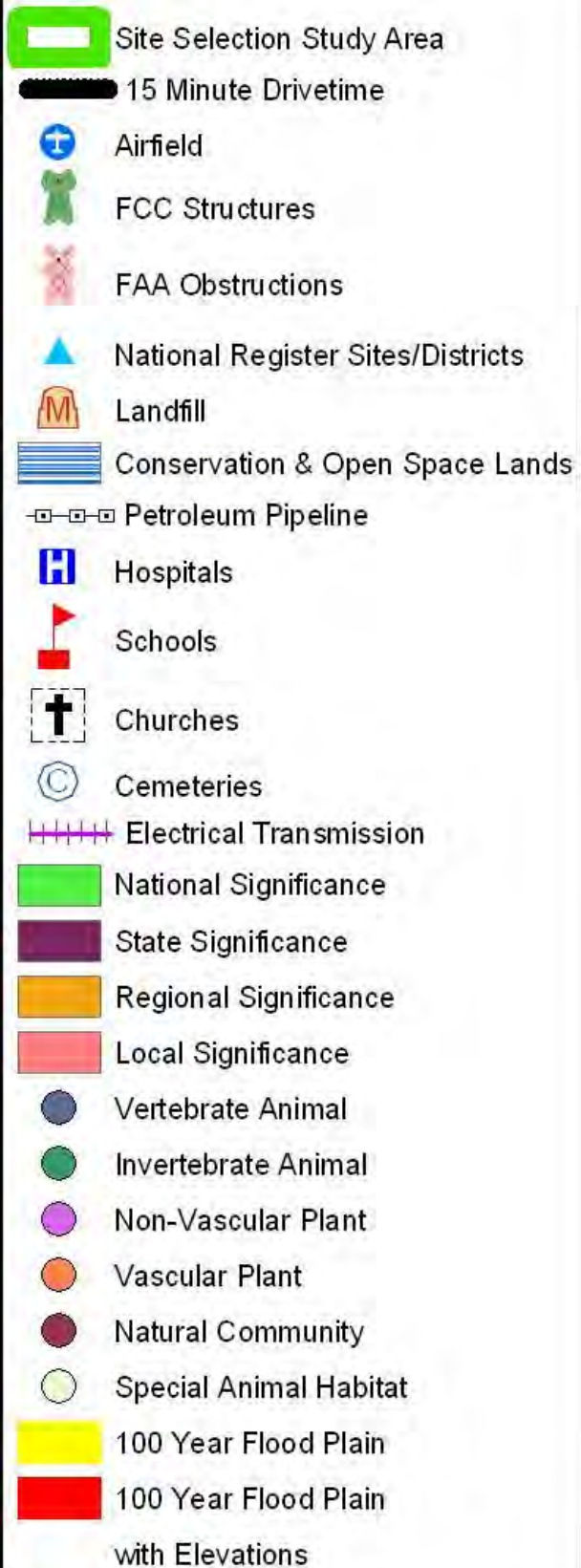
Natural Heritage Occurrence



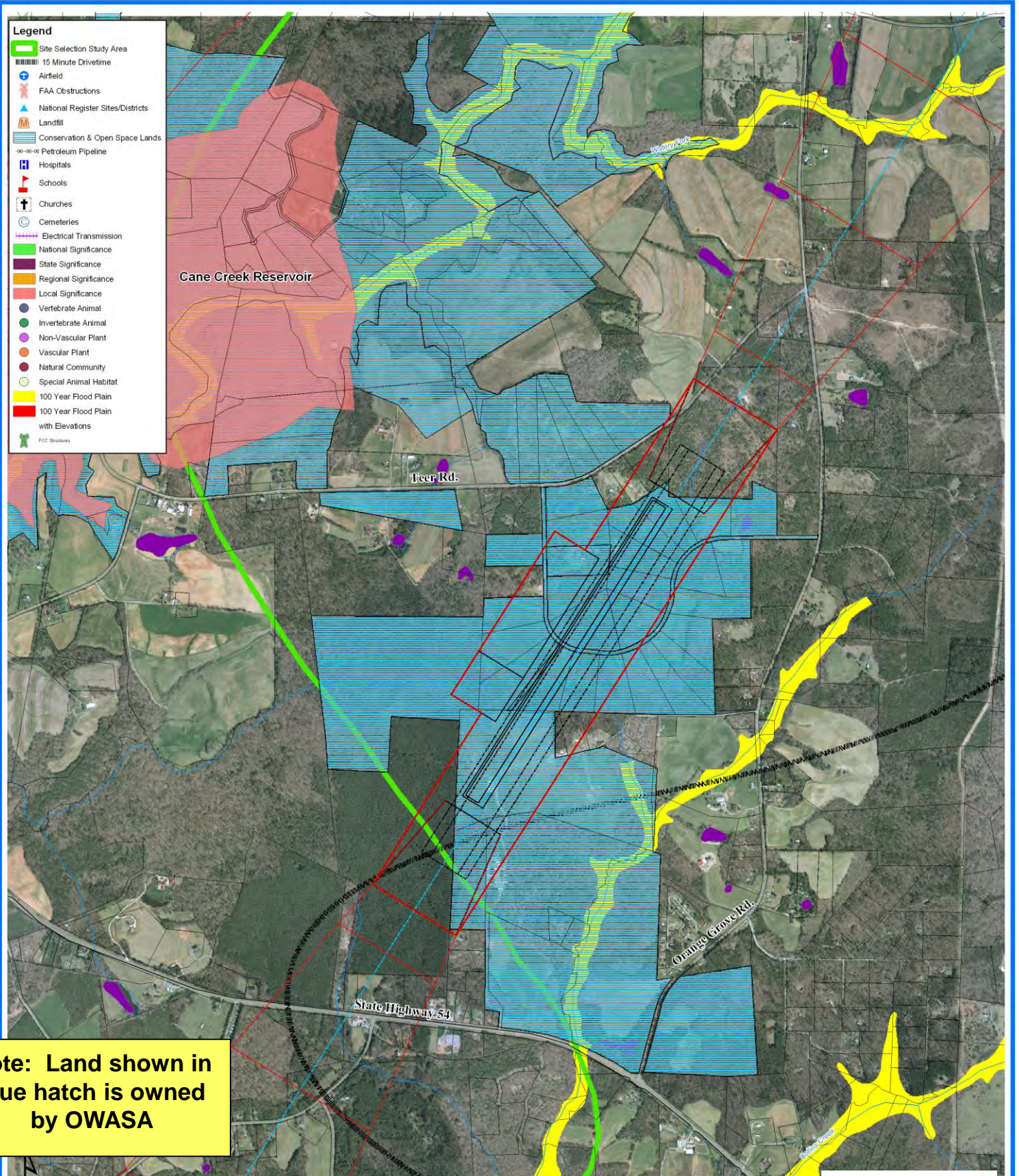
Legend



Legend



Note: Land shown in blue hatch is owned by OWASA



N

1"= 500'

SITE 9

Surrounding Land Use with Orthophotography

SUMMARY COMPARISON OF SITES H AND 9

March 2005

Major Site Factors	Weighting Factor A	SITE H			SITE 9		
		Impact Factor B	Total Score C	Comments	Impact Factor B	Total Score C	Comments
Site is within 25 minutes drive time of UNC Hospital	2	3	6	Site is approximately 11 miles west of UNC just off Highway 54.	3	6	Site is approximately 11 miles west of UNC just off Highway 54.
Site is more 30 minutes or more from NPIAS airports	2	3	6	Site is just outside 30 minute travel time from Burlington-Alamance Regional Airport.	3	6	Site is just outside 30 minute travel time from Burlington-Alamance Regional Airport.
Site is within 0-15 Minutes of UNC Hospital	2	2	4	Site straddles 15 minute drive time line; awarded partial bonus	2	4	Site straddles 15 minute drive time line; awarded partial bonus
Zoning allows airport development with no variance/special approval	4	1	4	Site is in Orange County, which is zoned in its entirety. Site zoning is "AR", which allows airports only with "Class A Special Use" permit approval.	1	4	Site is in Orange County, which is zoned in its entirety. Site zoning is "AR", which allows airports only with "Class A Special Use" permit approval.
Airspace Compatibility - Close-In Terminal Airspace Obstructions, Adjacent Airport Airspace Conflicts, Landfills	4	3	12	Preliminary airspace review indicates no approach obstructions, such as towers, terrain or tree penetrations of Part 77 surfaces.	2	8	Preliminary review of potential airspace constraints indicates that trees located on several peaks northwest of the site and adjacent to the Cane Creek Reservoir could penetrate the Part 77 horizontal surface, depending on their height. The trees are on land owned by OWASA that is within the Cane Creek Critical Area; the trees are also on land identified as a Significant Natural Area. Based on discussions with OWASA, it could be very difficult to mitigate tree obstructions in these locations. For this reason, a moderate score was assigned in this category. Wildlife hazard issues associated with continued treatment of bio-solids on adjacent land is unknown.
Social Impacts - Existing and Future Land Use, Roadways	3	2	6	Site is not near any densely developed areas; surrounding area is rural with scattered residential development. Church located within <1/2 mile of site, impacts to business, and unknown noise impacts to UNC-CH animal research facility led to moderate score in this category.	2	6	Site is not near any densely developed areas; surrounding area is rural with scattered residential development. Church located within 1 mile of site, possible noise-sensitive business located to southwest, and unknown social impacts from relocation of biosolids facilities led to moderate score in this category.
Environmental Impacts (Wetlands, Streams, Rare Species, Floodplains, Historical/Archeological, Farmlands)	3	2	6	Possible intermittent stream impacts from terminal area development and proximity to conservation land led to moderate score in this category.	1	3	Approx. 4000' of stream impacts. Largest potential impact is the need to relocate 260 acres of biosolids treatment to another site or sites, and potential controversy from the taking of OWASA land.
Parcel Size/Contiguity, Ability to Accommodate Recommended Airport Facilities	2	2	4	Penalty for closure of part of Gold Mine road (partially paved loop road serving residences impacted by airport construction) and number of parcels (25).	2.5	5	Approximately 1/2 of site is under single ownership (OWASA); however, numerous additional parcels (20) are impacted leading to a slight reduction in the score.
Runway Orientation within Wind Coverage Tolerance	2	3	6	2-20 orientation => +97% wind coverage	3	6	3-21 orientation => +97% wind coverage
Site Development Considerations - Terrain, Utility Relocation/Access, Soils, Drainage	1	3	3	Site has favorable terrain, no stream crossings, no relocation of major utilities.	2	2	Site has favorable terrain; however, unknown impacts of biosolids-treated soils on construction and unknown impacts on bio-solids treatment infrastructure led to reduction in score.
Could Accommodate Future Expansion	1	3	3	Could extend runway 1000' to south and expand terminal area in future	3	3	Could extend runway 1000' to south and expand terminal area in future.
TOTAL SCORE			60			53	
Estimated Land Acquisition/Relocation Budget				\$7,883,700			\$7,625,400
Estimated Initial Construction Budget				\$22,649,000			\$28,349,000
Estimated Total Initial Budget (see note)				\$30,532,700			\$35,974,400

B Impact Factor

1. Significant Adverse Impact/Does Not Meet Criteria
2. Some Impact/Marginally Meets Criteria
3. No Adverse Impact/Favorably Meets Criteria

A Weighting Factors

C Total Score = B Impact Factor * A Weighting Factor

Budgets are preliminary and intended for relative comparison only. To date, no on-site information (such as soil conditions) is available.

