NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

NORTH CAROLINA
AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY: **Albert J. Ellis Airport**

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

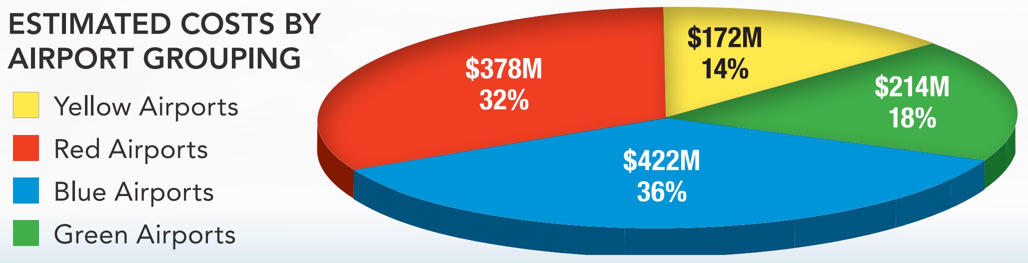
Yellow Airport:	+ 6,500' RUNWAY	**Blue Airport:**	+ 5,000' RUNWAY
Red Airport:	+ 6,000' RUNWAY	**Green Airport:**	+ 4,200' RUNWAY

As part of the NCASP, Albert J. Ellis Airport was classified as a Yellow Airport.

20-Year Costs for NCASP Recommended Projects

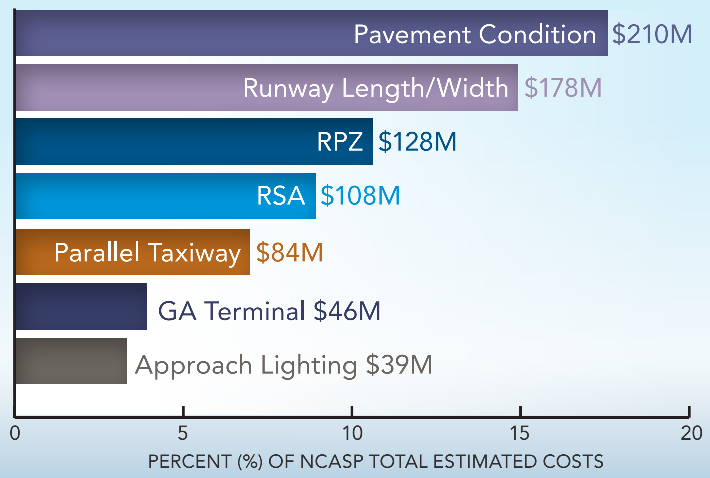
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

For more information on these studies or the NCASP, please visit: http://www.ncdot.gov/aviation/

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The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About OAJ

Albert J. Ellis Airport (OAJ) is located in the City of Jacksonville and the County of Onslow in the southeastern portion of the state. The airport is owned by the county and provides commercial airline and general aviation services to its patrons.

Associated County / City	Onslow / Jacksonville
Annual Operations (2013)	38,804
Number of Based Aircraft (2013)	21
Enplanements (2013)	167,728
Primary Runway	05/23
Dimensions	7,100 FT X 150 FT
Approach/Approach Lighting	Precision / MALSR
Population Within 60-Min. Drive	501,248

Economic Benefit of the Albert J. Ellis Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	340 jobs
PAYROLL	$12,300,000
ECONOMIC OUTPUT	$191,890,000

ALBERT J. ELLIS AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2009	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	1,000 FT	1,000 FT	Yes
Runway Protection Zone (RPZ) Ownership	Fee Simple	Fee Simple	Yes
Pavement Condition Index (PCI) - Primary RWY	78 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	66 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Taxiways	71 (as of 2012)	PCI ≥ 75	No
Runway Length	7,100 FT	6,500 FT	Yes
Runway Width	150 FT	150 FT	Yes
Pavement Strength	75,000lbs SW 175,000lbs DW 300,000lbs DT	Per Part 139 Pavement Requirements	Yes
Visual Navigational Aids	RB, LWS, PAPI-4	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	Yes
Runway Edge Lighting	HIRL	High Intensity Runway Lighting (HIRL)	Yes
Weather Reporting Capability	AWOS III	AWOS IIIP	Yes
Standard Instrument Approach	PA, 200', 1/2 mile	Precision Approach (PA) <250', < 3/4m	Yes
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	28 spaces	20% Based Aircraft + 20% Busy Day Transient (GA) = 8 spaces	Yes
General Aviation Terminal Building	2,400 SF	Passenger Terminal-Not Eligible, GA Terminal Bldg/Parking per ALP	Yes
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RHP, L, G	Runway Hold Position (RHP), Location (L), Guidance (G), Distance Remaining (DR)	Yes
Ground Communication	Remote Transmitter/Receiver (RTR)	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	MALSR	Approach Lighting System (ALS)	Yes
Aircraft Rescue and Firefighting (ARFF) Equipment	Yes	As required by Part 139	Yes

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY:

Anson County Airport – Jeff Cloud Field

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

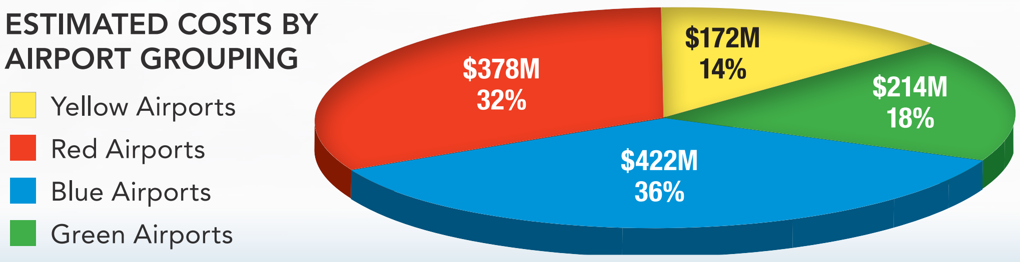
- **Yellow Airport:** + 6,500' RUNWAY
- **Red Airport:** + 6,000' RUNWAY
- **Blue Airport:** + 5,000' RUNWAY
- **Green Airport:** + 4,200' RUNWAY

As part of the NCASP, Anson County Airport – Jeff Cloud Field was classified as a Blue Airport.

20-Year Costs for NCASP Recommended Projects

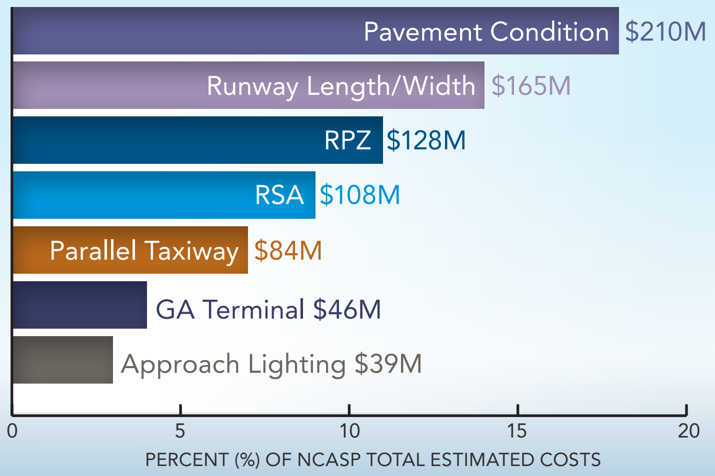
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
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NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

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As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About AFP

Anson County Airport – Jeff Cloud Field (AFP) is located in the City of Wadesboro and the County of Anson in the southern portion of the state. The airport is owned by the county and provides general aviation services to its patrons.

Associated County / City	Anson / Wadesboro
Annual Operations (2013)	6,515
Number of Based Aircraft (2013)	24
Primary Runway	16/34
Dimensions	5,498 FT X 100 FT
Taxiway	Full Parallel
Approach/Approach Lighting	Precision / None
Population Within 30-Min. Drive	66,785

Economic Benefit of the Anson County Airport – Jeff Cloud Field

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	30 jobs
PAYROLL	$1,180,000
ECONOMIC OUTPUT	$10,690,000

ANSON COUNTY AIRPORT - JEFF CLOUD FIELD

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective. During the development of the NCASP, it was recommended that AFP transition from a Green to Blue airport in order to support the near-term growth that is anticipated to occur in the area. Due to this recommendation, AFP was evaluated against both Green and Blue airport objectives, which are shown below.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2010	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	300 FT	300 FT	Yes
Runway Protection Zone (RPZ) Ownership	None	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	89 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	75 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	84 (as of 2012)	PCI ≥ 75	Yes
Runway Length	5,498 FT	(Green) 4,200 FT / (Blue) 5,000 FT	Yes
Runway Width	100 FT	(Green) 75 FT / (Blue) 100 FT	Yes
Pavement Strength	12,000lbs SW, 60,000lbs DW	(Green) <30,000lbs SW or DW and >12,500lbs SW or DW / (Blue) >30,000lbs SW or DW and <60,000lbs SW or DW	Yes
Visual Navigational Aids	RB, LWS, PAPI-2	(Green) Rotating Beacon (RB), Lighted Wind Sock (LWS), PAPI-2 / (Blue) RB, LWS, PAPI-4	Yes / No
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIP	AWOS III	Yes
Standard Instrument Approach	Precision Approach (PA), 259', 7/8 mile	(Green) Instrument Approach with Vertical Guidance (APV), 400', 1m / (Blue) APV, 250', 3/4m	Yes
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	28 spaces	25% Based Aircraft + 20% Busy Day Transient = 15 spaces	Yes
General Aviation Terminal Building	2,600 SF	(Green) 3,200 SF / (Blue) 4,500 SF	No
Taxiway & Apron Edge Lighting	Reflective Markers	(Green) Reflective Markers / (Blue) Medium Intensity Taxiway Lighting (MITL)	Yes / No
Airfield Signage	L, G	Runway Hold Position (RHP), Location (L), Guidance (G)	No
Ground Communication	UNICOM	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	20 hangars	75% Based Aircraft = 13 hangars	Yes
Airfield Maintenance Equipment/Storage Bldg.	Equipment in storage	Approved Tractor/Building	Yes
Perimeter Fencing	None	8' Perimeter	No
Fuel Facilities	AvGas, Jet A, Self-Serve	Based on Demand	Yes

