

Appendix D

Letter of Agreement



**WILMINGTON AIR TRAFFIC CONTROL TOWER
AND
2D MARINE AIRCRAFT WING
LETTER OF AGREEMENT**

Effective: January 7, 2022

SUBJECT: OPERATING PROCEDURES AT WILMINGTON INTERNATIONAL AIRPORT

1. **PURPOSE:** This agreement between Wilmington Air Traffic Control Tower (ILM) and 2d Marine Aircraft Wing (MAW) establishes procedures for MAW aircraft operating at Wilmington International Airport.
2. **SCOPE:** The procedures outlined herein are applicable to ILM personnel and all 2d MAW aircraft operating within ILM control jurisdiction.
3. **RESPONSIBILITIES:**
 - a. ILM will sequence aircraft to the “initial point” portion of the overhead maneuver pattern.
 - b. MAW aircraft will avoid overflying the Noise Sensitive Area over Historic Downtown Wilmington, depicted in Appendix 1-4 of this agreement, unless required by Air Traffic Control (ATC) for separation or when executing the overhead maneuver to Runway 06 as depicted in Appendix 1.
4. **PROCEDURES:**
 - a) Overhead Maneuver Procedure:
 - i) MAW aircraft will make the request for the overhead maneuver on initial contact with ILM approach control.
 - ii) Initial Point: The Initial Point for each runway is at five (5) nautical miles on the extended runway centerline from the approach end of each runway.
 - iii) Altitudes: The Initial altitude is 2,500 feet descending to cross Break Point at 2,000 feet. Then descend to 1,500 feet in the pattern. Maintain 1,500 feet until turning base. All altitudes may be modified by ILM, when required.
 - iv) Break: Break Point is between the approach end and departure end of the runway or as directed by ATC. The standard break directions are as follows and as depicted in Appendix 1-4 of this agreement:
 - (1) Runway 06 is LEFT
 - (2) Runway 24 is RIGHT
 - (3) Runway 17 is LEFT
 - (4) Runway 35 is RIGHT

*Note: An aircraft conducting an overhead maneuver is VFR and the IFR flight plan is canceled when the aircraft reaches the “initial point” on the initial approach portion of the maneuver, therefore, **NO** approach clearance is required.*

- b) Departure Procedure: Terminate afterburner passing 500 feet AGL.

5. GENERAL:

- a) Carrier Break is **NOT** authorized.
- b) Weather cutoff: When the ceiling is 3,000 feet or below, overhead maneuvers will not be conducted.
- c) When possible, military aircraft use VHF frequencies for civilian traffic awareness.

SHALA ADEL
TONNEMACHER

Digitally signed by SHALA ADEL TONNEMACHER
Date: 2022.01.03 15:15:48 -05'00'

Shala A. Tonnemacher
ILM Air Traffic Manager
Wilmington, NC

EILERTSON.PHIL
IP.E.1056570558

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Date: 2022.01.07 13:37:58 -05'00'

Col P. E. Eilertson
2d Marine Aircraft Wing G-3
MCAS Cherry Point, NC

DERRECK W
BORING

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Date: 2022.01.07 15:32:49 -05'00'