Initial construction budget opinions include acquisition of land needed for 20-year development (C-II standards, 5500' x 100' runway, 55 acre terminal area, full parallel taxiway, and precision 3/4 mile approaches to each end of runway), grading for 20-year terminal area, construction of 5000' x 100' runway, 5000' parallel taxiway, and apron/hangars/terminal/parking for projected 5-year demand, initial pavement strength of 30,000# DWG, non-precision approach to north end of runway, precision 3/4 mile approach to south end of runway, glide slope, localizer, fuel farm, access road and drainage.

SUMMARY COMPARISON OF SITES H AND 9

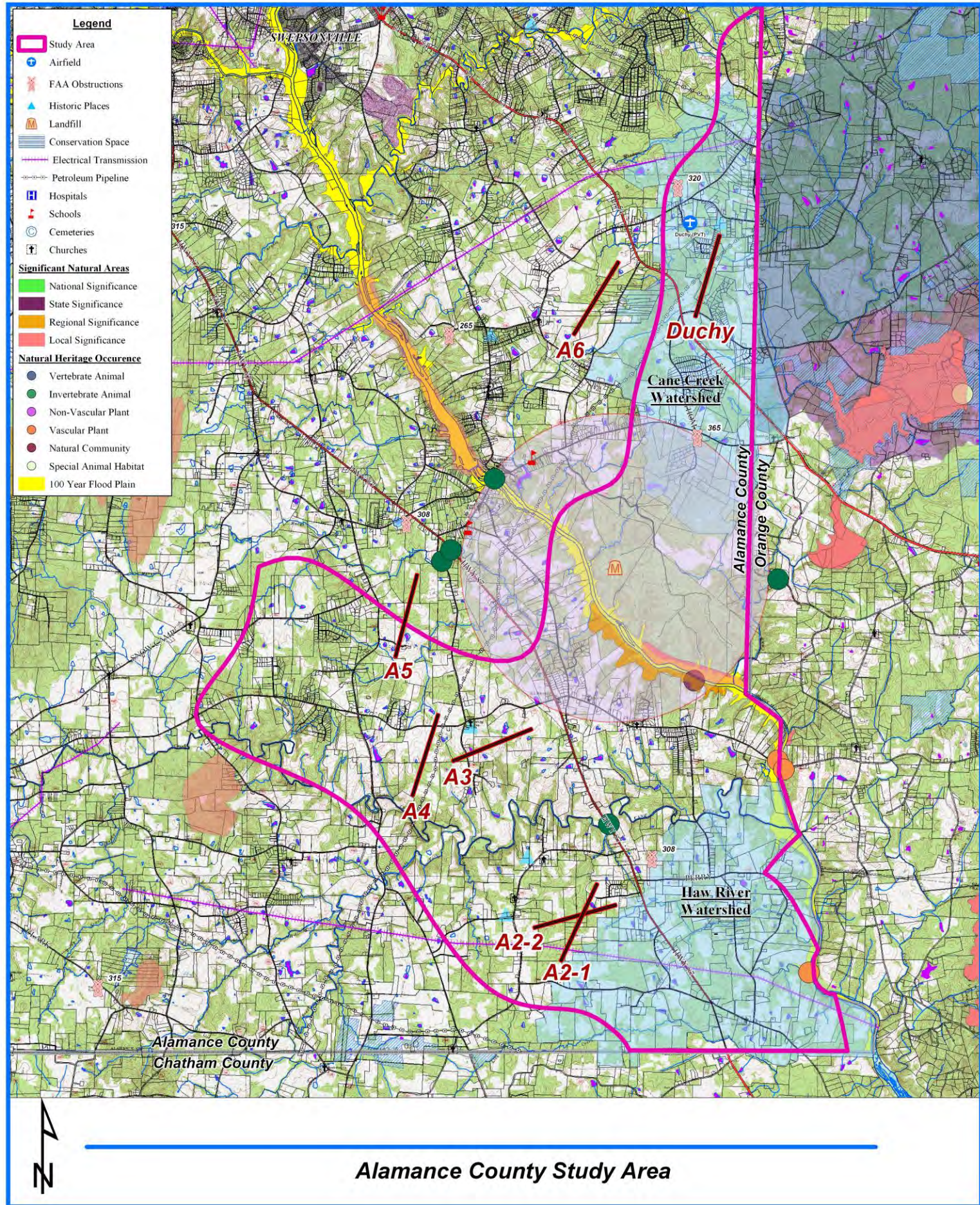
March 2005

Major Site Factors	Weighting Factor A	SITE H		SITE 9	
		Impact Factor B	Total Score C	Impact Factor B	Total Score C
Site is within 25 minutes drive time of UNC Hospital	2	3	6	3	6
Site is more 30 minutes or more from NPIAS airports	2	3	6	3	6
Site is within 0-15 Minutes of UNC Hospital	2	2	4	2	4
Zoning allows airport development with no variance/special approval	4	1	4	1	4
Airspace Compatibility – Close-In Terminal Airspace Obstructions, Adjacent Airport Airspace Conflicts, Landfills	4	3	12	2	8
Social Impacts - Existing and Future Land Use, Roadways	3	2	6	2	6
Environmental Impacts (Wetlands, Streams, Rare Species, Floodplains, Historical/Archeological, Farmlands)	3	2	6	1	3
Parcel Size/Contiguity; Ability to Accommodate Recommended Airport Facilities	2	2	4	2.5	5
Runway Orientation within Wind Coverage Tolerance	2	3	6	3	6
Site Development Considerations - Terrain, Utility Relocation/Access, Soils, Drainage	1	3	3	2	2
Could Accommodate Future Expansion	1	3	3	3	3
TOTAL SCORE		60		53	
Estimated Land Acquisition/Relocation Budget		\$7,883,700		\$7,625,400	
Estimated Initial Construction Budget		\$22,649,000		\$28,349,000	
Estimated Total Initial Budget (see note)		\$30,532,700		\$35,974,400	

B Impact Factor

1. Significant Adverse Impact/Does Not Meet Criteria
2. Some Impact/Marginally Meets Criteria
3. No Adverse Impact/Favorably Meets Criteria

A Weighting Factors



Alamance County Study Area

SITE RANKING

Rank	Site	Score	County
1	H	60	Orange
2	9	53	Orange
3	T	50	Chatham
4	R	50	Chatham
5	C	50	Orange
6	A4	49.5	Alamance
7	F2	49.5	Orange
8	N	49	Chatham
9	K	48.5	Orange
10	S	48	Chatham
11	A5	46	Alamance
12	A6	47	Alamance
13	A2	46.5	Alamance
14	B	45.5	Orange
15	A3	45	Alamance
16	P	45	Chatham
17	F	43.5	Orange
18	U	43.5	Chatham
19	E	42	Orange
20	V	40	Chatham
21	J	38.5	Chatham
22	Miles	38	Orange
23	O	36	Chatham

Sites Screened Out	
Q	Chatham
Duchy	Alamance
A	Orange
D	Orange
G	Orange
I	Orange
L	Orange
M	Chatham

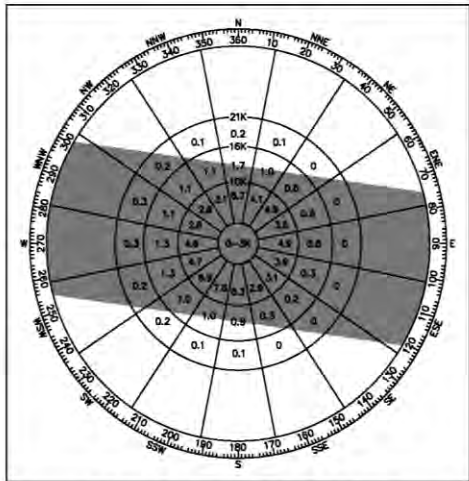
LEGEND

ORANGE

CHATHAM

ALAMANCE

Review 2000 Horace Williams
Development Plan
Encroachments on Horace
Williams Airport



WIND COVERAGE DATA FROM NOAA CLIMATOLOGICAL SUMMARY
RALEIGH-DURHAM AIRPORT, N.C.
22,214 OBSERVATIONS FROM 1965-1974
CROSSWIND COMPONENT: 10.5 KNOTS @ 92.8% 13 KNOTS @ 96.2%
ALL WEATHER WIND ROSE

BUILDINGS

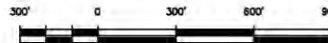
1. TERMINAL/FBO OFFICE ELEV.524
2. AHEC OFFICE ELEV.518
3. AHEC AIRCRAFT MAINTENANCE HANGAR
4. AIRCRAFT STORAGE HANGAR
5. AIRCRAFT STORAGE HANGAR ELEV.526
6. AIRCRAFT STORAGE HANGAR ELEV.508
7. AIRCRAFT STORAGE HANGAR ELEV.505
8. AIRCRAFT STORAGE HANGAR ELEV.505
9. ROTATING BEACON TOP ELEV.530

NOTES

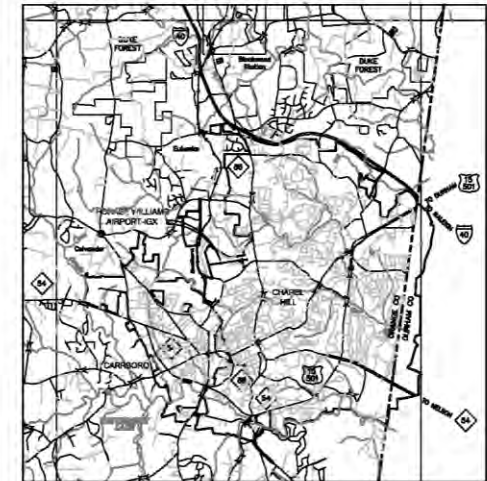
AIRPORT REFERENCE POINT - BEGINNING AT THE WEST END OF THE EAST-WEST RUNWAY 9/27, THENCE ALONG THE CENTERLINE N81°51'28.80"E (TRUE) 2002.30' TO THE ARP COORDINATES: LATITUDE NORTH 35°56'05.99160" LONGITUDE WEST 79°03'57.26396"
COORDINATES WERE COMPUTED FROM GROUND CONTROL SURVEYS 8/1/01 BY POTOMAC AERIAL SURVEYS, FREDRICK, MARYLAND
RUNWAY END ELEVATIONS FROM GROUND CONTROL SURVEYS 8/1/01 BY POTOMAC AERIAL SURVEYS, FREDRICK, MARYLAND
LATITUDE / LONGITUDE COORDINATES ARE BASED ON NAD83 DATUM
ELEVATION IS BASED ON NAVD83 DATUM, MEAN SEA LEVEL (MSL)
NCOS MONUMENT "CHAPEL" ELEVATION 508.15
LATITUDE NORTH 35°56'00.46831" LONGITUDE WEST 79°03'57.06285"

MAG. DEC.
7°26'W (NOV. 2001)