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY: Asheboro Regional Airport

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

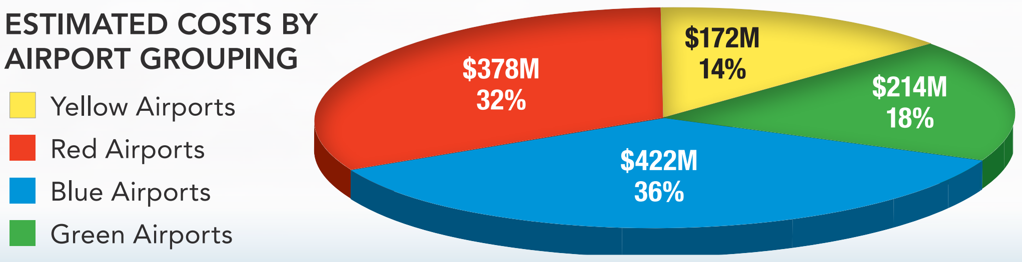
Yellow Airport: + 6,500' RUNWAY
Red Airport: + 6,000' RUNWAY
Blue Airport: + 5,000' RUNWAY
Green Airport: + 4,200' RUNWAY

As part of the NCASP, Asheboro Regional Airport was classified as a **Blue Airport.**

20-Year Costs for NCASP Recommended Projects

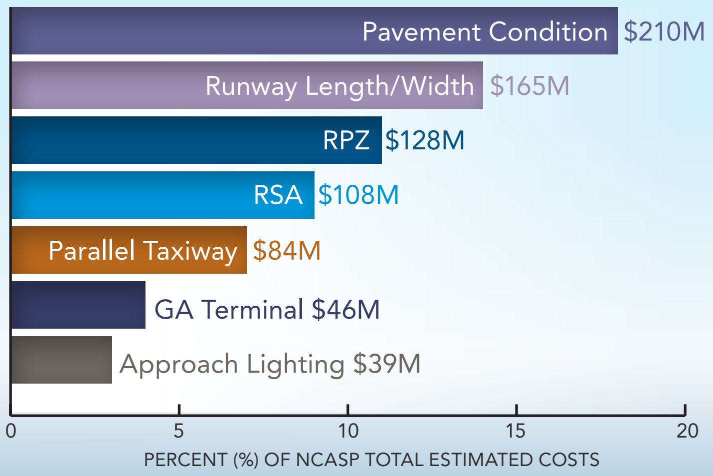
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

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The North Carolina Airport System

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As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About HBI

Asheboro Regional Airport (HBI) is located in the City of Asheboro and the County of Randolph in the central portion of the state. The airport is owned by the city and provides general aviation services to its patrons.

Associated County / City	Randolph / Asheboro
Annual Operations (2013)	15,500
Number of Based Aircraft (2013)	34
Primary Runway	03/21
Dimensions	5,501 FT X 100 FT
Taxiway	Full Parallel
Approach/Approach Lighting	RNAV LPV / None
Population Within 30-Min. Drive	131,648

Economic Benefit of the Asheboro Regional Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	30 jobs
PAYROLL	$1,180,000
ECONOMIC OUTPUT	$5,940,000

ASHEBORO REGIONAL AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2005	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	300 FT	300 FT	Yes
Runway Protection Zone (RPZ) Ownership	Complete	Fee Simple	Yes
Pavement Condition Index (PCI) - Primary RWY	88 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	83 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	94 (as of 2012)	PCI ≥ 75	Yes
Runway Length	5,501 FT	5,000 FT	Yes
Runway Width	100 FT	100 FT	Yes
Pavement Strength	30,000lbs SW, 60,000lbs DW	> 30,000lbs SW or DW and < 60,000lbs SW or DW or Per PCN Analysis if Part 139	Yes
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	No
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIP	AWOS III	Yes
Standard Instrument Approach	Area Navigation (RNAV) LPV, 547', 1 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	No
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	38 spaces	25% Based Aircraft + 20% Busy Day Transient = 14 spaces	Yes
General Aviation Terminal Building	2,486 SF	4,500 SF	No
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	L, G	Runway Hold Position (RHP), Location (L), Guidance (G)	No
Ground Communication	GCO	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	58 hangars	75% Based Aircraft = 34 hangars	Yes
Airfield Maintenance Equipment/Storage Bldg.	Equipment in storage	Approved Tractor/Building	Yes
Perimeter Fencing	Complete, 8' with 3 strand barb wire	8' Perimeter	Yes
Fuel Facilities	AvGas, Jet A, Self-Serve	Based on Demand	Yes

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NORTH CAROLINA AIRPORTS SYSTEM PLAN

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY: **Ashe County Airport**

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

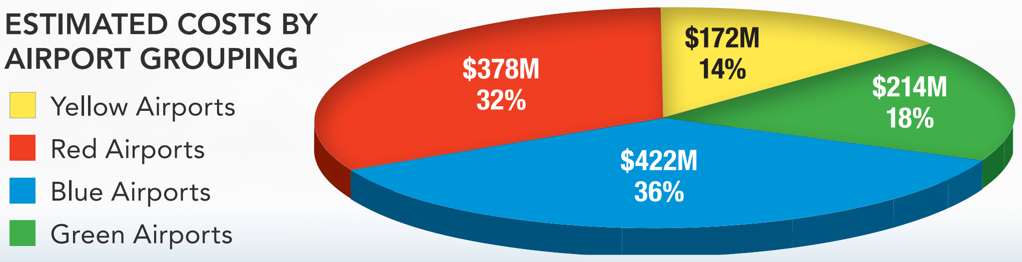
Yellow Airport:	+ 6,500' RUNWAY	**Blue Airport:**	+ 5,000' RUNWAY
Red Airport:	+ 6,000' RUNWAY	**Green Airport:**	+ 4,200' RUNWAY

As part of the NCASP, Ashe County Airport was classified as a **Blue Airport.**

20-Year Costs for NCASP Recommended Projects

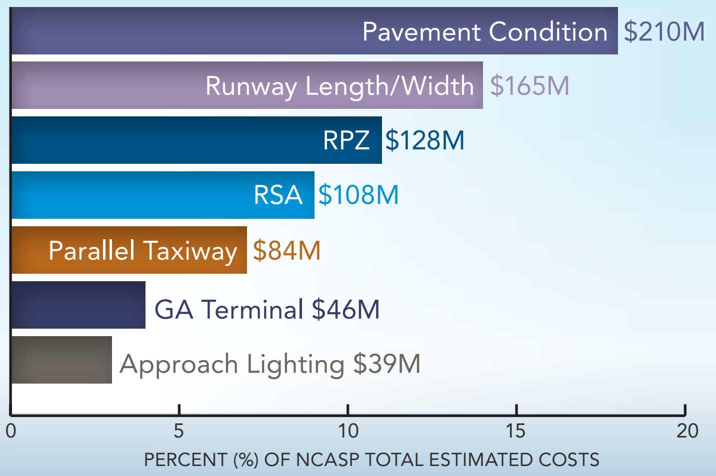
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



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The North Carolina Airport System

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As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About GEV

Ashe County Airport (GEV) is located in the City of Jefferson and the County of Ashe in the northwestern portion of the state. The airport is owned by the county and provides general aviation services to its patrons.

Associated County / City	Ashe / Jefferson
Annual Operations (2011)	10,400
Number of Based Aircraft (2011)	32
Primary Runway	10/28
Dimensions	5,003 FT X 75 FT
Taxiway	Connector ends
Approach/Approach Lighting	LNAV / None
Population Within 30-Min. Drive	32,630

Economic Benefit of the Ashe County Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	220 jobs
PAYROLL	$6,150,000
ECONOMIC OUTPUT	$32,980,000

ASHE COUNTY AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2002	ALP Completed/Updated Within Last 10 Years	No
Runway Safety Area (RSA)	300 FT	300 FT	Yes
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	65 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Apron	75 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	51 (as of 2012)	PCI ≥ 75	No
Runway Length	5,003 FT	5,000 FT	Yes
Runway Width	75 FT	100 FT	No
Pavement Strength	12,500lbs SW	> 30,000lbs SW or DW and < 60,000lbs SW or DW or Per PCN Analysis if Part 139	No
Visual Navigational Aids	RB, LWS	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	No
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIP	AWOS III	Yes
Standard Instrument Approach	Lateral Navigation (LNAV), 1004', 1 1/4 miles	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	No
Parallel Taxiway	Connector ends	Full Parallel	No
Aircraft Apron	17 spaces	50% Based Aircraft + 20% Busy Day Transient = 10 spaces	Yes
General Aviation Terminal Building	2,400 SF	4,500 SF	No
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	None	Runway Hold Position (RHP), Location (L), Guidance (G)	No
Ground Communication	GCO	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	20 hangars	50% Based Aircraft = 24 hangars	No
Airfield Maintenance Equipment/Storage Bldg.	Vehicle, Equipment in storage	Approved Tractor/Building	Yes
Perimeter Fencing	Partial, 6'	8' Perimeter	No
Fuel Facilities	AvGas, Jet A	Based on Demand	Yes

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY: **Asheville Regional Airport**

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

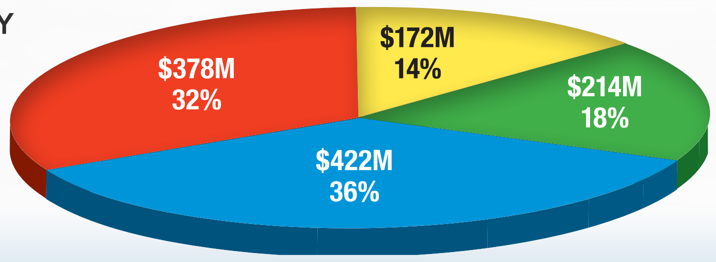
Yellow Airport:	+ 6,500' RUNWAY	**Blue Airport:**	+ 5,000' RUNWAY
Red Airport:	+ 6,000' RUNWAY	**Green Airport:**	+ 4,200' RUNWAY

