

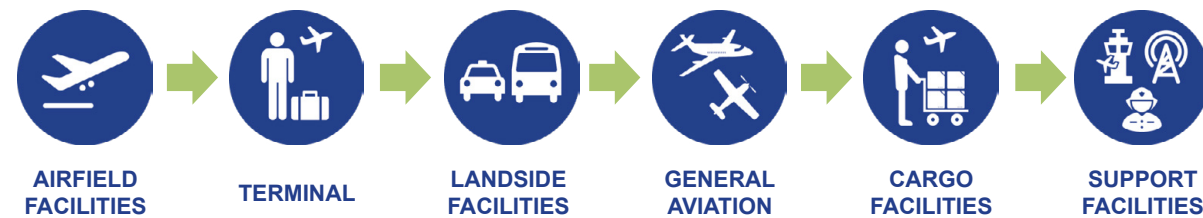
Alternatives Definition Process

The findings of the master plan study passenger forecasts show that RDU is expected to experience steady growth through the year 2040. Using those findings, a host of development alternatives were created to help shape the future of RDU. The development of airport alternatives follows a methodical process and must meet specific guidelines, as noted below.

Alternatives must:

- ▶ Meet defined aeronautical needs
- ▶ Comply with FAA criteria
- ▶ Consider operational safety and efficiency
- ▶ Recognize hierarchy among facilities

As composite alternatives are developed, each potential major group of projects defines the next. Planners start with airfield considerations and then move along through the hierarchy below. The final alternative, which will be selected in Fall 2016, will showcase planned projects for airfield, terminals, landside, general aviation and cargo and support services.



Public Engagement

Public engagement is critical to the master plan process. Workshops are held throughout the process to provide the public opportunities to learn about the project and provide input. Upcoming opportunities include:

- ▶ Workshop 8: September 7, 2016.
A presentation of the preferred alternative for public review.



For the most recent presentations and more information, visit vision2040.rdu.com

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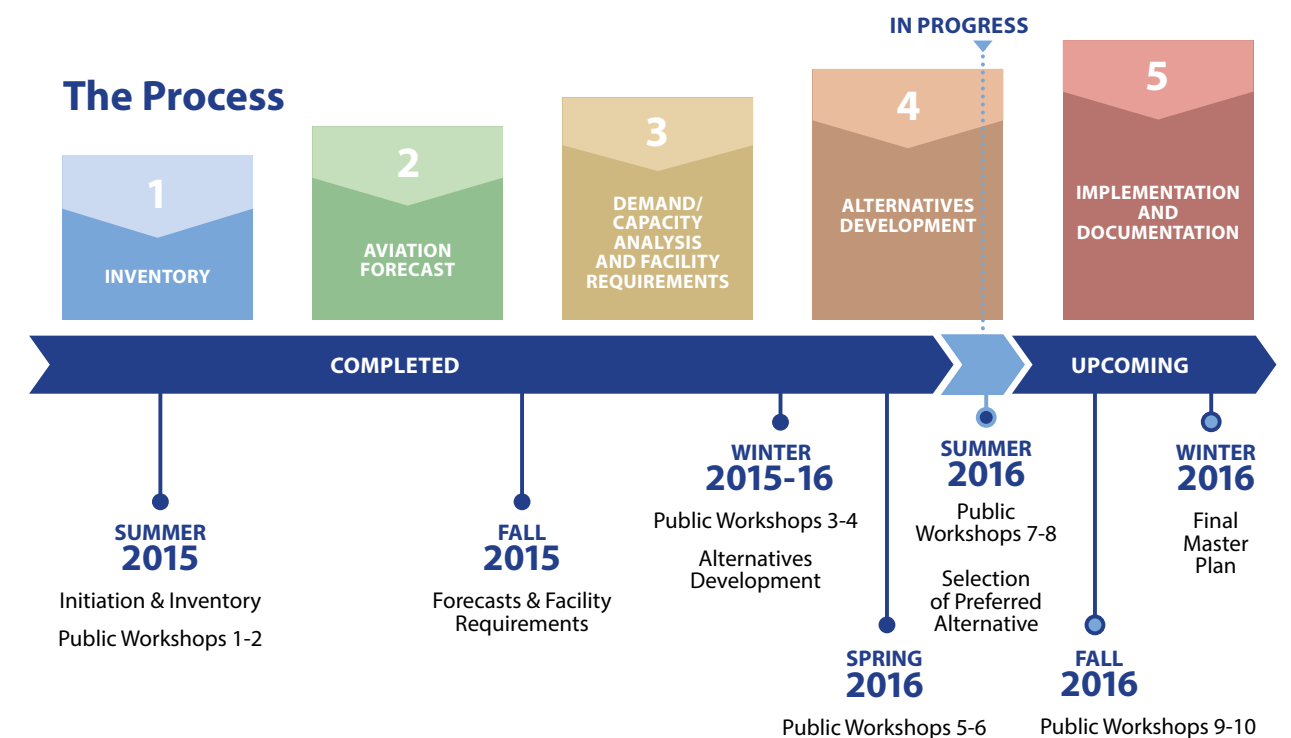