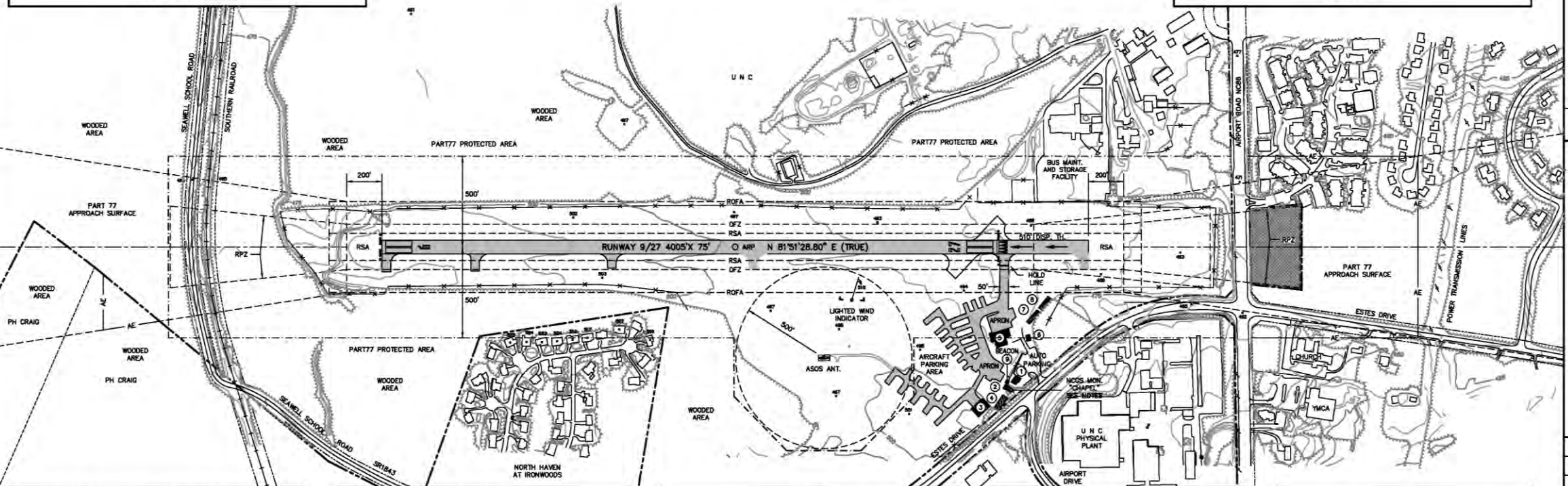
TRUE NORTH



SCALE IN FEET
1"=300'



SCALE 1"=1.5MI
VICINITY MAP



AIRPORT DESIGN STANDARDS DIMENSIONAL DATA

AIRPORT REFERENCE CODE (ARC) ITEM	EXIST.	REQ.	MEETS REQ.	ULT. REQ.
RUNWAY SAFETY AREA (RSA) WIDTH	150'	300'	NO	SAME
RSA BEYOND R/W 9 END	300'	NO	YES	SAME
RSA BEYOND R/W 27 END	250'	YES*	SAME	SAME
RUNWAY OBSTACLE FREE ZONE (OFZ) WIDTH	200'	YES*	SAME	SAME
OFZ BEYOND R/W END	500'	NO	SAME	SAME
RUNWAY OBSTACLE FREE AREA (ROFA) WIDTH	300'	NO	SAME	SAME
ROFA BEYOND R/W END	240'	YES	SAME	SAME
RUNWAY PARALLEL TAXIWAY SEPARATION	131'	YES	SAME	SAME
TAXIWAY OBSTACLE FREE AREA (TOFA) WIDTH	115'	YES	SAME	SAME
TAXIWAY OBSTACLE FREE AREA (TOFA) DIST FROM R/W E	250'	YES	SAME	SAME

* THERE ARE NO PENETRATIONS TO THE OFZ REQUIRED SURFACES

RUNWAY DATA

ITEM	EXISTING	FUTURE
RUNWAY 9 END	35°56'05.99160"	SAME
RUNWAY 9 END ELEVATION	511.02	SAME
RUNWAY 27 END	35°56'05.99160"	SAME
COORDINATES (NAD83)	79°03'57.26396"	SAME
RUNWAY 27 DISPLACED THRESHOLD	487.55	SAME
COORDINATES (NAD83)	35°56'05.99160"	SAME
RUNWAY 27 DISPLACED THRESHOLD ELEVATION	490.50	SAME
LENGTH X WIDTH	4005' X 75'	SAME
EFFECTIVE GRADIENT	0.6%	SAME
PAVEMENT SURFACE	ASPHALT	SAME
PAVEMENT STRENGTH (THOUSANDS OF POUNDS)	12,500	SAME
MARKING	NPI	SAME
LIGHTING	MRL	SAME
NAVAIDS		SAME
RUNWAY END IDENTIFIER LIGHTS	9 AND 27	SAME
VISUAL GLIDE SLOPE INDICATOR	PAPI	SAME

AIRPORT DATA

ITEM	EXISTING	FUTURE
AIRPORT REFERENCE POINT	35°56'05.99160"	SAME
ARP COORDINATES (NAD83)	79°03'57.26396"	SAME
ESTABLISHED AIRPORT ELEVATION (MEAN SEA LEVEL)	511	SAME
NORMAL MAXIMUM TEMPERATURE - HOTTEST MONTH	90°	SAME
AIRPORT REFERENCE CODE (ARC)	B II	SAME
AIRPORT AND TERMINAL NAVAIDS	CLEAR/GREEN	SAME
ROTATING BEACON	YES	SAME
LIGHTED WIND INDICATOR	YES	SAME
ASOS ANT.	YES	SAME

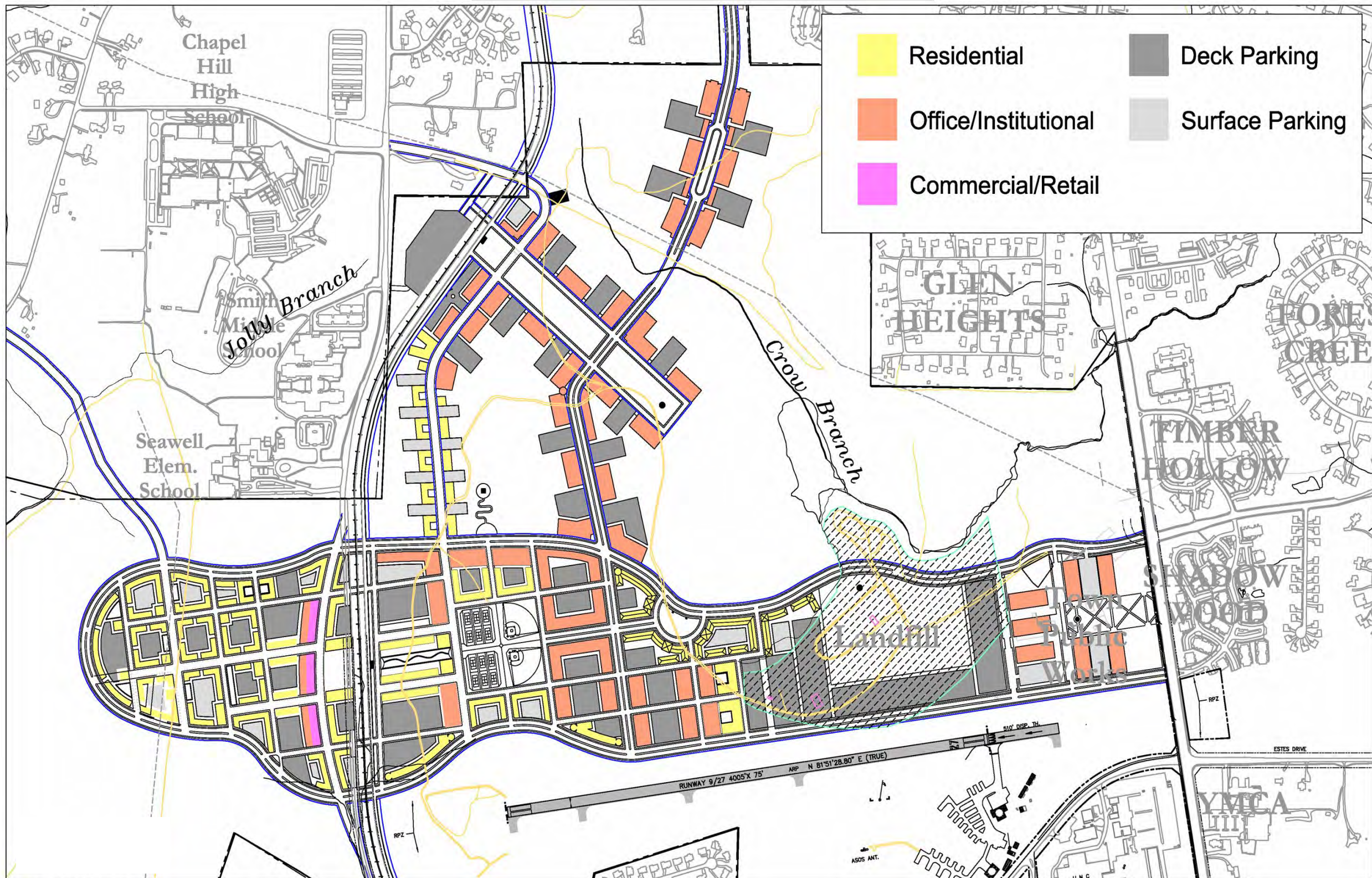
RUNWAY APPROACH AND RPZ DATA

RUNWAY	EXISTING	FUTURE
9	NONPRECISION APPROACH SURFACE VISIBILITY MINIMUMS NOT LESS THAN 1 MILE 500' X 5000' X 2000' 5000' @ 20:1 REQUIRED RUNWAY PROTECTION ZONE (RPZ) 250' X 1000' X 450'	NONPRECISION APPROACH SURFACE VISIBILITY MINIMUMS NOT LESS THAN 1 MILE 500' X 5000' X 2000' 5000' @ 20:1 REQUIRED RUNWAY PROTECTION ZONE (RPZ) 250' X 1000' X 450'
27	NONPRECISION APPROACH SURFACE VISIBILITY MINIMUMS NOT LESS THAN 1 MILE 500' X 5000' X 2000' 5000' @ 20:1 REQUIRED RUNWAY PROTECTION ZONE (RPZ) 250' X 1000' X 450'	NONPRECISION APPROACH SURFACE VISIBILITY MINIMUMS NOT LESS THAN 1 MILE 500' X 5000' X 2000' 5000' @ 20:1 REQUIRED RUNWAY PROTECTION ZONE (RPZ) 250' X 1000' X 450'