As part of the NCASP, Asheville Regional Airport was classified as a **Yellow Airport.**

20-Year Costs for NCASP Recommended Projects

Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

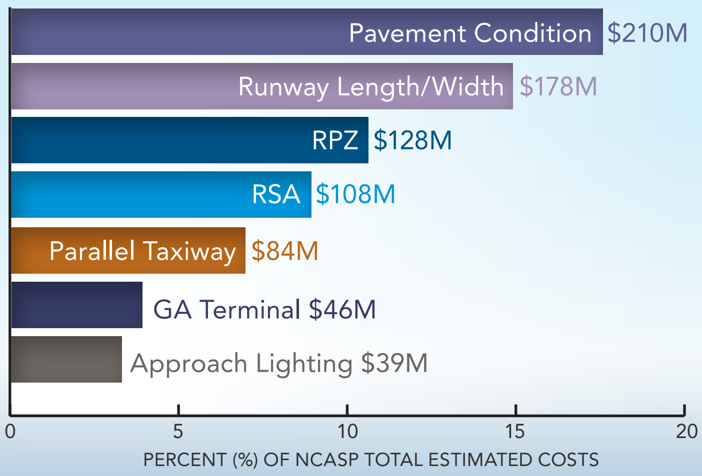
ESTIMATED COSTS BY AIRPORT GROUPING



- 🟨 Yellow Airports
- 🟥 Red Airports
- 🟦 Blue Airports
- 🟩 Green Airports

NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

For more information on these studies or the NCASP, please visit: http://www.ncdot.gov/aviation/

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About AVL

Asheville Regional Airport (AVL) is located in the City of Asheville and the County of Buncombe in the western portion of the state. The airport is owned by the Greater Asheville Regional Airport Authority and provides commercial airline and general aviation services to its patrons.

Associated County / City	Buncombe / Asheville
Annual Operations (2014)	68,860
Number of Based Aircraft (2014)	171
Enplanements (2014)	378,124
Primary Runway	16/34
Dimensions	8,001 FT X 150 FT
Approach/Approach Lighting	Precision / MALSR
Population Within 60-Min. Drive	622,295

Economic Benefit of the Asheville Regional Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	1,700 jobs
PAYROLL	$41,470,000
ECONOMIC OUTPUT	$473,760,000

ASHEVILLE REGIONAL AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2013	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	1,000 FT	1,000 FT	Yes
Runway Protection Zone (RPZ) Ownership	Complete	Fee Simple	Yes
Pavement Condition Index (PCI) - Primary RWY	57 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Apron	58 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Taxiways	77 (as of 2012)	PCI ≥ 75	Yes
Runway Length	8,001 FT	6,500 FT	Yes
Runway Width	150 FT	150 FT	Yes
Pavement Strength	120,000lbs SW, 160,000lbs DW, 260,000lbs DT	Per Part 139 Pavement Requirements	Yes
Visual Navigational Aids	RB, LWS, PAPI-4/VASI-4	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	Yes
Runway Edge Lighting	HIRL	High Intensity Runway Lighting (HIRL)	Yes
Weather Reporting Capability	ASOS	AWOS IIIP	Yes
Standard Instrument Approach	Precision Approach (PA), 200', 1/2 mile	PA, <250', < 3/4m	Yes
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	93 spaces	20% Based Aircraft + 20% Busy Day Transient (GA) = 45 spaces	Yes
General Aviation Terminal Building	35,000 SF	Passenger Terminal-Not Eligible, GA Terminal Bldg/Parking per Master Plan	Yes
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RHP, L, G, DR	Runway Hold Position (RHP), Location (L), Guidance (G), Distance Remaining (DR)	Yes
Ground Communication	UNICOM, Remote Transmitter/Receiver (RTR)	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	MALSR	Approach Lighting System (ALS)	Yes
Aircraft Rescue and Firefighting (ARFF) Equipment	Yes	As required by Part 139	Yes

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY:

Avery County Airport/Morrison Field

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

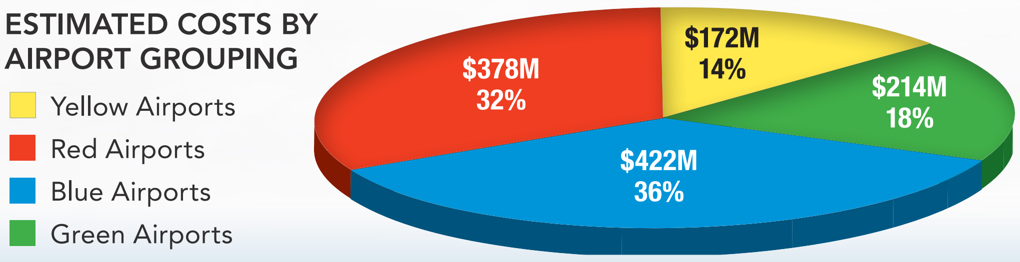
Yellow Airport:	+ 6,500' RUNWAY	**Blue Airport:**	+ 5,000' RUNWAY
Red Airport:	+ 6,000' RUNWAY	**Green Airport:**	+ 4,200' RUNWAY

As part of the NCASP, Avery County Airport/Morrison Field was classified as a Green Airport.

20-Year Costs for NCASP Recommended Projects

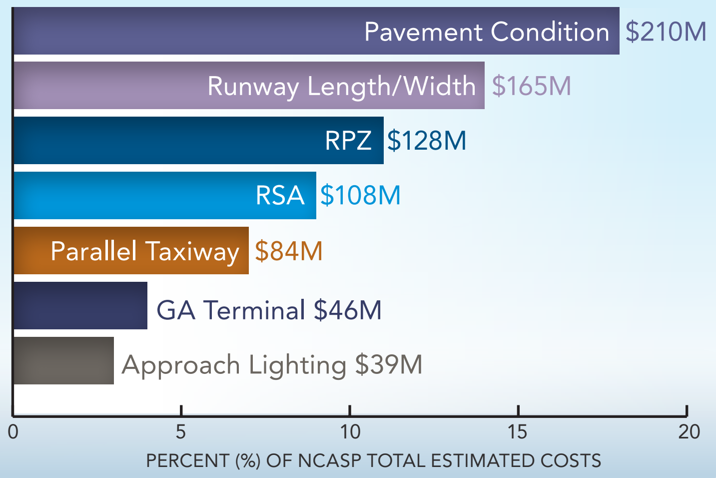
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

For more information on these studies or the NCASP, please visit: http://www.ncdot.gov/aviation/

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About 7A8

Avery County Airport/Morrison Field (7A8) is located near the City of Spruce Pine and in the County of Avery in the central portion of the state. The airport is owned by the county and provides general aviation services to its patrons.

Associated County / City	Avery / Spruce Pine
Annual Operations (2013)	6,000
Number of Based Aircraft (2013)	32
Primary Runway	17/35
Dimensions	3,001 FT X 60 FT
Taxiway	Turnaround Ends
Approach/Approach Lighting	Visual / None
Population Within 30-Min. Drive	45,018

Economic Benefit of the Avery County Airport/ Morrison Field

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	50 jobs
PAYROLL	$1,560,000
ECONOMIC OUTPUT	$4,880,000

AVERY COUNTY AIRPORT/MORRISON FIELD

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2014	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	240 FT	240 FT	Yes
Runway Protection Zone (RPZ) Ownership	None	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	62	PCI ≥ 75	No
Pavement Condition Index (PCI) - Apron	Under Review by NCDOA	PCI ≥ 75	N/A
Pavement Condition Index (PCI) - Taxiways	Under Review by NCDOA	PCI ≥ 75	N/A
Runway Length	3,001 FT	4,200 FT	No
Runway Width	60 FT	75 FT	No
Pavement Strength	12,500lbs SW	< 30,000lbs SW or DW and > 12,500lbs SW or DW	No
Visual Navigational Aids	LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-2	No
Runway Edge Lighting	None	Medium Intensity Runway Lighting (MIRL)	No
Weather Reporting Capability	SUPERAWOS	AWOS III	No
Standard Instrument Approach	Visual	Instrument Approach with Vertical Guidance (APV), 400', 1m	No
Parallel Taxiway	Turnaround Ends	Full Parallel	No
Aircraft Apron	8 spaces	50% Based Aircraft + 20% Busy Day Transient = 17 spaces	No
General Aviation Terminal Building	1,400 SF	3,200 SF	No
Taxiway & Apron Edge Lighting	None	Reflective Markers	No
Airfield Signage	None	Runway Hold Position (RHP), Location (L), Guidance (G)	No
Ground Communication	UNICOM	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	26 hangars	50% Based Aircraft = 16 hangars	Yes
Airfield Maintenance Equipment/Storage Bldg.	Equipment in storage	Approved Tractor/Building	Yes
Perimeter Fencing	None	8' Perimeter	No
Fuel Facilities	AvGas, Jet A, Self-Serve	Based on Demand	Yes

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY: **Billy Mitchell Airport**

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

Yellow Airport: + 6,500' RUNWAY

Blue Airport: + 5,000' RUNWAY

Red Airport: + 6,000' RUNWAY

Green Airport: + 4,200' RUNWAY

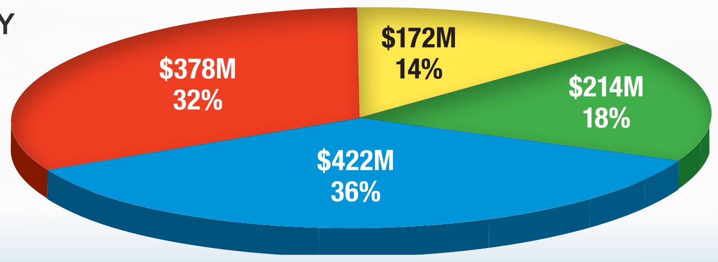
As part of the NCASP, Billy Mitchell Airport was classified as a Green Airport.