As we continue our Vision 2040 Master Planning process, we have revised our planning goals. This ensures that we develop a comprehensive, flexible development plan that addresses the study findings.

Goals

- Encompass** improvements that will ensure the airport's safety, efficiency and capability to serve the community's aviation needs
- Optimize** infrastructure and resources in an operationally, financially and environmentally sustainable manner
- Enhance** the passenger and customer experience through long range development actions
- Define** development plans that are scalable to respond to variations in demand over the planning horizon
- Preserve** flexibility to adapt to emerging and future technologies
- Accommodate** connectivity to various modes of transportation as components of airport development plans

The Process



Airport Federal Land Conveyances and Obligations

The Raleigh-Durham Aeronautical Authority (today the Raleigh-Durham Airport Authority) was established in 1939 by the N.C. General Assembly to “jointly acquire, establish, construct, own, control, lease, equip, improve, maintain, operate and regulate airports or landing fields for the use of airplanes and other aircraft within the limits of both counties or either of them.”

The Airport Authority is jointly governed by the counties of Durham and Wake and the cities of Durham and Raleigh. Each appoints two members to the Airport Authority board.

In 1942, the U.S. War Department designated the area we now know as Raleigh-Durham International Airport (RDU) as the Raleigh-Durham Army Air Field. Six years later, the federal government officially deeded the land to the Raleigh-Durham Airport Authority or its governing bodies. Today, RDU covers nearly 5,000 acres and serves 10 million passengers per year.

Airport land is bound by federal obligations to protect civil aviation interests. This means when the federal government deeded property to the Airport Authority or its governing bodies, or as the Airport Authority purchased land over the years, the Airport Authority, its governing bodies and community citizens agreed that the land could only be used for certain purposes.

These limitations are called federal obligations. We are obligated to the federal government in the following ways:

Utilization of Surplus Property

Surplus property belonging to the airport must be used to support the development, maintenance and operation of the airport. If the land cannot be used to support aviation, it must produce income for the airport.

Sale or Other Disposal of Property

The Airport Authority is obligated to obtain Federal Aviation Administration approval for the sale or other disposal of property, as well as approval for the use of any net proceeds realized. The FAA does not often approve the sale of airport land. The airport is not allowed to “gift” property to other entities.

Additional Restrictions on Property

Nothing can be built or grown on airport land that may obstruct air navigation. And, no activities are permitted on airport land that may interfere with or be a hazard to the flight of aircraft or flight communications. If not in direct use, all airport land must be able to quickly convert to support civil aviation on short notice, if necessary.

For more information on the federal obligations that the Airport Authority and its governing bodies have agreed upon, please refer to the following source:

- FAA Order 5190.6B: Airport Compliance Manual



2015 Aerial Image

Timeline of Public Meetings

June 2015

June 28 - Public Workshop #1 in Durham
June 29 - Public Workshop #2 in Raleigh

July 2015

July 14 - Technical Advisory Committee
July 15 - Policy Advisory Committee

September 2015

September 29 - Technical Advisory Committee
September 30 - Policy Advisory Committee

December 2015

December 8 - Technical Advisory Committee Date
December 9 - Policy Advisory Committee Date

January 2016

January 27 - Public Workshop #3 in Durham
January 28 - Public Workshop #4 in Raleigh

May 2016

May 25 - Technical Advisory Committee
May 26 - Policy Advisory Committee

June 2016

June 1 - Public Workshop #5 in Raleigh
June 2 - Public Workshop #6 in Durham
June 28 - Public Workshop #7 at RDU

July

Post-security Passenger Information Engagement in Terminal 1*
Post-security Passenger Information Engagement in Terminal 2*

September 2016

September 7 - Public Workshop #8 at RDU, Technical Advisory Committee
September 8 - Policy Advisory Committee

October 2016

Public Workshop #9 in Raleigh*
Public Workshop #10 in Durham*

November 2016

November 15 - Technical Advisory Committee
November 16 - Policy Advisory Committee



*Date and location to be determined and will be posted on vision2040.rdu.com