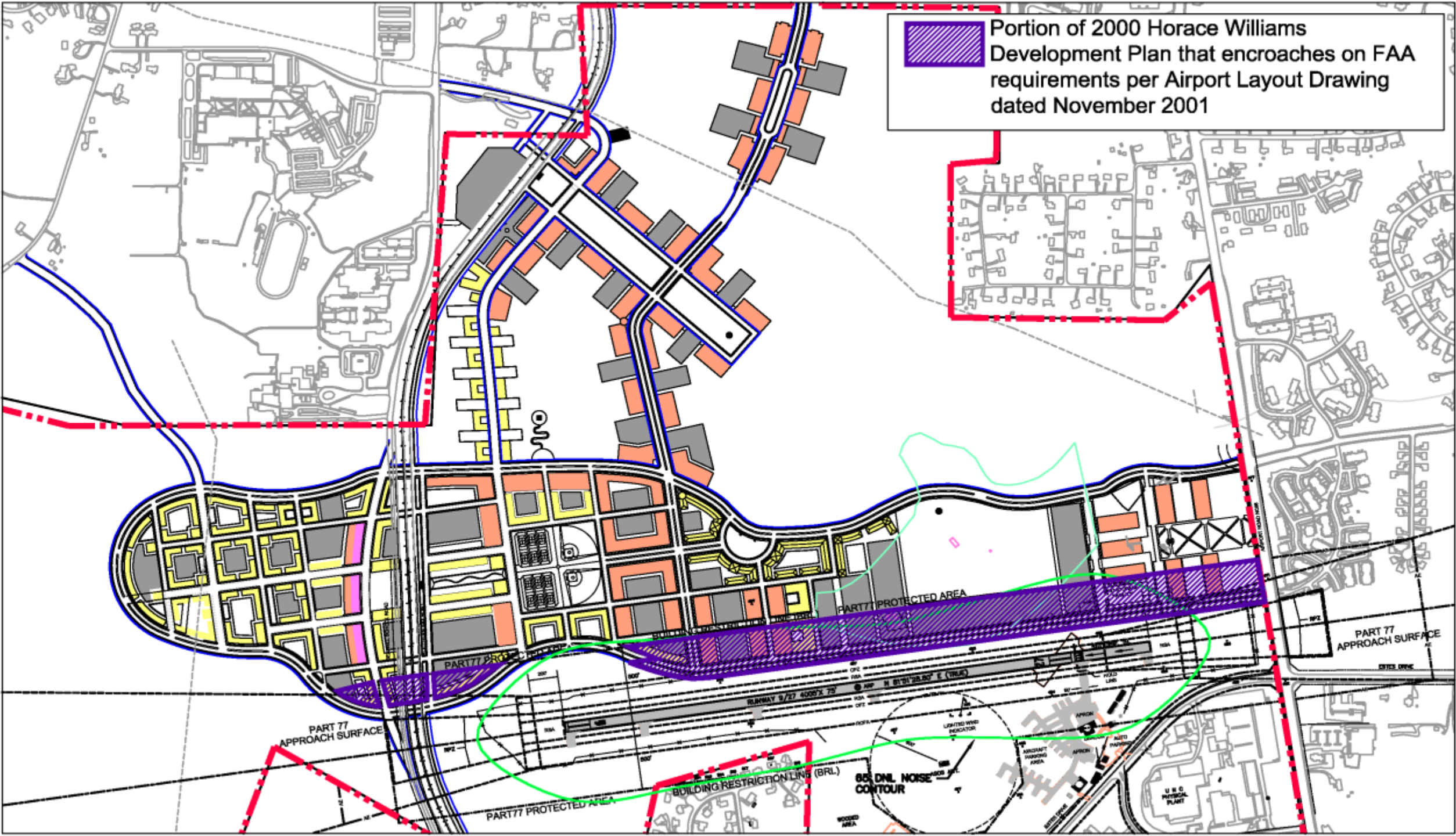
LEGEND

ITEM	EXISTING	FUTURE
WOODED AREAS		
SPOT ELEVATION		
GROUND CONTOURS		
ROADS (UNPAVED)		
BUILDINGS / STRUCTURES		
ROADS (PAVED)		
FENCE		
AIRPORT BUILDINGS / STRUCTURES		
AIRPORT PAVED AREAS		
UNIVERSITY OF NORTH CAROLINA PROPERTY LINE		
AIRPORT BUILDING RESTRICTION LINE		
LAND ACQUISITION (FEE TITLE)		
AVIATION EASEMENT		

2000 HORACE WILLIAMS DEVELOPMENT PLAN



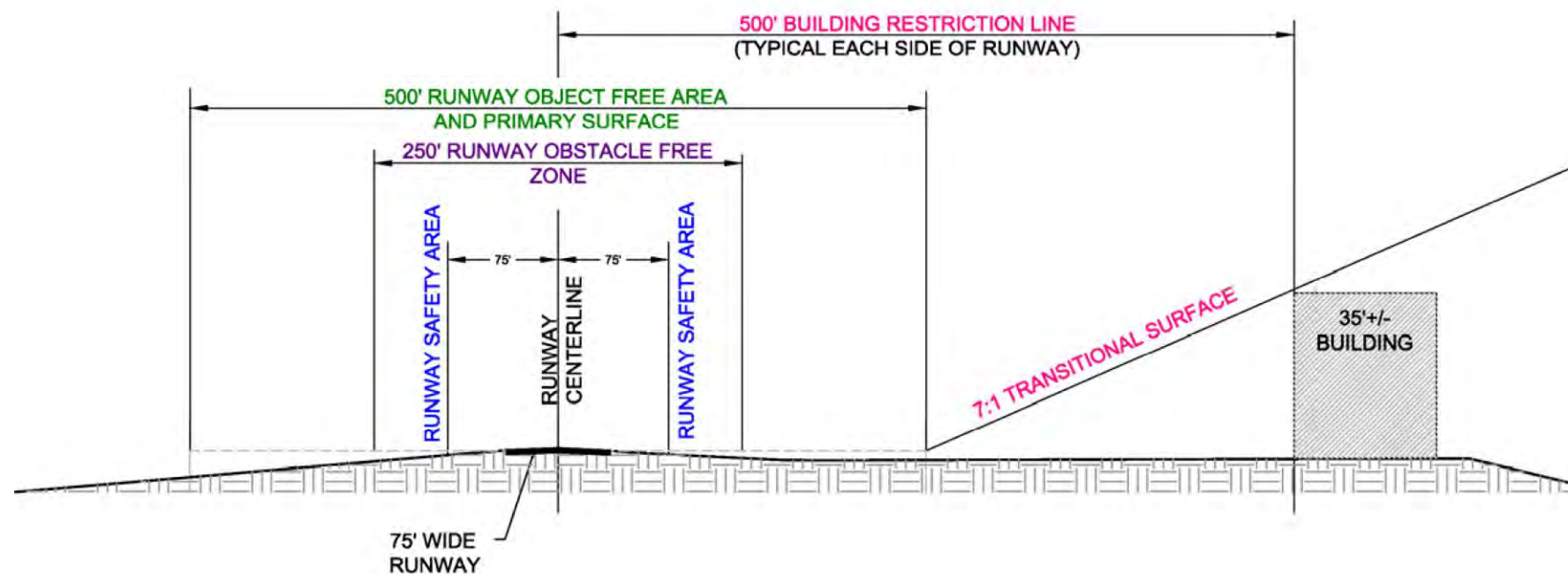
Portion of 2000 Horace Williams Development Plan that encroaches on FAA requirements per Airport Layout Drawing dated November 2001



Horace Williams Development Plan

Encroachments on FAA Requirements for Horace Williams Airport

- 4250' of roadway encroaches on the **Runway Object Free Area** and **Part 77 Primary Surface**
- Five 3-story residential buildings, six 3-story institutional buildings, and nine 3-story parking decks encroach on the **Building Restriction Line** and **Part 77 7:1 Transitional Surface**
- Two of these residential buildings also encroach on the Part 77 and Appendix 2 20:1 Approach Surfaces
- Two of these residential buildings are also located within the 65 DNL Noise Contour and would be an incompatible use