20-Year Costs for NCASP Recommended Projects

Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

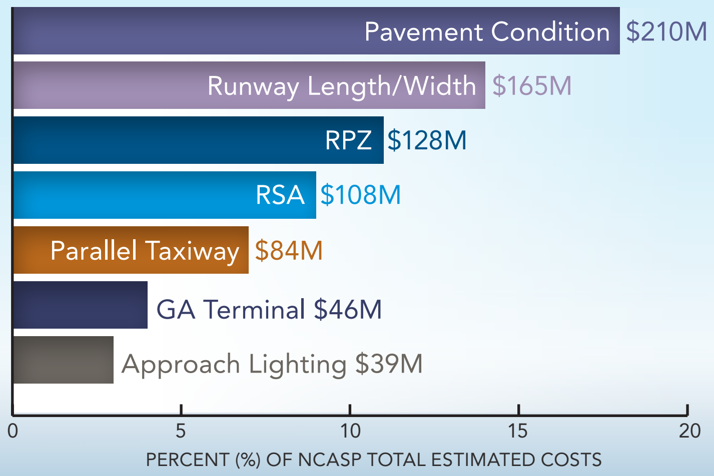
ESTIMATED COSTS BY AIRPORT GROUPING

- 🟨 Yellow Airports
- 🟥 Red Airports
- 🟦 Blue Airports
- 🟩 Green Airports



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
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NCASP NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

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About HSE

Billy Mitchell Airport (HSE) is located in the City of Hatteras and the County of Dare in the central portion of the state. The airport is owned by the National Park Service and provides general aviation services to its patrons.

Associated County / City	Dare / Hatteras
Annual Operations (2013)	9,200
Number of Based Aircraft (2013)	0
Primary Runway	07/25
Dimensions	3,000 FT X 75 FT
Taxiway	Connector and Turn-around Ends
Approach/Approach Lighting	LNAV / None
Population Within 30-Min. Drive	3,700

Economic Benefit of the Billy Mitchell Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	10 jobs
PAYROLL	$90,000
ECONOMIC OUTPUT	$1,760,000

BILLY MITCHELL AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2014	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	240 FT	240 FT	Yes
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	79 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	64 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Taxiways	65 (as of 2012)	PCI ≥ 75	No
Runway Length	3,000 FT	4,200 FT	No
Runway Width	75 FT	75 FT	Yes
Pavement Strength	30,000lbs SW	< 30,000lbs SW or DW and > 12,500lbs SW or DW	Yes
Visual Navigational Aids	LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-2	No
Runway Edge Lighting	None	Medium Intensity Runway Lighting (MIRL)	No
Weather Reporting Capability	ASOS	AWOS III	Yes
Standard Instrument Approach	Laternal Navigation (LNAV), 485', 1 mile	Instrument Approach with Vertical Guidance (APV), 400', 1m	No
Parallel Taxiway	Connector and Turnaround Ends	Full Parallel	No
Aircraft Apron	39 spaces	50% Based Aircraft + 20% Busy Day Transient = 2 spaces	Yes
General Aviation Terminal Building	1,200 SF	3,200 SF	No
Taxiway & Apron Edge Lighting	None	Reflective Markers	No
Airfield Signage	None	Runway Hold Position (RHP), Location (L), Guidance (G)	No
Ground Communication	UNICOM	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	0 hangars	50% Based Aircraft = 0 hangars	No
Airfield Maintenance Equipment/Storage Bldg.	None	Approved Tractor/Building	No
Perimeter Fencing	Partial, 4'	8' Perimeter	No
Fuel Facilities	None	Based on Demand	Yes

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY:

Burlington-Alamance Regional Airport

Airport Grouping/Role

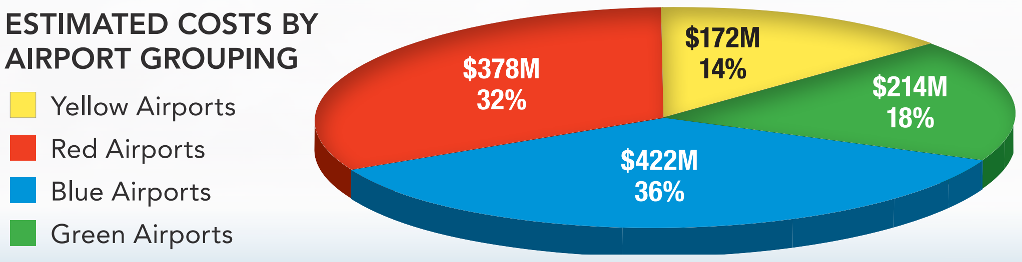
In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

Yellow Airport: + 6,500' RUNWAY	**Blue Airport:** + 5,000' RUNWAY
Red Airport: + 6,000' RUNWAY	**Green Airport:** + 4,200' RUNWAY

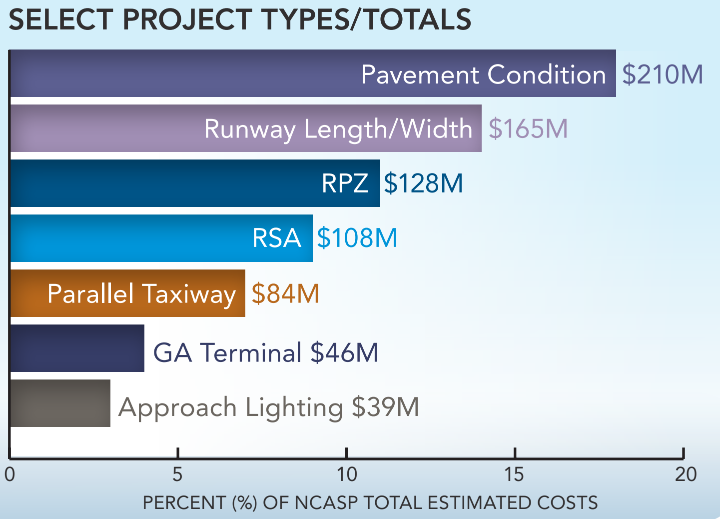
As part of the NCASP, Burlington-Alamance Regional Airport was classified as a Red Airport.

20-Year Costs for NCASP Recommended Projects

Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.



NCASP ESTIMATED COSTS = $1.2 BILLION



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
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NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN
DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

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About BUY

Burlington-Alamance Regional Airport (BUY) is located in the City of Burlington and the County of Alamance in the northern portion of the state. The airport is owned by the city and provides general aviation services to its patrons.

Associated County / City	Alamance / Burlington
Annual Operations (2013)	60,000
Number of Based Aircraft (2013)	123
Primary Runway	06/24
Dimensions	6,405 FT X 100 FT
Taxiway	Full Parallel
Approach/Approach Lighting	Precision / None
Population Within 30-Min. Drive	553,783

Economic Benefit of the Burlington-Alamance Regional Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	550 jobs
PAYROLL	$22,380,000
ECONOMIC OUTPUT	$71,850,000

BURLINGTON-ALAMANCE REGIONAL

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	1997	ALP Completed/Updated Within Last 10 Years	No
Runway Safety Area (RSA)	Non-Standard	1,000 FT	No
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	84 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	89 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	89 (as of 2012)	PCI ≥ 75	Yes
Runway Length	6,405 FT	6,000 FT	Yes
Runway Width	100 FT	100 FT	Yes
Pavement Strength	95,500lbs DW	> 60,000lbs SW or DW or Per PCN Analysis if Part 139	Yes
Visual Navigational Aids	RB, LWS, PAPI-4	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	Yes
Runway Edge Lighting	High Intensity Runway Lighting (HIRL)	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	ASOS	AWOS III	Yes
Standard Instrument Approach	Precision Approach (PA), 250', 3/4 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	Yes
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	30 spaces	25% Based Aircraft + 20% Busy Day Transient = 40 spaces	No
General Aviation Terminal Building	3,500 SF	5,500 SF	No
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	L, G	Runway Hold Position (RHP), Location (L), Guidance (G), Distance Remaining (DR)	No
Ground Communication	Remote Transmitter/Receiver (RTR)	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	54 hangars	75% Based Aircraft = 92 hangars	No
Airfield Maintenance Equipment/Storage Bldg.	Vehicle, Equipment in storage	Approved Tractor/Building	Yes
Perimeter Fencing	Partial, 7' with barbed wire	8' Perimeter	No
Fuel Facilities	AvGas, Jet A	Based on Demand	Yes

NORTH CAROLINA
AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY:

Cape Fear Regional Jetport-Howie Franklin Field

Airport Grouping/Role

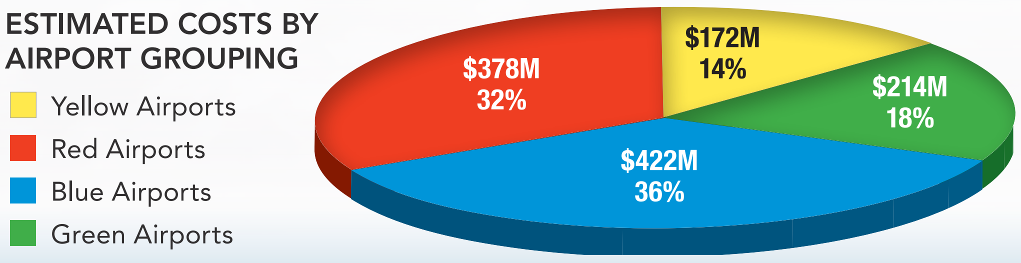
In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

Yellow Airport: + 6,500' RUNWAY	Blue Airport: + 5,000' RUNWAY
Red Airport: + 6,000' RUNWAY	Green Airport: + 4,200' RUNWAY

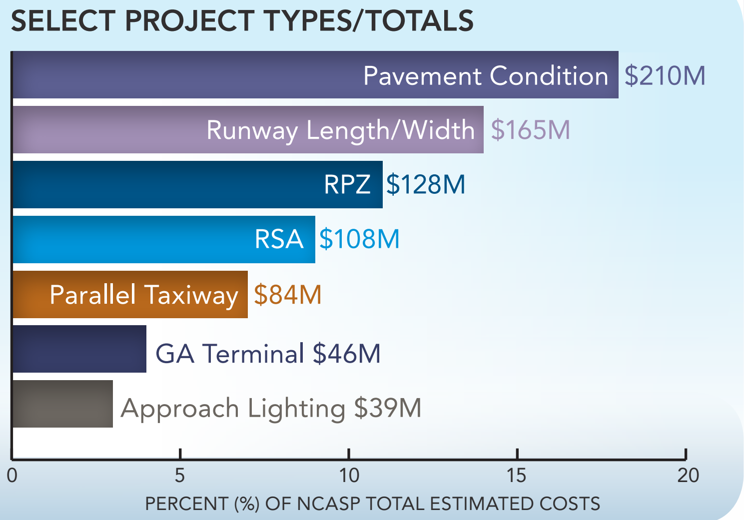
As part of the NCASP, Cape Fear Regional Jetport was classified as a **Red Airport.**

20-Year Costs for NCASP Recommended Projects

Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.