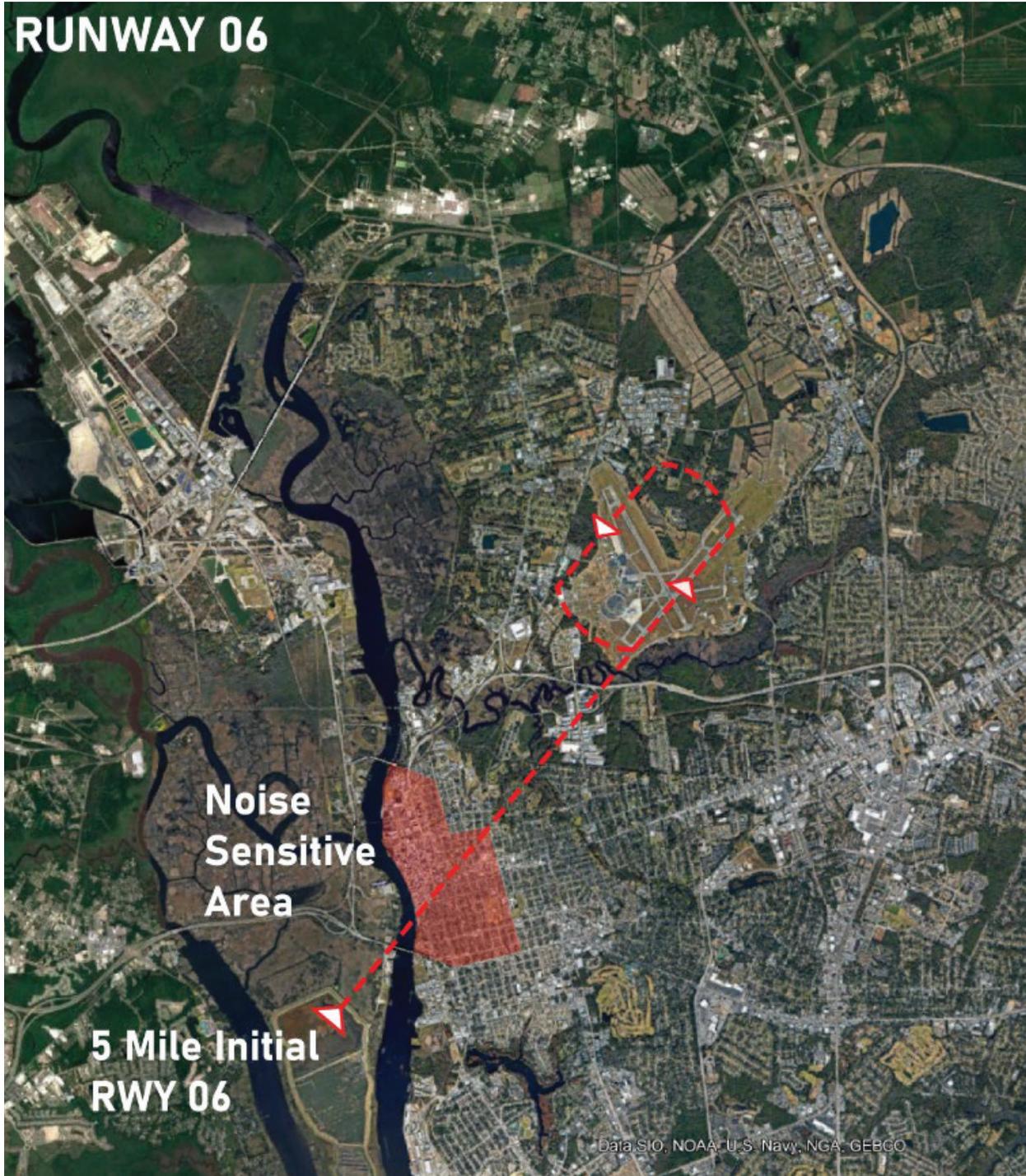
Derreck Boring
FAA Air Traffic Representative
Eastern Service Area, Operations Support Group