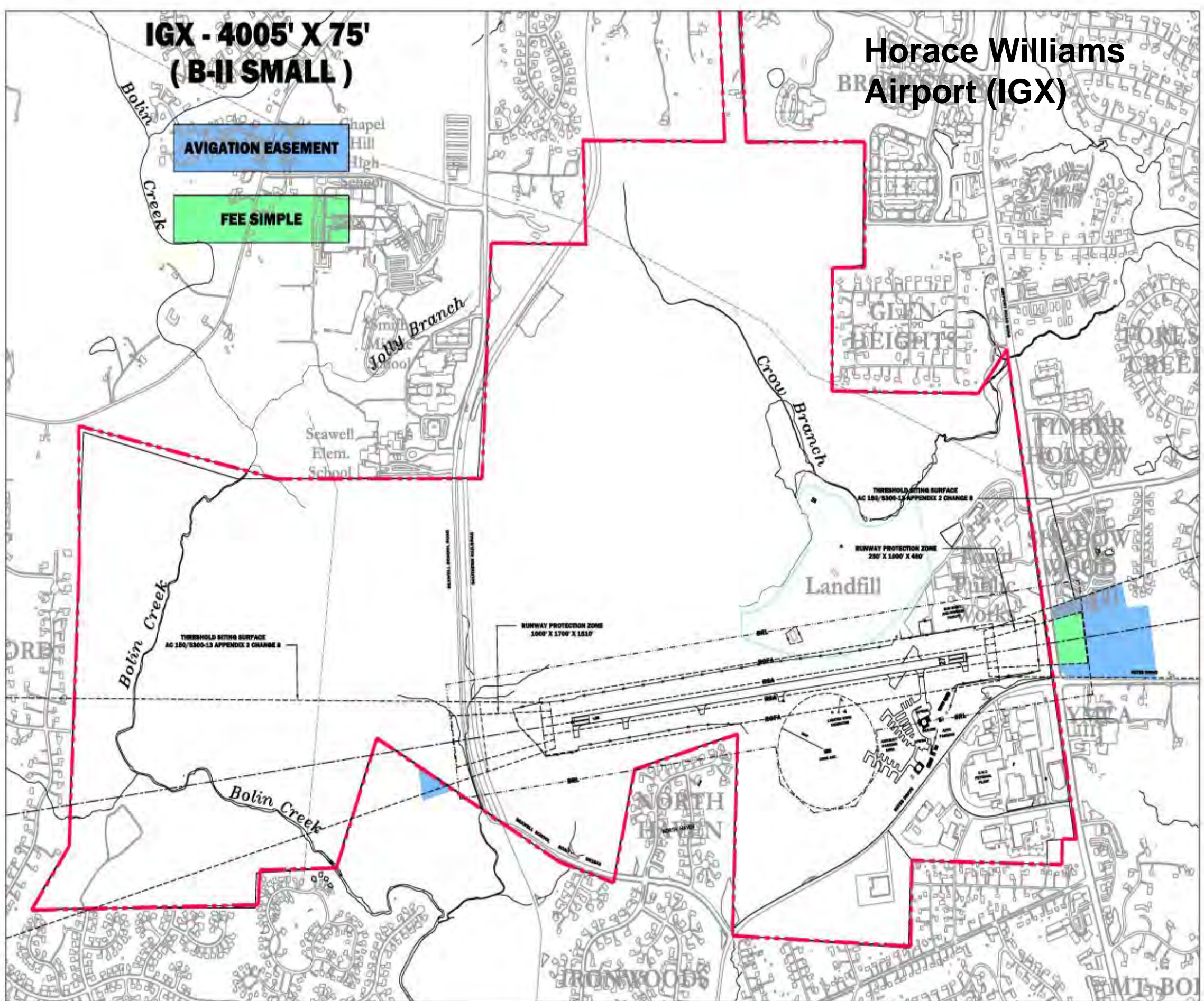


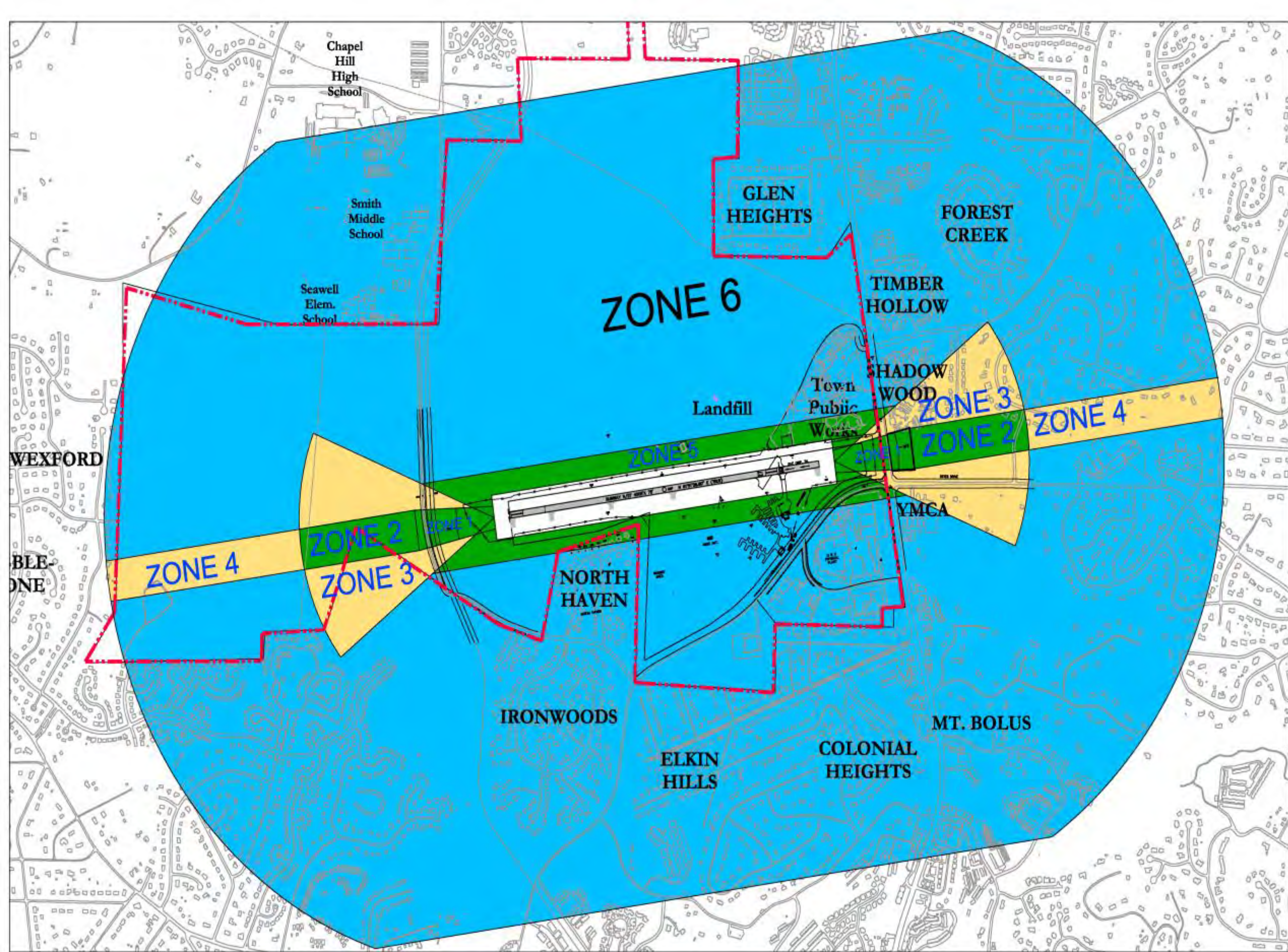
**IGX - 4005' X 75'
(B-II SMALL)**

**Horace Williams
Airport (IGX)**

AVIGATION EASEMENT

FEE SIMPLE

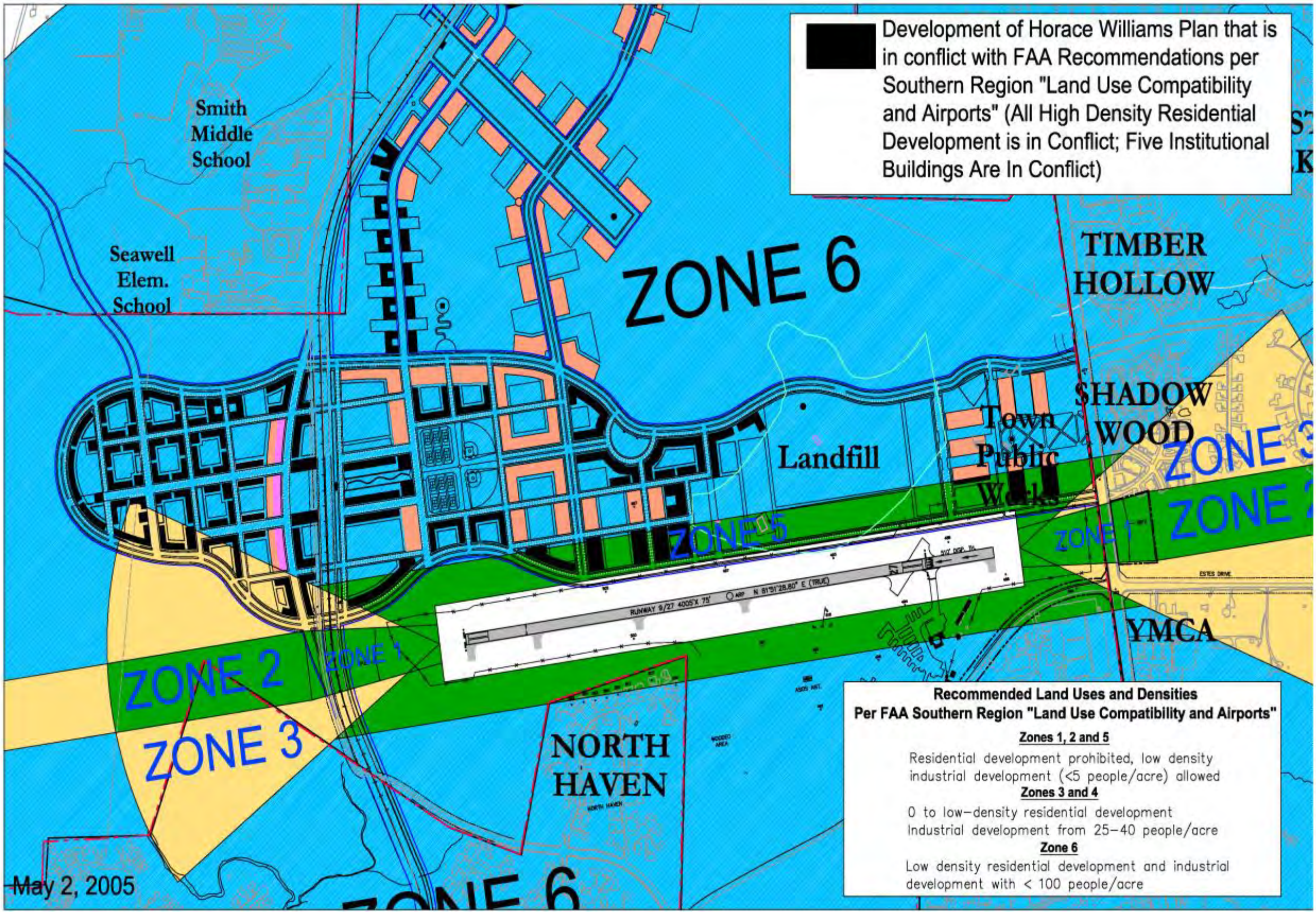




**Density Calculations for Horace Williams Development Plan
(includes residential and institutional uses)**

Horace Williams Development Plan Feature	Area and Density
Total acreage of development without airport	303 acres
Total acreage of occupied buildings	59 acres
Total number of people (at minimum occupancy)	21,430 people
Total number of people (at maximum occupancy)	29,100 people
Density based on minimum occupancy (including buildings and all other areas)	71 people/acre
Density based on maximum occupancy (including buildings and all other areas)	96 people/acre
Maximum density (including occupied buildings only)	493 people/acre
Density Calculations for Development Compatible with FAA Requirements	
Percentage of development that meets FAA requirements (footprint area)	89%
Total acreage of development that could be built and meet FAA requirements	271 acres
Total acreage of occupied buildings	54 acres
Total number of people (at minimum occupancy)	19,740 people
Total number of people (at maximum occupancy)	26,810 people
Density based on minimum occupancy (including buildings and all other areas)	73 people/acre
Density based on maximum occupancy (including buildings and all other areas)	99 people/acre
Maximum density (including occupied buildings only)	496 people/acre

Source of
occupancy rates
and building
square footage:
Ayers St. Gross
and Stonebridge
Development



Development of Horace Williams Plan that is in conflict with FAA Recommendations per Southern Region "Land Use Compatibility and Airports" (All High Density Residential Development is in Conflict; Five Institutional Buildings Are In Conflict)

May 2, 2005

**Recommended Land Uses and Densities
Per FAA Southern Region "Land Use Compatibility and Airports"**

Zones 1, 2 and 5

Residential development prohibited, low density industrial development (<5 people/acre) allowed

Zones 3 and 4

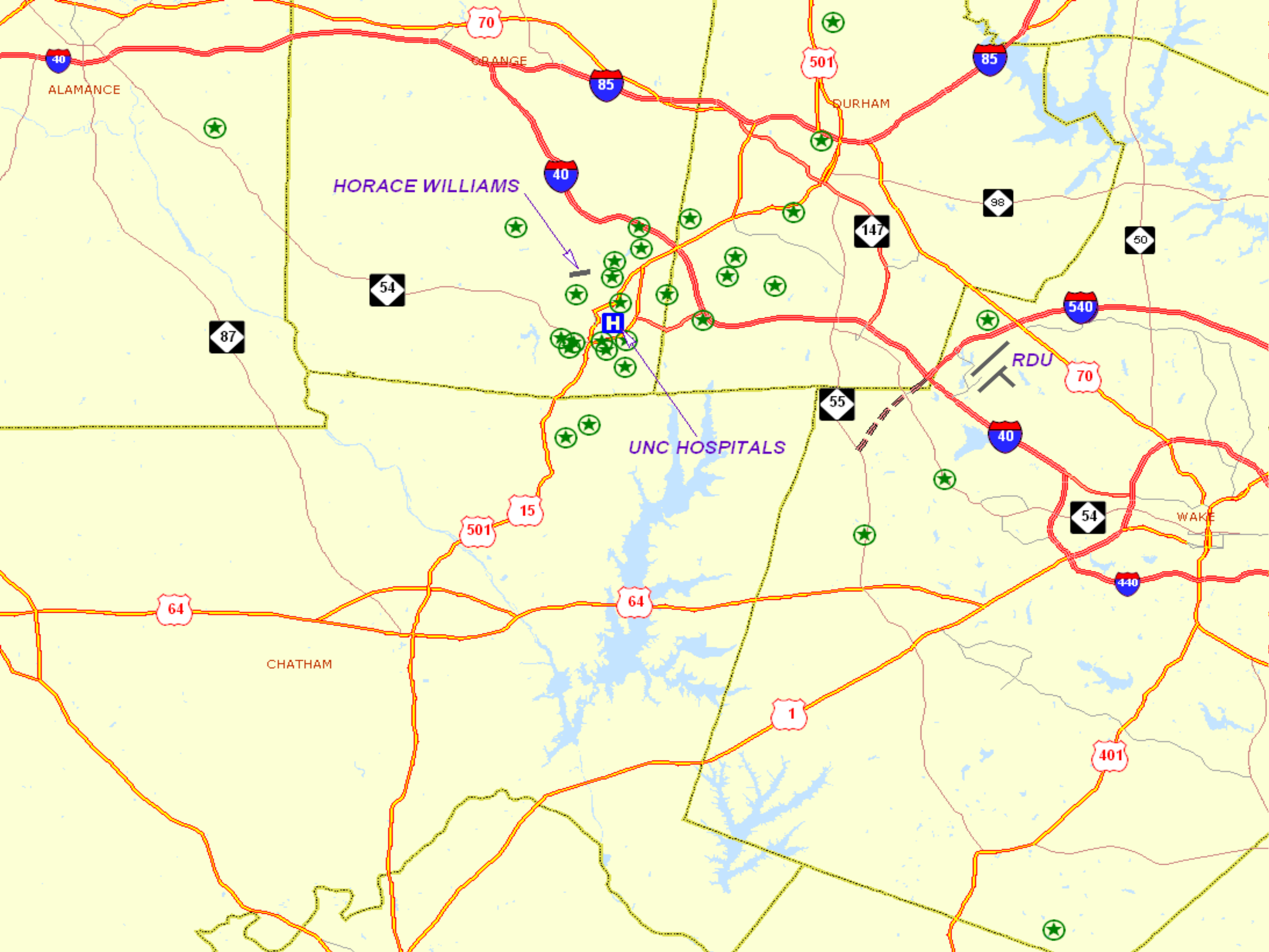
0 to low-density residential development
Industrial development from 25-40 people/acre

Zone 6

Low density residential development and industrial development with < 100 people/acre

Review Travel Time/Cost
Increases if MedAir Operations
Relocated to RDU





ALAMANCE

ORANGE

DURHAM

HORACE WILLIAMS

H

UNC HOSPITALS

RDU

CHATHAM

WAKE

Travel times calculated by Martin Alexiou Bryson

Travel Times		2005	2015	Increase over 10 yrs.
UNC Hospitals to IGX	Off-Peak	7 minutes	8 minutes	1 minutes
	Peak	8 minutes	10 minutes	2 minutes
	Heavy Peak	10 minutes	12 minutes	2 minutes
UNC Hospitals to RDU	Off-Peak	24 minutes	27 minutes	3 minutes
	Peak	25-28 minutes	28-31 minutes	3-6 minutes
	Heavy Peak	28-35 minutes	31-40 minutes	5-12 minutes
Travel time increase	Off-Peak	17 minutes	19 minutes	2 minutes
	Peak	17-20 minutes	18-21 minutes	1-4 minutes
	Heavy Peak	18-25 minutes	19-28 minutes	1-10 minutes
Note: Travel times are exclusive of incidents, such as accidents or severe weather, which can increase travel times beyond those shown.				