NCASP ESTIMATED COSTS = $1.2 BILLION



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

For more information on these studies or the NCASP, please visit: http://www.ncdot.gov/aviation/

NCASP NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About SUT

Cape Fear Regional Jetport-Howie Franklin Field (SUT) is located in the City of Oak Island and the County of Brunswick in the southern portion of the state on the coast. The airport is owned by the county and provides general aviation services to its patrons.

Associated County / City	Brunswick / Oak Island
Annual Operations (2014)	83,000
Number of Based Aircraft (2014)	85
Primary Runway	05/23
Dimensions	5,505 FT X 100 FT
Taxiway	Full Parallel
Approach/Approach Lighting	RNAV LPV / None
Population Within 30-Min. Drive	85,674*

**Source: Local Chamber of Commerce*

Economic Benefit of the Cape Fear Regional Jetport

(Source: Economic Contribution of North Carolina Airports, 2012. Since the completion of this study, the region around the airport has seen significant growth and investment that includes the construction of additional airport facilities, which has likely increased the economic impact of the airport.)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	600 jobs
PAYROLL	$5,270,000
ECONOMIC OUTPUT	$61,730,000

CAPE FEAR REGIONAL JETPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2005	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	300 FT	300 FT	Yes
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	99 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	68 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Taxiways	97 (as of 2012)	PCI ≥ 75	Yes
Runway Length	5,505 FT	6,000 FT	No
Runway Width	100 FT	100 FT	Yes
Pavement Strength	60,000lbs SW 80,000lbs DW	> 60,000lbs SW or DW or Per PCN Analysis if Part 139	Yes
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	No
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIP	AWOS III	Yes
Standard Instrument Approach	Area Navigation (RNAV) LPV, 258', 1 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	No
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	102 spaces	25% Based Aircraft + 20% Busy Day Transient = 36 spaces	Yes
General Aviation Terminal Building	2,000 SF	5,500 SF	No
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	L, G	Runway Hold Position (RHP), Location (L), Guidance (G), Distance Remaining (DR)	No
Ground Communication	Remote Transmitter/Receiver (RTR)	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	28 hangars	75% Based Aircraft = 56 hangars	No
Airfield Maintenance Equipment/Storage Bldg.	Vehicle, Equipment in storage	Approved Tractor/ Building	Yes
Perimeter Fencing	Partial, 8' with 3 strand barbed wire	8' Perimeter	No
Fuel Facilities	AvGas, Jet A, Self-Serve	Based on Demand	Yes

NORTH CAROLINA AIRPORTS SYSTEM PLAN

NCASP NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY:

Charlotte Douglas International Airport

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

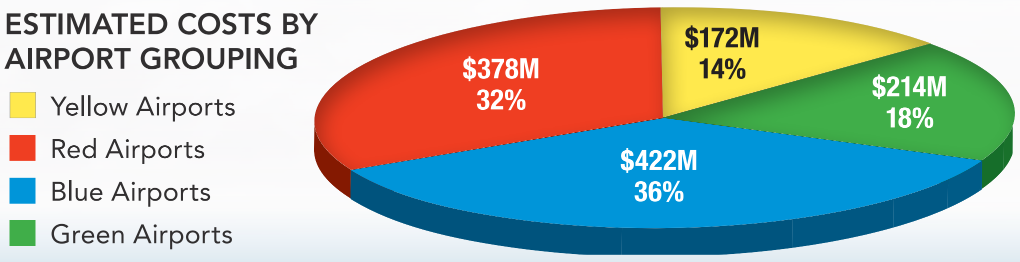
Yellow Airport: + 6,500' RUNWAY	**Blue Airport:** + 5,000' RUNWAY
Red Airport: + 6,000' RUNWAY	**Green Airport:** + 4,200' RUNWAY

As part of the NCASP, Charlotte Douglas International Airport was classified as a **Yellow Airport.**

20-Year Costs for NCASP Recommended Projects

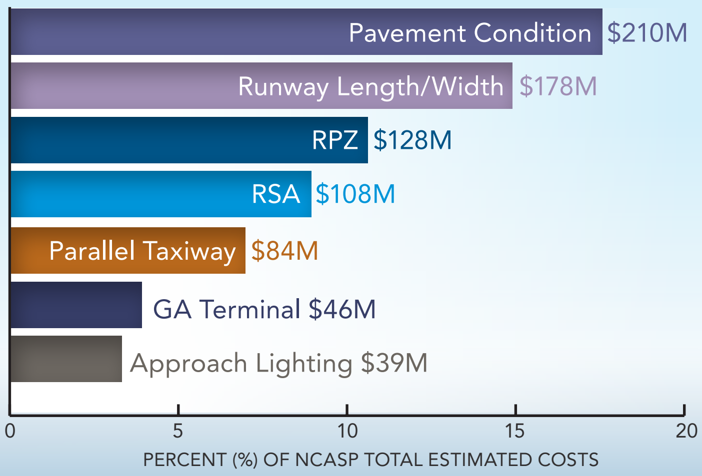
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

For more information on these studies or the NCASP, please visit: http://www.ncdot.gov/aviation/

NCASP NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About CLT

Charlotte Douglas International Airport (CLT) is located in the City of Charlotte and the County of Mecklenburg in the south-central portion of the state. The airport is owned by the city and provides commercial airline and general aviation services to its patrons.

Associated County / City	Mecklenburg / Charlotte
Annual Operations (2013)	557,948
Number of Based Aircraft (2013)	92
Enplanements (2013)	21,346,601
Primary Runway	18C/36C
Dimensions	10,000 FT X 150 FT
Approach/Approach Lighting	Precision CAT II-III / ALSF2
Population Within 60-Min. Drive	2,139,289

Economic Benefit of the Charlotte Douglas Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	60,320 jobs
PAYROLL	$2,449,390,000
ECONOMIC OUTPUT	$12,465,270,000

CHARLOTTE DOUGLAS INTERNATIONAL

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2012	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	1,000 FT	1,000 FT	Yes
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	100 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	Unknown (as of 2012)	PCI ≥ 75	N/A
Pavement Condition Index (PCI) - Taxiways	73 (as of 2012)	PCI ≥ 75	No
Runway Length	10,000 FT	6,500 FT	Yes
Runway Width	150 FT	150 FT	Yes
Pavement Strength	140,000lbs SW, 200,000lbs DW, 350,000lbs DT, 650,000lbs DDTW	Per Part 139 Pavement Requirements	Yes
Visual Navigational Aids	RB, LWS, PAPI-4	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	Yes
Runway Edge Lighting	HIRL	High Intensity Runway Lighting (HIRL)	Yes
Weather Reporting Capability	ASOS	AWOS IIIP	Yes
Standard Instrument Approach	PA, Runway Visual Range (RVR)	Precision Approach (PA), <250', < 3/4m	Yes
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	N/A	20% Based Aircraft + 20% Busy Day Transient (GA) = 26 spaces	N/A
General Aviation Terminal Building	41,000 SF	Passenger Terminal-Not Eligible, GA Terminal Bldg/Parking per ALP	Yes
Taxiway & Apron Edge Lighting	High Intensity Taxiway Lighting (HITL)	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RH, L, G, DR	Runway Hold Position (RHP), Location (L), Guidance (G), Distance Remaining (DR)	Yes
Ground Communication	RCO	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	MALSR	Approach Lighting System (ALS)	Yes
Aircraft Rescue and Firefighting (ARFF) Equipment	Yes	As required by Part 139	Yes

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY:

Charlotte-Monroe Executive Airport

Airport Grouping/Role

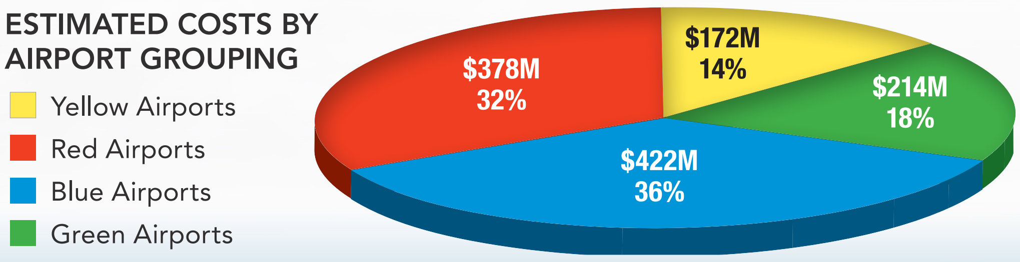
In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

Yellow Airport: + 6,500' RUNWAY
Blue Airport: + 5,000' RUNWAY
Red Airport: + 6,000' RUNWAY
Green Airport: + 4,200' RUNWAY

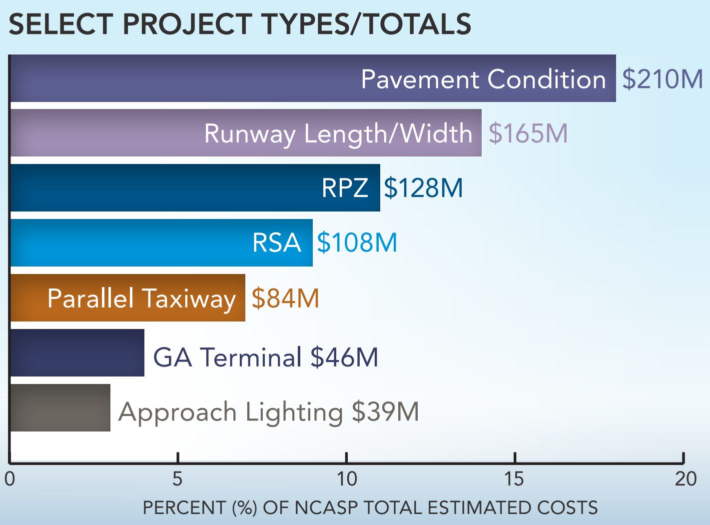
As part of the NCASP, Charlotte-Monroe Executive Airport was classified as a Red Airport.