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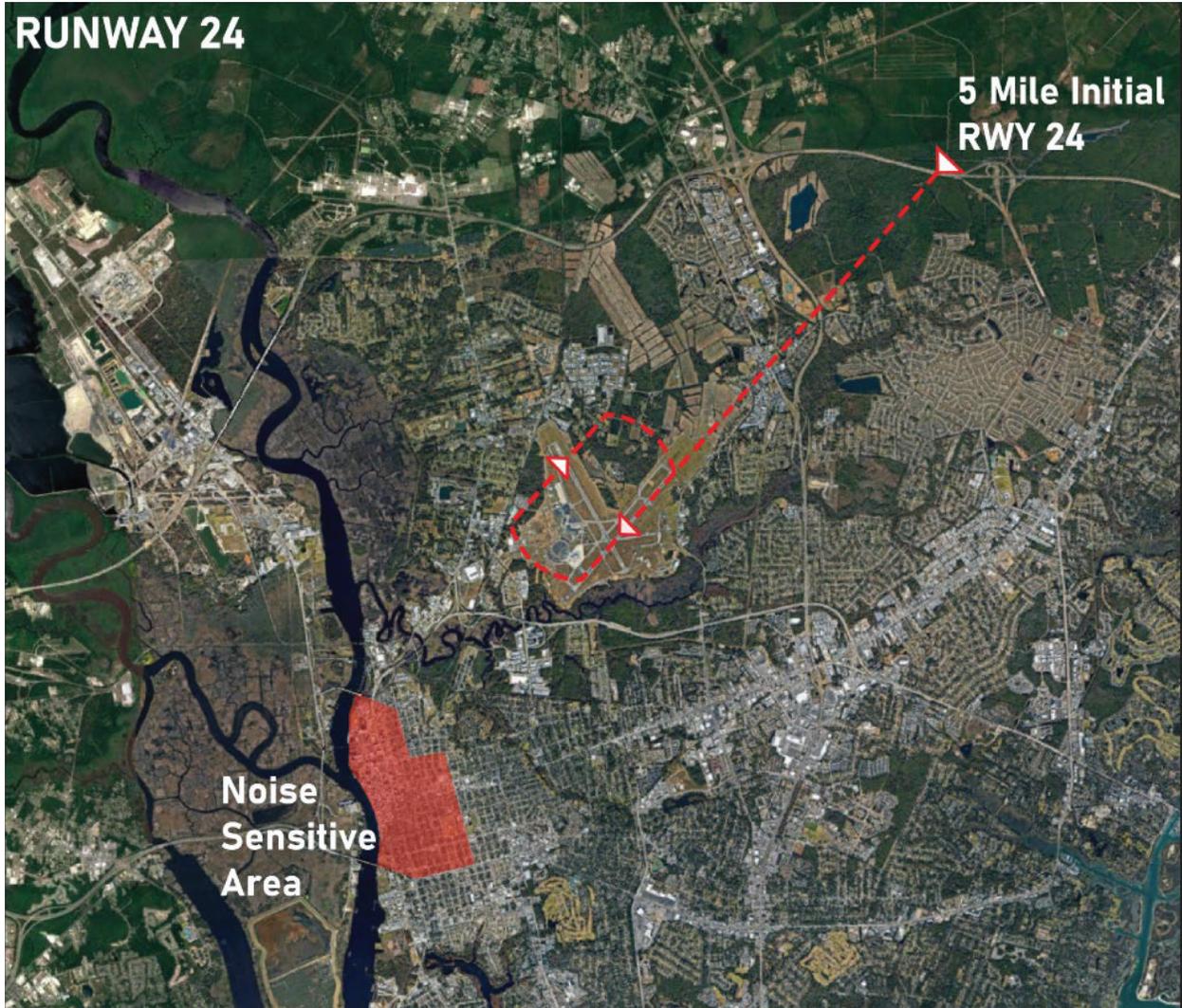
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Mark D. Eadie
MCIEAST Regional Airspace Coordinator
MCB-Camp Lejeune, NC