Average increase in peak travel times by heavy users, weighted by frequency of use, based on home addresses

Including users with increases and
decreases in travel time

13.5 minutes

Off-peak travel times 1-1.5 hours prior to morning peak, between peaks, and 2.5 hours after afternoon peak

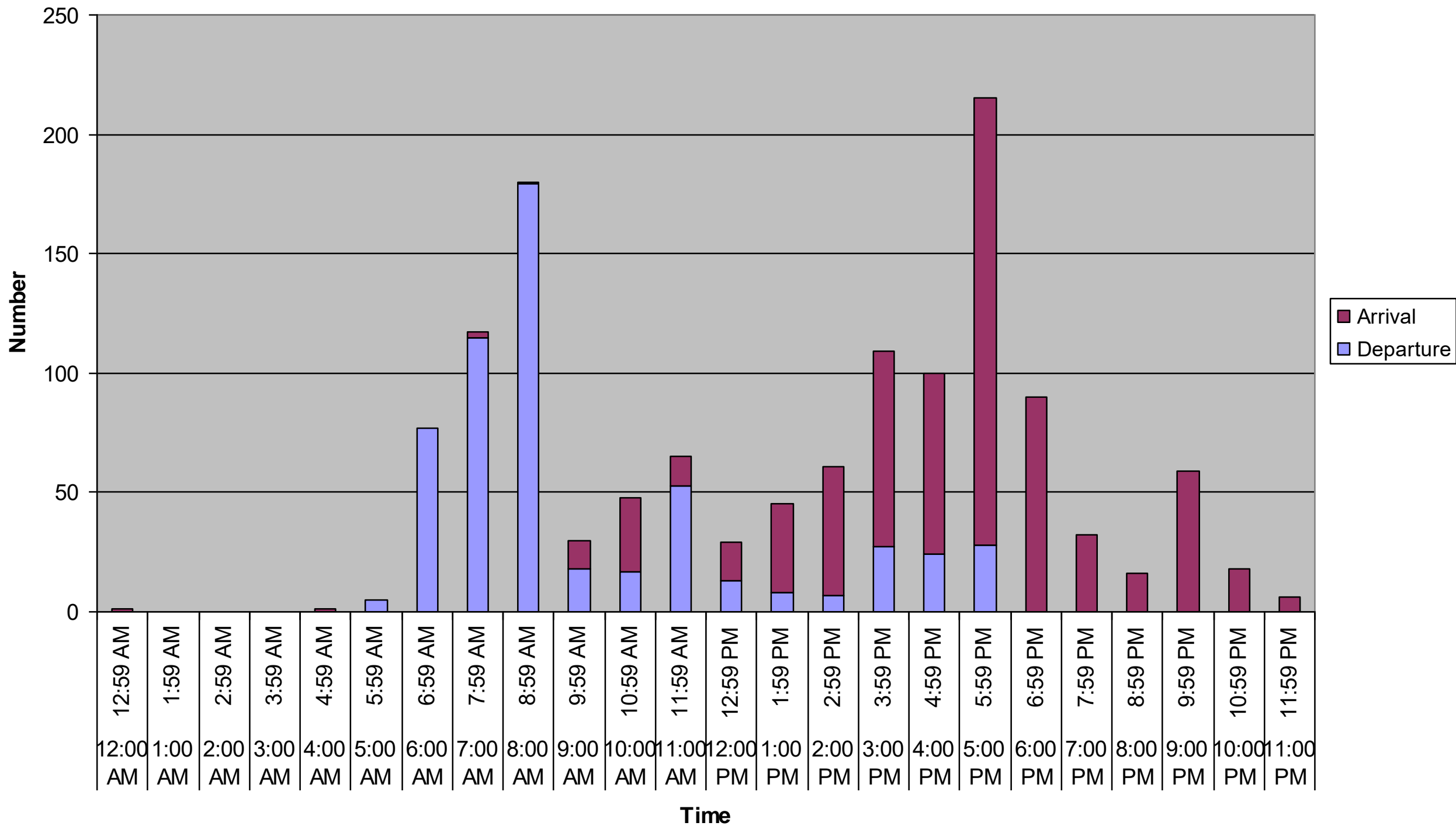
<u>Peak travel times</u>	<u>Morning</u>	<u>Evening</u>
Hospital to IGX	7:30-8:00	5:00-5:30
Hospital to RDU	7:30-9:00	5:00-6:30

<u>Heavy peak</u>	<u>Frequency</u>	<u>Time Band</u>
Hospital to IGX	More frequent	Random - depends on buses, pedestrians, timing of lights, etc.
Hospital to RDU	1 trip/week	Afternoon most likely

New projects affecting travel time in future - to be completed within next 3-5 years

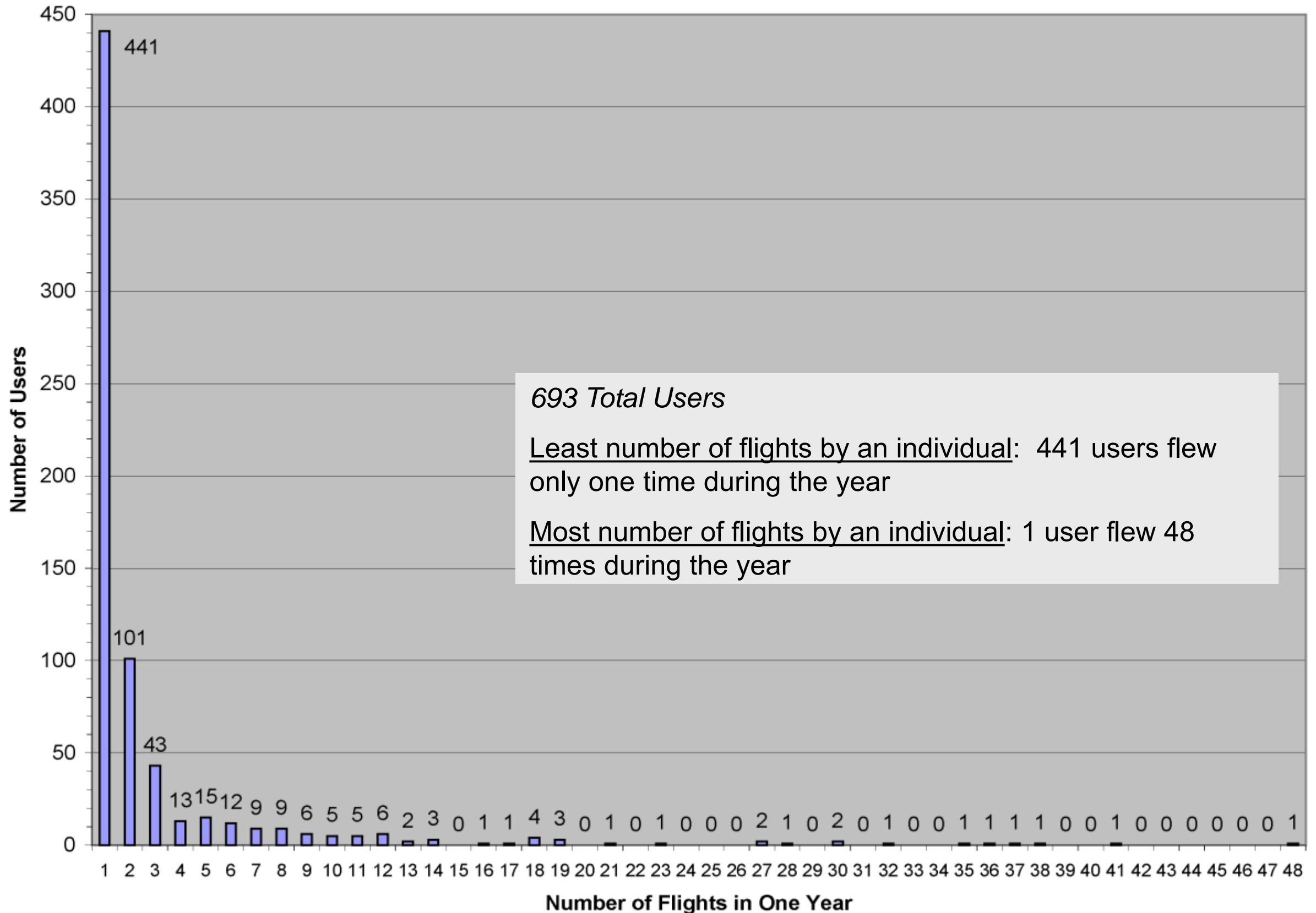
Hospital to IGX	no improvements anticipated, more traffic anticipated
Hospital to RDU	- improvements to interchange of I-40 and NC-54 by state and private developers (not in TIP) - extension/widening of I-540 to Apex and Cary (in TIP) - NC 55 and Davis - being widened (in TIP)