20-Year Costs for NCASP Recommended Projects

Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.



NCASP ESTIMATED COSTS = $1.2 BILLION



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
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NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

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About EQY

Charlotte-Monroe Executive Airport (EQY) is located in the City of Monroe and the County of Union in the southern portion of the state. The airport is owned by the city and provides general aviation services to its patrons.

Associated County / City	Union / Monroe
Annual Operations (2013)	56,100
Number of Based Aircraft (2013)	111
Primary Runway	05/23
Dimensions	7,000 FT X 100 FT
Taxiway	Full Parallel
Approach/Approach Lighting	Precision / None
Population Within 30-Min. Drive	808,385

Economic Benefit of the Charlotte-Monroe Executive Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	150 jobs
PAYROLL	$5,400,000
ECONOMIC OUTPUT	$22,260,000

CHARLOTTE-MONROE EXECUTIVE AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2007	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	Non-Standard	1,000 FT	No
Runway Protection Zone (RPZ) Ownership	Complete	Fee Simple	Yes
Pavement Condition Index (PCI) - Primary RWY	90 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	80 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	91 (as of 2012)	PCI ≥ 75	Yes
Runway Length	7,000 FT	6,000 FT	Yes
Runway Width	100 FT	100 FT	Yes
Pavement Strength	68,500lbs DW	> 60,000lbs SW or DW or Per PCN Analysis if Part 139	Yes
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	No
Runway Edge Lighting	High Intensity Runway Lighting (HIRL)	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	ASOS	AWOS III	Yes
Standard Instrument Approach	Precision Approach (PA), 200', 1/2 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	Yes
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	95 spaces	25% Based Aircraft + 20% Busy Day Transient = 29 spaces	Yes
General Aviation Terminal Building	6,100 SF	5,500 SF	Yes
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RHP, G	Runway Hold Position (RHP), Location (L), Guidance (G), Distance Remaining (DR)	Yes
Ground Communication	RCO	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	Yes	Case by Case	Yes
Hangars	55 hangars	75% Based Aircraft = 65 hangars	No
Airfield Maintenance Equipment/Storage Bldg.	None	Approved Tractor/Building	No
Perimeter Fencing	Complete, 6' with 2' barbed wire	8' Perimeter	No
Fuel Facilities	Jet A, Self-Serve	Based on Demand	Yes

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY:

Clinton-Sampson County Airport

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

Yellow Airport: + 6,500' RUNWAY	**Blue Airport:** + 5,000' RUNWAY
Red Airport: + 6,000' RUNWAY	**Green Airport:** + 4,200' RUNWAY

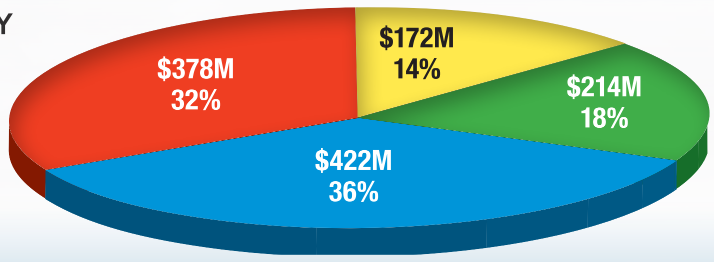
As part of the NCASP, Clinton-Sampson County Airport was classified as a Green Airport.

20-Year Costs for NCASP Recommended Projects

Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

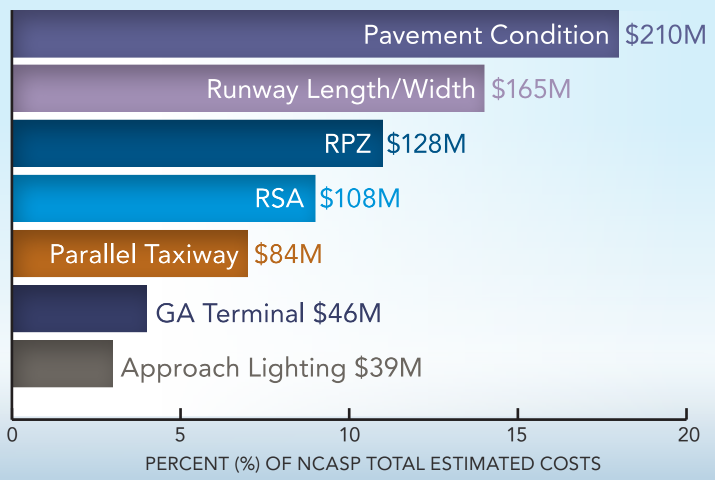
ESTIMATED COSTS BY AIRPORT GROUPING

- 🟨 Yellow Airports
- 🟥 Red Airports
- 🟦 Blue Airports
- 🟩 Green Airports



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

For more information on these studies or the NCASP, please visit: http://www.ncdot.gov/aviation/

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About CTZ

Clinton-Sampson County Airport (CTZ) is located in the City of Clinton and the County of Sampson in the central portion of the state. The airport is owned by the county and the city and provides general aviation services to its patrons.

Associated County / City	Sampson / Clinton
Annual Operations (2013)	5,200
Number of Based Aircraft (2013)	26
Primary Runway	06/24
Dimensions	5,010 FT X 75 FT
Taxiway	Full Parallel
Approach/Approach Lighting	RNAV LPV / None
Population Within 30-Min. Drive	63,150

Economic Benefit of the Clinton-Sampson County Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	10 jobs
PAYROLL	$80,000
ECONOMIC OUTPUT	$270,000

CLINTON-SAMPSON COUNTY AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2009	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	300 FT	300 FT	Yes
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	85 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	82 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	95 (as of 2012)	PCI ≥ 75	Yes
Runway Length	5,010 FT	4,200 FT	Yes
Runway Width	75 FT	75 FT	Yes
Pavement Strength	26,000lbs SW	< 30,000lbs SW or DW and > 12,500lbs SW or DW	Yes
Visual Navigational Aids	RB, LWS	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-2	No
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIP	AWOS III	Yes
Standard Instrument Approach	Area Navigation (RNAV) LPV, 200', 3/4 mile	Instrument Approach with Vertical Guidance (APV), 400', 1m	Yes
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	25 spaces	25% Based Aircraft + 20% Busy Day Transient = 13 spaces	Yes
General Aviation Terminal Building	2,663 SF	3,200 SF	No
Taxiway & Apron Edge Lighting	Medium Intensity Taxiway Lighting (MITL)	Reflective Markers	Yes
Airfield Signage	L, G	Runway Hold Position (RHP), Location (L), Guidance (G)	No
Ground Communication	UNICOM	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	0 hangars	75% Based Aircraft = 13 hangars	No
Airfield Maintenance Equipment/Storage Bldg.	None	Approved Tractor/Building	No
Perimeter Fencing	Partial, 8'	8' Perimeter	No
Fuel Facilities	AvGas, Jet A	Based on Demand	Yes

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY:

Coastal Carolina Regional Airport

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

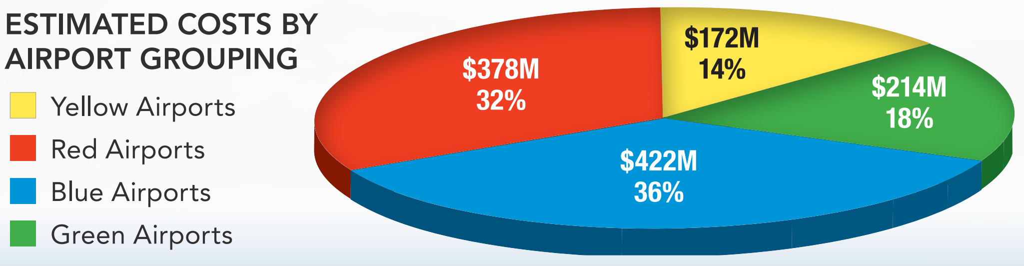
Yellow Airport:	+ 6,500' RUNWAY	Blue Airport:	+ 5,000' RUNWAY
Red Airport:	+ 6,000' RUNWAY	Green Airport:	+ 4,200' RUNWAY

As part of the NCASP, Coastal Carolina Regional Airport was classified as a **Yellow Airport.**

20-Year Costs for NCASP Recommended Projects

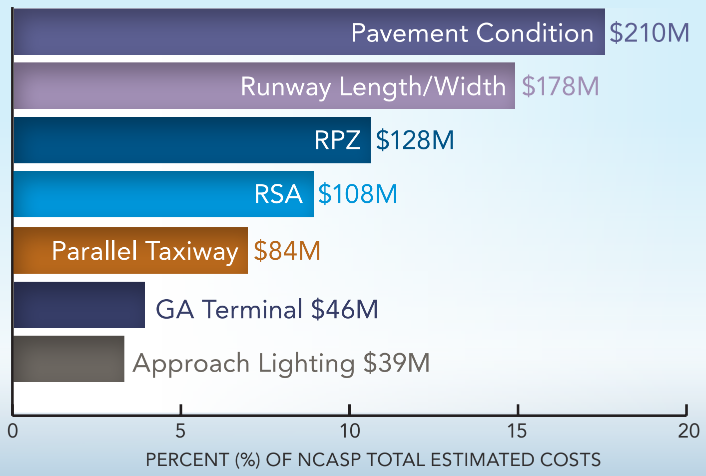
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
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NCASP NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About EWN

Coastal Carolina Regional Airport (EWN) is located in the City of New Bern and the County of Craven in the eastern portion of the state. The airport is owned by the county and provides commercial airline and general aviation services to its patrons.