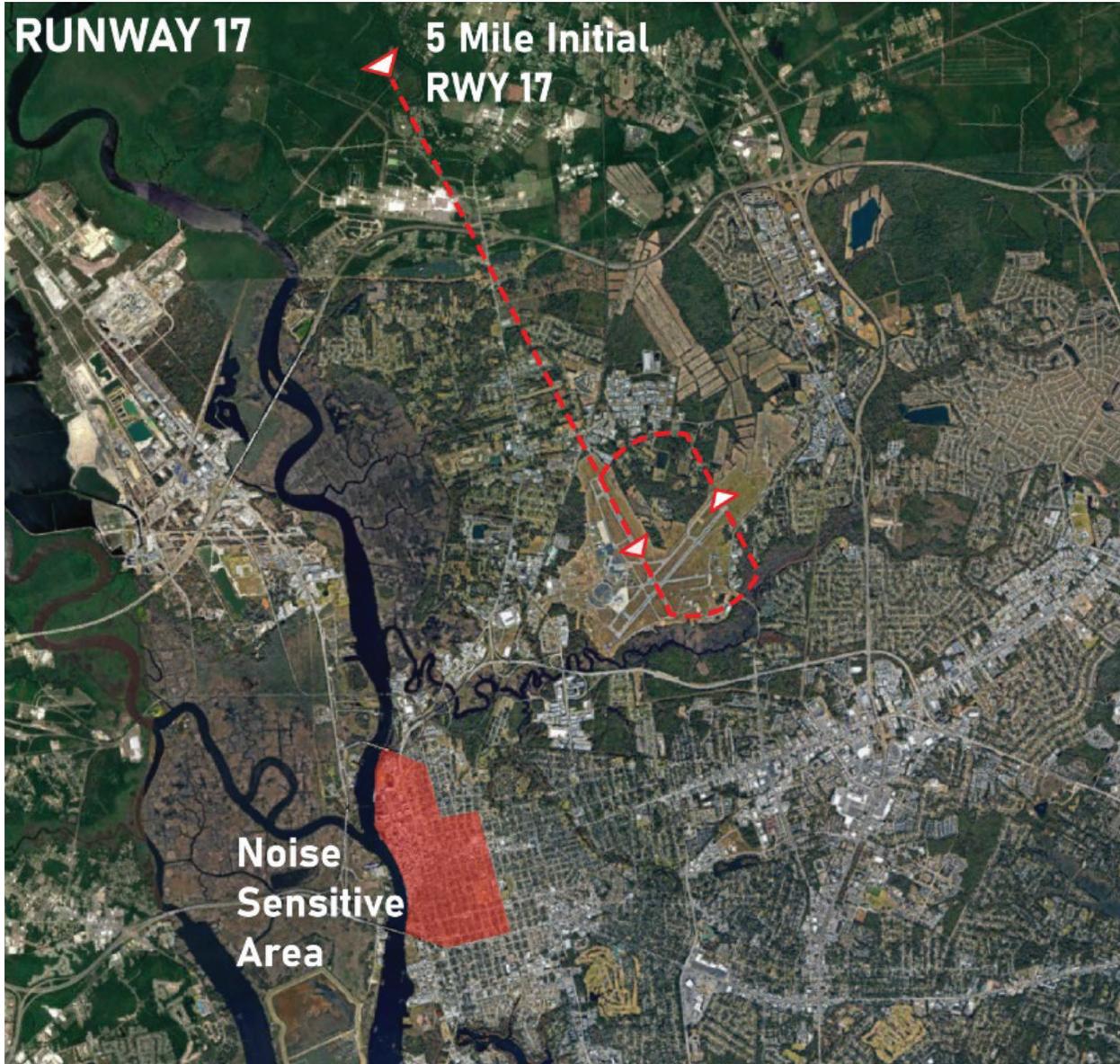
APPENDIX 1
ILM OVERHEAD MANEUVER RUNWAY 06
Noise Sensitive Area shaded in red



APPENDIX 2
ILM OVERHEAD MANEUVER RUNWAY 24
Noise Sensitive Area shaded in red



APPENDIX 3
ILM OVERHEAD MANEUVER RUNWAY 17
Noise Sensitive Area shaded in red



APPENDIX 4
ILM OVERHEAD MANEUVER RUNWAY 35
Noise Sensitive Area shaded in red