Flights Using AHEC Planes
(includes MedAir and Non-MedAir Users)
3/2004-2/2005



MedAir Flights 3/2004-2/2005

All Users



**AHEC MedAir Users with 7 or More Flights/Year
3/2004-2/2005**

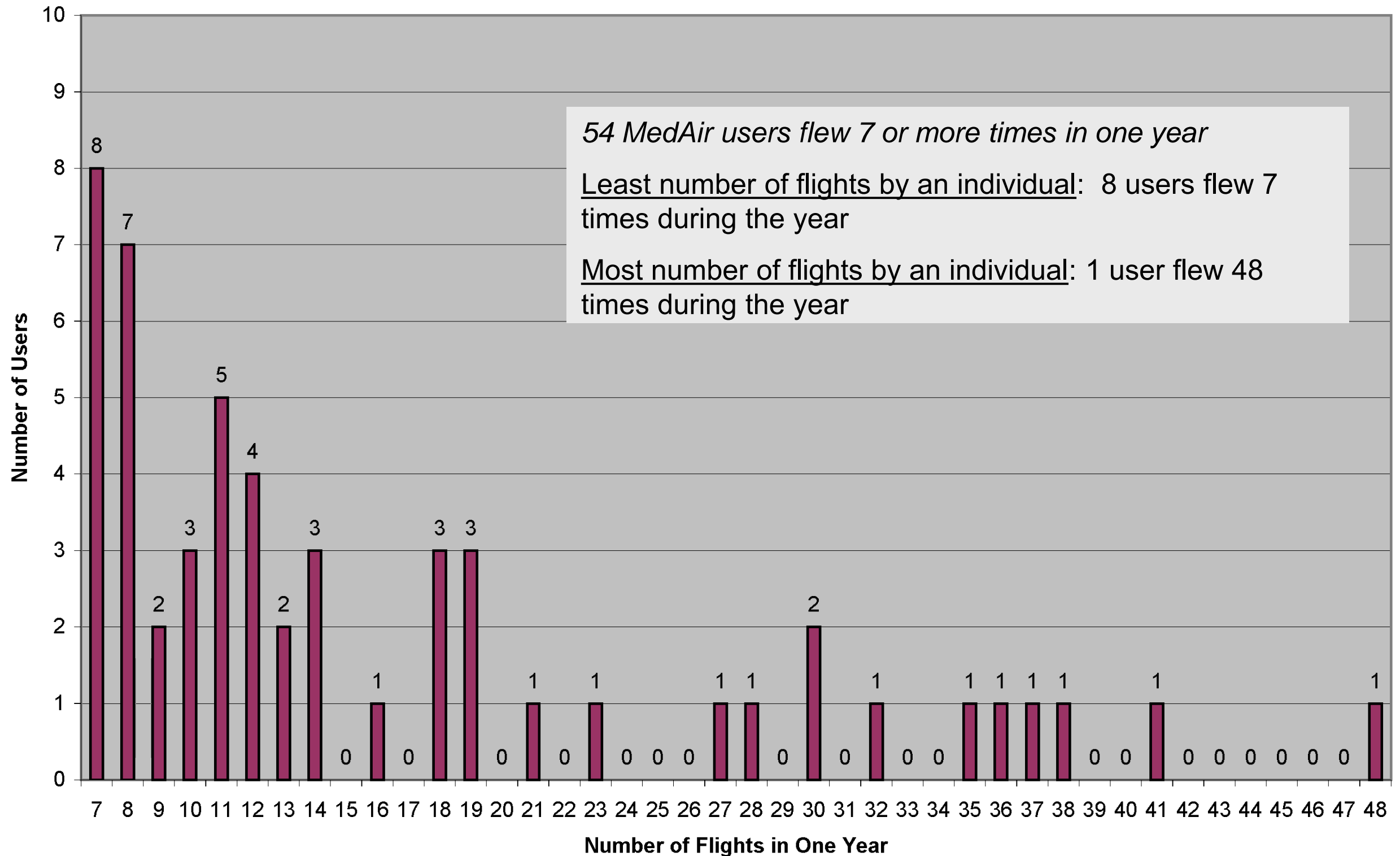
NAME	Flights/ Year	NAME	Flights/ Year
Dr.	7	Dr.	12
Dr.	7	Dr.	12
Dr.	7	Dr.	13
Dr.	7	Dr.	13
Dr.	7	Dr.	14
Dr.	7	Dr.	14
Ms.	7	Mr.	14
Ms.	7	Dr.	16
Dr.	8	Ms.	18
Dr.	8	Ms.	18
Dr.	8	Dr.	18
Dr.	8	Dr.	19
Dr.	8	Dr.	19
Ms.	8	Ms.	19
Ms.	8	Dr.	21
Dr.	9	Ms.	23
Dr.	9	Dr.	27
Dr.	10	Dr.	28
Dr.	10	Dr.	30
Mr.	10	Dr.	30
Dr.	11	Dr.	32
Dr.	11	Dr.	35
Dr.	11	Dr.	36
Dr.	11	Dr.	37
Dr.	11	Ms.	38
Dr.	12	Dr.	41
Dr.	12	Dr.	48

**Total Flights 3/2004-
2/2005**

884

Note: User names and flights provided by AHEC

MedAir Flights 3/2004-2/2005
AHEC MedAir Users Only, Flying 7 or More Times/Year



Example of Flight Data Provided by AHEC for 2 week period

DOW	Flight Date	REGIS_NO	Depart Time	Begin Drive Time from Hospital to IGX	Return Time	Destination 1	Destination 2	Number of Passengers	Number of Passenger Vehicle Trips	# of Peak Trips A.M.	# of Peak Trips P.M.
Mon	3/15/2004	1000675	7:07	6:55	15:58	CHAPEL HILL	WILMINGTON, NC	2	4		
Mon	3/15/2004	1000676	7:15	7:03	17:00	CHAPEL HILL	BEAUFORT, NC	1	2		1
Mon	3/15/2004	1000677	7:18	7:06	14:43	CHAPEL HILL	LUMBERTON	1	2		
Mon	3/15/2004	1000678	7:23	7:11	18:18	CHAPEL HILL	ASHEVILLE	1	2		
Mon	3/15/2004	1000679	8:05	7:53	15:45	CHAPEL HILL	FAYETTEVILLE	5	10	5	
Tue	3/16/2004	1000682	7:59	7:47	17:45	CHAPEL HILL	FAYETTEVILLE	1	2	1	
Tue	3/16/2004	1000683	17:26	17:14	21:47	CHAPEL HILL	WILMINGTON, NC	1	2	1	
Wed	3/17/2004	1000686	6:39	6:27	11:14	CHAPEL HILL	WILMINGTON, NC	1	2		
Wed	3/17/2004	1000688	11:10	10:58	17:25	CHAPEL HILL	WINSTON-SALEM	1	2		1
Wed	3/17/2004	1000689	11:30	11:18	15:00	CHAPEL HILL	ROCKY MT WILSON	1	2		
Wed	3/17/2004	1000691	15:05	14:53	21:30	CHAPEL HILL	ASHEVILLE	1	2		
Thu	3/18/2004	1000693	7:30	7:18	17:25	CHAPEL HILL	WILMINGTON, NC	2	4		2
Thu	3/18/2004	1000695	7:32	7:20	15:59	CHAPEL HILL	ASHEVILLE	3	6		
Thu	3/18/2004	1000695	7:32	7:20	17:45	CHAPEL HILL	ASHEVILLE	1	2		
Thu	3/18/2004	1000697	7:32	7:20	17:54	CHAPEL HILL	CHARLOTTE	1	2		
Thu	3/18/2004	1000695	7:32	7:20	23:00	CHAPEL HILL	ASHEVILLE	2	4		
Thu	3/18/2004	1000696	7:35	7:23	15:00	CHAPEL HILL	ASHEVILLE	1	2		
Thu	3/18/2004	1000696	7:35	7:23	15:00	CHAPEL HILL	LEXINGTON, NC	3	6		
Thu	3/18/2004	1000697	15:40	15:28	23:00	CHAPEL HILL	ASHEVILLE	3	6		
Fri	3/19/2004	1000699	7:32	7:20	17:54	CHAPEL HILL	CHARLOTTE	1	2		
Fri	3/19/2004	1000700	8:00	7:48	15:46	CHAPEL HILL	FAYETTEVILLE	4	8	4	
Fri	3/19/2004	1000703	9:23	9:11	15:58	CHAPEL HILL	NEW BERN	3	6		
Mon	3/22/2004	1000707	7:17	7:05	17:22	CHAPEL HILL	CHARLOTTE	1	2		1
Mon	3/22/2004	1000708	7:25	7:13	17:50	CHAPEL HILL	LUMBERTON	2	4		
Mon	3/22/2004	1000710	8:00	7:48	15:05	CHAPEL HILL	FAYETTEVILLE	4	8	4	
Mon	3/22/2004	1000711	12:36	12:24	17:01	CHAPEL HILL	TARBORO	2	4		2
Tue	3/23/2004	1000713	8:04	7:52	17:34	CHAPEL HILL	FAYETTEVILLE	1	2	1	
Tue	3/23/2004	1000716	15:40	15:28	21:34	CHAPEL HILL	ROCKY MT WILSON	2	4		
Tue	3/23/2004	1000717	16:50	16:38	21:10	CHAPEL HILL	GREENVILLE, NC	1	2		
Wed	3/24/2004	1000719	7:30	7:18	15:55	CHAPEL HILL	RUTHERFORDTON	2	4		
Wed	3/24/2004	1000720	7:40	7:28	17:45	CHAPEL HILL	WILMINGTON, NC	1	2		
Wed	3/24/2004	1000722	9:40	9:28	15:46	CHAPEL HILL	WILMINGTON, NC	1	2		
Wed	3/24/2004	1000721	11:05	10:53	17:20	CHAPEL HILL	WINSTON-SALEM	1	2		1
Thu	3/25/2004	1000725	7:15	7:03	19:15	CHAPEL HILL	ASHEVILLE	1	2		
Thu	3/25/2004	1000727	7:40	7:28	16:50	CHAPEL HILL	WILMINGTON, NC	2	4		
Thu	3/25/2004	1000726	10:07	9:55	15:33	CHAPEL HILL	WILMINGTON, NC	3	6		
Fri	3/26/2004	1000731	6:14	6:02	9:45	CHAPEL HILL	WILMINGTON, NC	1	2		
Fri	3/26/2004	1000736	8:02	7:50	15:25	CHAPEL HILL	FAYETTEVILLE	4	8	4	
Fri	3/26/2004	1000737	11:29	11:17	16:47	CHAPEL HILL	ASHEVILLE	1	2		

TRAVEL TIME CALCULATIONS FOR ALL USERS

UNC Hospital to Horace Williams

Peak travel times
 Hospital to IGX **Morning** **Evening**
 7:30-8:00 5:00-5:30

2005

Hospital to IGX		Travel Time/Trip (minutes)	Total Travel Time (minutes)
Total Number of Passenger Trips	2586		
Total Number of Heavy Peak Trips (assume 2/week)	122	10	1224
Total Number of Peak Trips	490	8	3917
Total Number of Off-Peak Trips	1974	7	13818
	2586		18959 minutes
			316 hours

2015

Hospital to IGX - 2015		Travel Time/Trip (minutes)	Total Travel Time (minutes)
Total Number of Passenger Trips	2586		
Total Number of Heavy Peak Trips (assume 2/week)	123	12	1481
Total Number of Peak Trips	494	10	4936
Total Number of Off-Peak Trips	1969	8	15752
	2586		22169 minutes
			369 hours

UNC Hospital to RDU

Peak travel times
 Hospital to RDU **Morning** **Evening**
 7:30-9:00 5:00-6:30

2005

Hospital to RDU - 2005		Travel Time/Trip (minutes)	Total Travel Time
Total Number of Passenger Trips	2586		
Total Number of Heavy Peak Trips (assume 2/week)	182	32	5824
Total Number of Peak Trips	728	27	19656
Total Number of Off-Peak Trips	1676	24	40224
	2586		65704 minutes
			1095 hours

2015

Hospital to RDU - 2015		Travel Time/Trip (minutes)	Total Travel Time
Total Number of Passenger Trips	2586		
Total Number of Heavy Peak Trips (assume 2/week)	166	36	5976
Total Number of Peak Trips	664	30	19920
Total Number of Off-Peak Trips	1756	27	47412
	2586		73308 minutes
			1222 hours

	Total Hours	Trips/Year	Hours/Trip	Taxi/Trip	Total Hours/Trip	Minutes
Difference in travel time 2005	779 hrs/year	2586	0.30	0.07	0.37	22
Difference in travel time 2015	852 hrs/year	2586	0.33	0.07	0.40	24