Associated County / City	Craven / New Bern
Annual Operations (2013)	31,676
Number of Based Aircraft (2013)	77
Enplanements (2013)	121,479
Primary Runway	04/22
Dimensions	6,453 FT X 150 FT
Approach/Approach Lighting	Precision / None
Population Within 60-Min. Drive	576,030

Economic Benefit of the Coastal Carolina Regional Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	360 jobs
PAYROLL	$13,090,000
ECONOMIC OUTPUT	$167,180,000

COASTAL CAROLINA REGIONAL

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2013	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	1,000 FT	1,000 FT	Yes
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	Will be greater than 75*	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	62 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Taxiways	69 (as of 2012)	PCI ≥ 75	No
Runway Length	6,453 FT	6,500 FT	No
Runway Width	150 FT	150 FT	Yes
Pavement Strength	30,000lbs SW 62,000lbs DW 140,000lbs DT	Per Part 139 Pavement Requirements	Yes
Visual Navigational Aids	RB, LWS, PAPI-4	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	Yes
Runway Edge Lighting	HIRL	High Intensity Runway Lighting (HIRL)	Yes
Weather Reporting Capability	ASOS	AWOS IIIP	Yes
Standard Instrument Approach	PA, 250', 3/4 mile	Precision Approach (PA), <250', < 3/4m	Yes
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	67 spaces	20% Based Aircraft + 20% Busy Day Transient (GA) = 24 spaces	Yes
General Aviation Terminal Building	36,000 SF	Passenger Terminal-Not Eligible, GA Terminal Bldg/Parking per ALP	Yes
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RHP, L, G	Runway Hold Position (RHP), Location (L), Guidance (G), Distance Remaining (DR)	Yes
Ground Communication	RCO/Remote Transmitter/Receiver (RTR)	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	Yes	As required by Part 139	Yes

**Resurfacing project underway in 2015*

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY:

Columbus County Municipal Airport

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

Yellow Airport: + 6,500' RUNWAY

Red Airport: + 6,000' RUNWAY

Blue Airport: + 5,000' RUNWAY

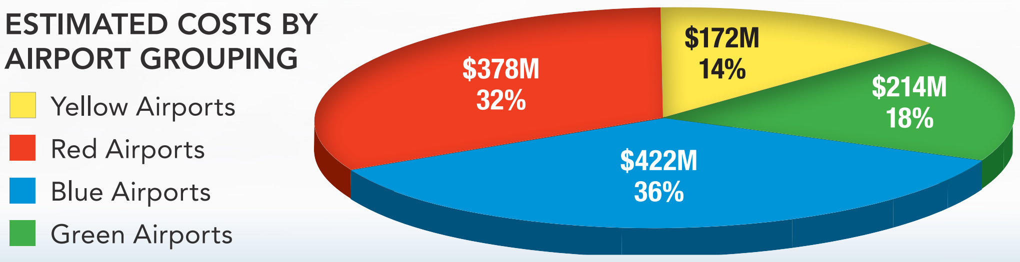
Green Airport: + 4,200' RUNWAY

As part of the NCASP, Columbus County Municipal Airport was classified as a **Green Airport.**

20-Year Costs for NCASP Recommended Projects

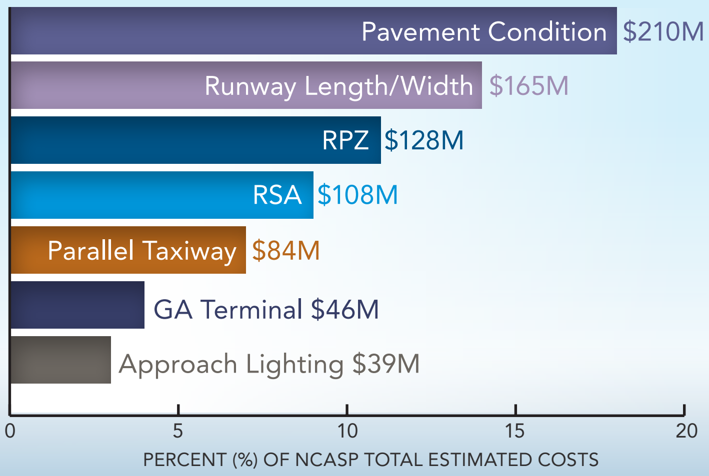
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

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NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About CPC

Columbus County Municipal Airport (CPC) is located near the City of Whiteville and in the County of Columbus in the eastern portion of the state. The airport is owned by the county and provides general aviation services to its patrons.

Associated County / City	Columbus / Whiteville
Annual Operations (2013)	16,700
Number of Based Aircraft (2013)	27
Primary Runway	06/24
Dimensions	5,500 FT X 75 FT
Taxiway	Full Parallel
Approach/Approach Lighting	LNAV / None
Population Within 30-Min. Drive	58,273

Economic Benefit of the Columbus County Municipal Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	160 jobs
PAYROLL	$4,000,000
ECONOMIC OUTPUT	$15,820,000

COLUMBUS COUNTY MUNICIPAL AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2005	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	300 FT	300 FT	Yes
Runway Protection Zone (RPZ) Ownership	Complete	Fee Simple	Yes
Pavement Condition Index (PCI) - Primary RWY	67 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Apron	63 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Taxiways	73 (as of 2012)	PCI ≥ 75	No
Runway Length	5,500 FT	4,200 FT	Yes
Runway Width	75 FT	75 FT	Yes
Pavement Strength	24,000lbs SW, 30,000lbs DW	< 30,000lbs SW or DW and > 12,500lbs SW or DW	Yes
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-2	Yes
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIP	AWOS III	Yes
Standard Instrument Approach	Laternal Navigation (LNAV) , 401', 1 mile	Instrument Approach with Vertical Guidance (APV), 400', 1m	Yes
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	13 spaces	50% Based Aircraft + 20% Busy Day Transient = 17 spaces	No
General Aviation Terminal Building	1,600 SF	3,200 SF	No
Taxiway & Apron Edge Lighting	Medium Intensity Taxiway Lighting (MITL)	Reflective Markers	Yes
Airfield Signage	RHP, G	Runway Hold Position (RHP), Location (L), Guidance (G)	No
Ground Communication	UNICOM	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	8 hangars	50% Based Aircraft = 14 hangars	No
Airfield Maintenance Equipment/Storage Bldg.	Equipment in storage	Approved Tractor/Building	Yes
Perimeter Fencing	Partial, 4'	8' Perimeter	No
Fuel Facilities	AvGas, Jet A, Self-Serve	Based on Demand	Yes

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY: **Concord Regional Airport**

Airport Grouping/Role

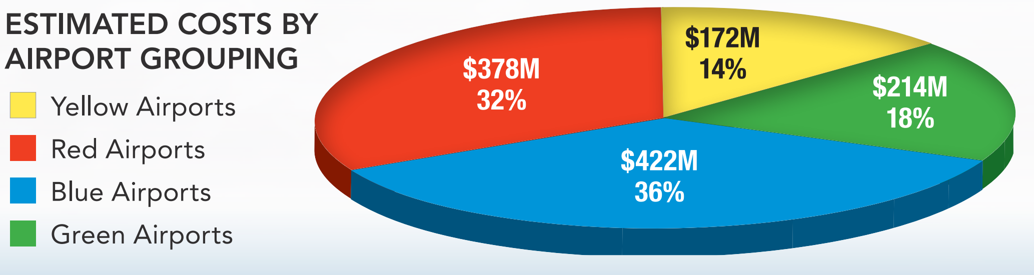
In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

Yellow Airport: + 6,500' RUNWAY
Blue Airport: + 5,000' RUNWAY
Red Airport: + 6,000' RUNWAY
Green Airport: + 4,200' RUNWAY

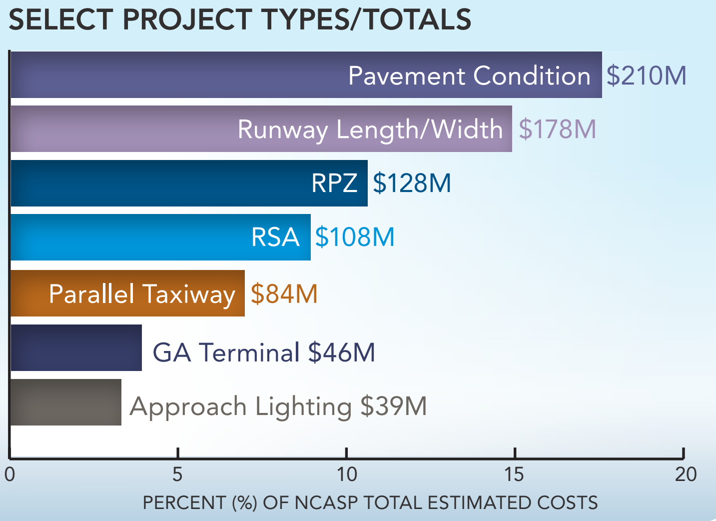
As part of the NCASP, Concord Regional Airport was classified as a **Yellow Airport.**

20-Year Costs for NCASP Recommended Projects

Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.



NCASP ESTIMATED COSTS = $1.2 BILLION



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
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NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

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About JQF

Concord Regional Airport (JQF) is located in the City of Concord and the County of Cabarrus in the southern portion of the state. The airport is owned by the city and provides commercial airline and general aviation services to its patrons.