2005 Travel Time Difference - UNC Hospital to IGX vs. UNC Hospital to RDU

AHEC MedAir Users with 7 or More Flights/Year - 3/2004-2/2005

NAME	Flights/ Year	Vehicle Trips/Year	2005 Travel Time Increase/ Trip (hours)	Total Travel Time Increase (hours/year)
Dr.	7	14	0.37	5.2
Dr.	7	14	0.37	5.2
Dr.	7	14	0.37	5.2
Dr.	7	14	0.37	5.2
Dr.	7	14	0.37	5.2
Dr.	7	14	0.37	5.2
Ms.	7	14	0.37	5.2
Ms.	7	14	0.37	5.2
Dr.	8	16	0.37	5.9
Dr.	8	16	0.37	5.9
Dr.	8	16	0.37	5.9
Dr.	8	16	0.37	5.9
Dr.	8	16	0.37	5.9
Ms.	8	16	0.37	5.9
Ms.	8	16	0.37	5.9
Dr.	9	18	0.37	6.7
Dr.	9	18	0.37	6.7
Dr.	10	20	0.37	7.4
Dr.	10	20	0.37	7.4
Mr.	10	20	0.37	7.4
Dr.	11	22	0.37	8.1
Dr.	11	22	0.37	8.1
Dr.	11	22	0.37	8.1
Dr.	11	22	0.37	8.1
Dr.	11	22	0.37	8.1
Dr.	12	24	0.37	8.9
Dr.	12	24	0.37	8.9
Dr.	12	24	0.37	8.9
Dr.	12	24	0.37	8.9
Dr.	13	26	0.37	9.6
Dr.	13	26	0.37	9.6
Dr.	14	28	0.37	10.4
Dr.	14	28	0.37	10.4
Mr.	14	28	0.37	10.4
Dr.	16	32	0.37	11.8
Ms.	18	36	0.37	13.3
Ms.	18	36	0.37	13.3
Dr.	18	36	0.37	13.3
Dr.	19	38	0.37	14.1
Dr.	19	38	0.37	14.1
Ms.	19	38	0.37	14.1
Dr.	21	42	0.37	15.5
Ms.	23	46	0.37	17.0
Dr.	27	54	0.37	20.0
Dr.	28	56	0.37	20.7
Dr.	30	60	0.37	22.2
Dr.	30	60	0.37	22.2
Dr.	32	64	0.37	23.7
Dr.	35	70	0.37	25.9
Dr.	36	72	0.37	26.6
Dr.	37	74	0.37	27.4
Ms.	38	76	0.37	28.1
Dr.	41	82	0.37	30.3
Dr.	48	96	0.37	35.5
Total	884	1768		654.2

Total increase in travel time to RDU from UNC

Hospitals - frequent MedAir users 654 hours

Average Hourly Cost (including hourly wages plus
50% multiplier weighted by frequency of use) \$ 71.00 /hour

Total additional cost/year, travel time to RDU from
UNC Hospitals \$ 46,400.00

2015 Travel Time Difference - UNC Hospital to IGX vs. UNC Hospital to RDU
AHEC MedAir Users with 7 or More Flights/Year - 3/2004-2/2005

NAME	Flights/ Year	Vehicle Trips/Year	2015 Travel Time Increase/ Trip (hours)	Total Travel Time Increase (hours/year)
Dr.	7	14	0.40	5.6
Dr.	7	14	0.40	5.6
Dr.	7	14	0.40	5.6
Dr.	7	14	0.40	5.6
Dr.	7	14	0.40	5.6
Dr.	7	14	0.40	5.6
Ms.	7	14	0.40	5.6
Ms.	7	14	0.40	5.6
Dr.	8	16	0.40	6.4
Dr.	8	16	0.40	6.4
Dr.	8	16	0.40	6.4
Dr.	8	16	0.40	6.4
Dr.	8	16	0.40	6.4
Ms.	8	16	0.40	6.4
Ms.	8	16	0.40	6.4
Dr.	9	18	0.40	7.2
Dr.	9	18	0.40	7.2
Dr.	10	20	0.40	8.0
Dr.	10	20	0.40	8.0
Mr.	10	20	0.40	8.0
Dr.	11	22	0.40	8.8
Dr.	11	22	0.40	8.8
Dr.	11	22	0.40	8.8
Dr.	11	22	0.40	8.8
Dr.	11	22	0.40	8.8
Dr.	12	24	0.40	9.6
Dr.	12	24	0.40	9.6
Dr.	12	24	0.40	9.6
Dr.	12	24	0.40	9.6
Dr.	13	26	0.40	10.4
Dr.	13	26	0.40	10.4
Dr.	14	28	0.40	11.2
Dr.	14	28	0.40	11.2
Mr.	14	28	0.40	11.2
Dr.	16	32	0.40	12.8
Ms.	18	36	0.40	14.4
Ms.	18	36	0.40	14.4
Dr.	18	36	0.40	14.4
Dr.	19	38	0.40	15.2
Dr.	19	38	0.40	15.2
Ms.	19	38	0.40	15.2
Dr.	21	42	0.40	16.8
Ms.	23	46	0.40	18.4
Dr.	27	54	0.40	21.6
Dr.	28	56	0.40	22.4
Dr.	30	60	0.40	24.0
Dr.	30	60	0.40	24.0
Dr.	32	64	0.40	25.6
Dr.	35	70	0.40	28.0
Dr.	36	72	0.40	28.8
Dr.	37	74	0.40	29.6
Ms.	38	76	0.40	30.4
Dr.	41	82	0.40	32.8
Dr.	48	96	0.40	38.4
	884	1768		707.2

Total increase in travel time to RDU from UNC Hospitals - frequent MedAir users				707 hours
Average Hourly Cost (including hourly wages plus 50% multiplier weighted by frequency of use)				\$ 81.00 /hour
Total additional cost/year, travel time to RDU from UNC Hospitals				\$ 57,300.00

AHEC Costs to Relocate MedAir Operations to RDU

Initial cost	Hangar Option 1 (Freestanding Hangar)	Hangar Option 2 (Hangar/Offices Connected to NCDOA Facility)
Construct hangar and offices (UNC Estimate)	\$ 960,000	\$ 2,100,000
Movers (UNC Estimate)	\$ 18,000	\$ 18,000
Office furniture (\$5,000 x 8 offices) (AHEC Estimate)	\$ 40,000	\$ 40,000
Maintenance hangar upfit	TBD	TBD
Office equipment (fax machine, copier) (AHEC Estimate)	\$ 9,000	\$ 9,000
Total	\$ 1,027,000	\$ 2,167,000

Annual (recurring) costs	Hangar Option 1	Hangar Option 2
Ground lease, \$0.12/sq ft/year all area (UNC Estimate)	\$ 8,294	\$ 7,709
Airport services, \$0.01/sq ft/year built area (UNC Estimate)	\$ 94	\$ 198
Weather Service (UNC Estimate)	\$ 700	\$ 700
Building operating and maintenance (based on state reserve formula) (UNC Estimate)	\$ 91,865	\$ 191,417
Increased gas prices at RDU (AHEC Estimate)	\$ 16,000	\$ 16,000
Eliminate air traffic coordinator position (AHEC Estimate)		\$ (48,947)
Eliminate annual university hangar rent (AHEC Estimate)	\$ (33,600)	\$ (33,600)
Eliminate annual tie-down fees (AHEC Estimate)	\$ (6,840)	\$ (6,840)
Increased telephone, supplies (AHEC Estimate)	\$ (1,000)	\$ (1,000)
Mileage cost for heavy MedAir users (1768 trips at 19.6 miles/trip at 0.405/mile)	\$ 14,034	\$ 14,034
Travel time cost for heavy MedAir users flying 7+ times/year(2005)	\$ 46,400	\$ 46,400
Total	\$ 135,948	\$ 186,072

Comparison of IGX and RDU Options Using Alternative Airport Site Scoring Methodology

Major Site Factors	Weighting Factor A	Upgrade Horace Williams Airport to Unrestricted 4005' Runway, Co- Located with Horace Williams Development Plan			Relocate MedAir Operations to RDU		
		Impact Factor B	Total Score C	Comments	Impact Factor B	Total Score C	Comments
Site is within 25 minutes of UNC Hospital	2	3	6	Drive times calculated by Alexiou indicate average range of 7 to 10 minutes.	1	2	Drive times calculated by Alexiou indicate average range of 24 to 32 minutes.
Site is more 30 minutes or more from NPIAS airports	2	3	6		3	6	
Site is within 0-15 Minutes of AHEC	2	3	6	Drive times calculated by Alexiou indicate range of 7 to 10 minutes.			
Zoning allows airport development with no variance/special approval	4	2	8	Permits required.	3	12	Existing airport; hangar development assumed allowed by zoning.
Airspace Compatibility – Close-In Terminal Airspace Obstructions, Adjacent Airport Airspace Conflicts, Landfills	4	3	12	Site appears to have no terrain, tower, or electrical transmission line obstructions to FAR Part 77 surfaces or 20:1 approach surfaces. Tree obstructions can be reasonably mitigated. It should be noted that IGX Part 77 surfaces are smaller in area and have less restrictive approach slopes than the alternative airport footprint.	3	12	No known terrain, tower, or electrical transmission line obstructions to FAR Part 77 surfaces or approach surfaces.
Social Impacts - Existing and Future Land Use, Roadways	3	1	3	Four schools within 1 mile; airport is located within 1 mile of densely developed areas; conflicts with planned Carolina North development.	3	9	No known social impacts from relocation of MedAir operations to RDU.
Environmental Impacts (Wetlands, Streams, Rare Species, Floodplains, Historical/Archeological, Farmlands)	3	1	3	11 acres of tree clearing required from the Bolin Creek Significant Natural Area.	3	9	No known environmental impacts from relocation of MedAir operations to RDU.
Parcel Size/Contiguity; Ability to Accommodate Recommended Airport Facilities	2	3	6	Minimum airport facilities already exist.	3	6	Per UNC/AHEC coordination with RDU, RDU can accommodate proposed AHEC facilities.
Runway Orientation within Wind Coverage Tolerance	2	1	2	Runway 9-27 >= 95% wind coverage	3	6	RDU - Runways 5-23L and R >97% wind coverage; Runway 14-23 crosswind
Site Development Considerations - Terrain, Utility Relocation/Access, Soils, Drainage	1	3	3	Site is relatively flat and does not require relocation of roads or electrical transmission lines.	3	3	Hangar site is relatively flat and does not require relocation of roads, electrical transmission lines, or other structures.
Could Accommodate Future Expansion	1	2	2	500' runway extension possible; some terminal area expansion possible.	3	3	No expansion of airport runways or terminal area needed to accommodate AHEC facilities.
TOTAL SCORE		57			68		
Estimated Initial Land Acquisition Budget		\$1,432,375			\$0		
Estimated Initial Construction Budget		\$3,677,700			\$2,200,000		
Estimated Total Initial Budget		\$5,110,075			\$2,200,000		

B Impact Factor

1. Significant Adverse Impact/Does Not Meet Criteria
2. Some Impact/Marginally Meets Criteria
3. No Adverse Impact/Favorably Meets Criteria

A Weighting Factors

C Total Score = B Impact Factor * A Weighting Factor

SITE RANKING

Rank	Site	Score	County
1	RDU	68	Wake
2	H	60	Orange
3	IGX	57	Orange
4	9	53	Orange
5	T	50	Chatham
6	R	50	Chatham
7	C	50	Orange
8	A4	49.5	Alamance
9	F2	49.5	Orange
10	N	49	Chatham
11	K	48.5	Orange
12	S	48	Chatham
13	A5	46	Alamance
14	A6	47	Alamance
15	A2	46.5	Alamance
16	B	45.5	Orange
17	A3	45	Alamance
18	P	45	Chatham
19	F	43.5	Orange
20	U	43.5	Chatham
21	E	42	Orange
22	V	40	Chatham
23	J	38.5	Chatham
24	Miles	38	Orange
25	O	36	Chatham

Sites Screened Out	
Q	Chatham
Duchy	Alamance
A	Orange
D	Orange
G	Orange
I	Orange
L	Orange
M	Chatham

SUMMARY OF SITE SCORES FOR ALL AIRPORT OPTIONS EVALUATED

LEGEND

ORANGE

CHATHAM

ALAMANCE

WAKE