Associated County / City	Cabarrus / Concord
Annual Operations (2014)	59,010
Number of Based Aircraft (2014)	158
Enplanements (2013)	12,183
Primary Runway	7,400 FT X 100 FT
Dimensions	Full Parallel
Approach/Approach Lighting	Precision / MALSR
Population Within 60-Min. Drive	2,228,473

Economic Benefit of the Concord Regional Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	1,980 jobs
PAYROLL	$73,650,000
ECONOMIC OUTPUT	$175,790,000

CONCORD REGIONAL AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2012	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	1,000 FT	1,000 FT	Yes
Runway Protection Zone (RPZ) Ownership	Complete	Fee Simple	Yes
Pavement Condition Index (PCI) - Primary RWY	86 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	82 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	94 (as of 2012)	PCI ≥ 75	Yes
Runway Length	7,400 FT	6,500 FT	Yes
Runway Width	100 FT	150 FT	No
Pavement Strength	PCN: 37/F/C/X/T	Per Part 139 Pavement Requirements	Yes
Visual Navigational Aids	RB, LWS, PAPI-4	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	Yes
Runway Edge Lighting	HIRL	High Intensity Runway Lighting (HIRL)	Yes
Weather Reporting Capability	AWOS IIIPT	AWOS-IIIP	Yes
Standard Instrument Approach	PA, 200', 1/2 mile	Precision Approach (PA), <250', < 3/4m	Yes
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	65 spaces	20% Based Aircraft + 20% Busy Day Transient (GA) = 46 spaces	Yes
General Aviation Terminal Building	12,000 SF	Passenger Terminal-Not Eligible, GA Terminal Bldg/Parking per ALP	Yes
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RHP, L, G, DR	Runway Hold Position (RHP), Location (L), Guidance (G), Distance Remaining (DR)	Yes
Ground Communication	RCO/Remote Transmitter/Receiver (RTR)	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	MALSR	Approach Lighting System (ALS)	Yes
Aircraft Rescue and Firefighting (ARFF) Equipment	Yes	As required by Part 139	Yes

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY:

Currituck County Regional Airport

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

Yellow Airport: + 6,500' RUNWAY

Blue Airport: + 5,000' RUNWAY

Red Airport: + 6,000' RUNWAY

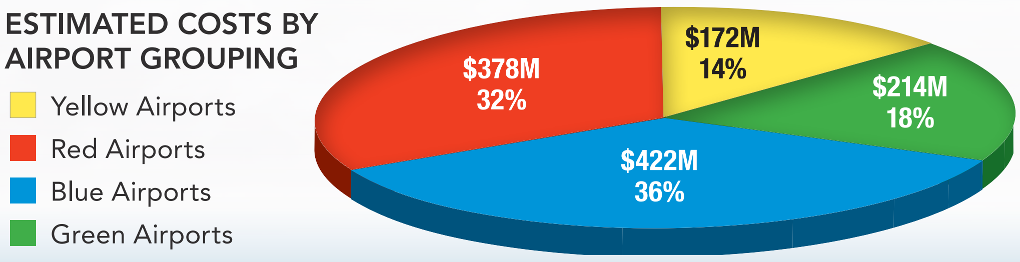
Green Airport: + 4,200' RUNWAY

As part of the NCASP, Currituck County Regional Airport was classified as a **Red Airport.**

20-Year Costs for NCASP Recommended Projects

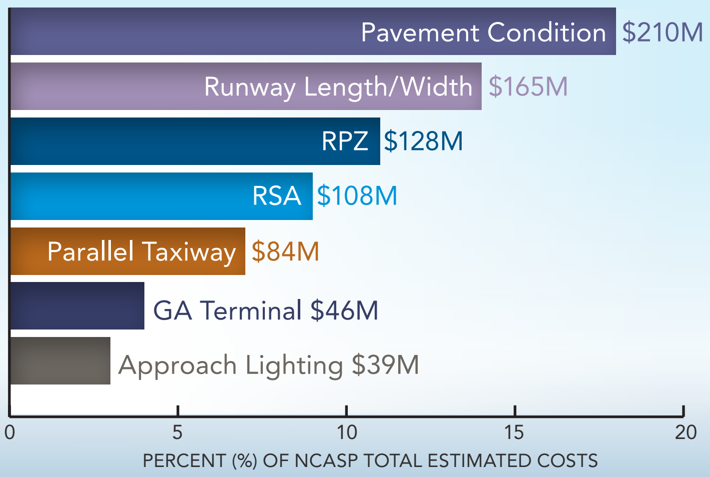
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
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NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

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About ONX

Currituck County Regional Airport (ONX) is located in the City of Currituck and the County of Currituck in the northeastern portion of the state. The airport is owned by the county and provides general aviation services to its patrons.

Associated County / City	Currituck / Currituck
Annual Operations (2013)	25,000
Number of Based Aircraft (2013)	41
Primary Runway	05/23
Dimensions	5,500 FT X 150 FT
Taxiway	Partial Parallel
Approach/Approach Lighting	RNAV LPV / None
Population Within 30-Min. Drive	61,950

Economic Benefit of the Currituck County Regional Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	40 jobs
PAYROLL	$2,160,000
ECONOMIC OUTPUT	$10,060,000

CURRITUCK COUNTY REGIONAL AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2002	ALP Completed/Updated Within Last 10 Years	No
Runway Safety Area (RSA)	300 FT	300 FT	Yes
Runway Protection Zone (RPZ) Ownership	Complete	Fee Simple	Yes
Pavement Condition Index (PCI) - Primary RWY	90 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	49 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Taxiways	62 (as of 2012)	PCI ≥ 75	No
Runway Length	5,500 FT	6,000 FT	No
Runway Width	150 FT	100 FT	Yes
Pavement Strength	20,000lbs SW 47,500lbs DW	> 60,000lbs SW or DW or Per PCN Analysis if Part 139	No
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	No
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIP	AWOS III	Yes
Standard Instrument Approach	Area Navigation (RNAV) LPV, 325', 1 1/4 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	No
Parallel Taxiway	Partial Parallel	Full Parallel	No
Aircraft Apron	20 spaces	25% Based Aircraft + 20% Busy Day Transient = 16 spaces	Yes
General Aviation Terminal Building	2,700 SF	5,500 SF	No
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RHP, L, G	Runway Hold Position (RHP), Location (L), Guidance (G), Distance Remaining (DR)	Yes
Ground Communication	None	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	No
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	Yes	Case by Case	Yes
Hangars	25 hangars	75% Based Aircraft = 31 hangars	No
Airfield Maintenance Equipment/Storage Bldg.	None	Approved Tractor/Building	No
Perimeter Fencing	Complete, 4' and 8'	8' Perimeter	No
Fuel Facilities	AvGas, Jet A, Self-Serve	Based on Demand	Yes

NORTH CAROLINA AIRPORTS SYSTEM PLAN

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY: **Curtis L. Brown Jr. Field**

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

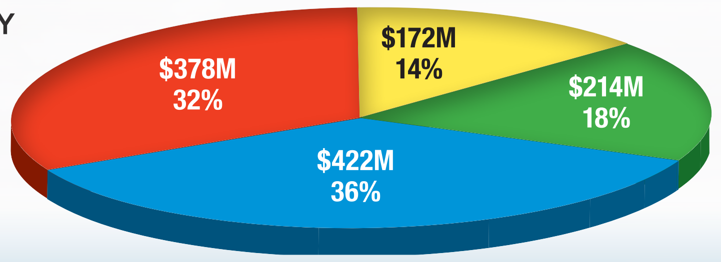
- **Yellow Airport:** + 6,500' RUNWAY
- **Red Airport:** + 6,000' RUNWAY
- **Blue Airport:** + 5,000' RUNWAY
- **Green Airport:** + 4,200' RUNWAY

As part of the NCASP, Curtis L. Brown Jr. Field was classified as a Blue Airport.

20-Year Costs for NCASP Recommended Projects

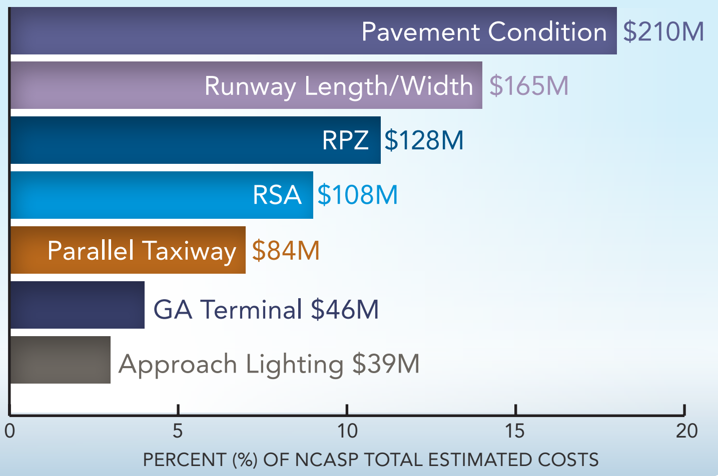
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

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- Aeronautical Surveys for Airports GIS
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NCASP
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DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About EYF

Curtis L. Brown Jr. Field (EYF) is located in the Town of Elizabethtown and the County of Bladen in the southern portion of the state. The airport is owned by the town and provides general aviation services to its patrons.

Associated County / City	Bladen / Elizabethtown
Annual Operations (2013)	14,500
Number of Based Aircraft (2013)	13
Primary Runway	15/33
Dimensions	5,005 FT X 75 FT
Taxiway	Full Parallel
Approach/Approach Lighting	RNAV LPV / None
Population Within 30-Min. Drive	73,302

Economic Benefit of the Curtis L. Brown Jr. Field

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	30 jobs
PAYROLL	$1,110,000
ECONOMIC OUTPUT	$7,270,000

CURTIS L. BROWN JR. FIELD

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2010	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	300 FT	300 FT	Yes
Runway Protection Zone (RPZ) Ownership	Complete	Fee Simple	Yes
Pavement Condition Index (PCI) - Primary RWY	87 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	88 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	95 (as of 2012)	PCI ≥ 75	Yes
Runway Length	5,005 FT	5,000 FT	Yes
Runway Width	75 FT	100 FT	No
Pavement Strength	30,000lbs SW 45,000lbs DW	> 30,000lbs SW or DW and < 60,000lbs SW or DW or Per PCN Analysis if Part 139	Yes
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	No
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIP	AWOS III	Yes
Standard Instrument Approach	Area Navigation (RNAV) LPV, 200', 3/4 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	Yes
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	30 spaces	25% Based Aircraft + 20% Busy Day Transient = 7 spaces	Yes
General Aviation Terminal Building	2,520 SF	4,500 SF	No
Taxiway & Apron Edge Lighting	None	Medium Intensity Taxiway Lighting (MITL)	No
Airfield Signage	G	Runway Hold Position (RHP), Location (L), Guidance (G)	No
Ground Communication	GCO	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	19 hangars	75% Based Aircraft = 10 hangars	Yes
Airfield Maintenance Equipment/Storage Bldg.	Undesignated Storage Building	Approved Tractor/Building	No
Perimeter Fencing	Complete, 6'	8' Perimeter	No
Fuel Facilities	AvGas, Jet A, Self-Serve	Based on Demand	Yes

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY:

Dare County Regional Airport

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

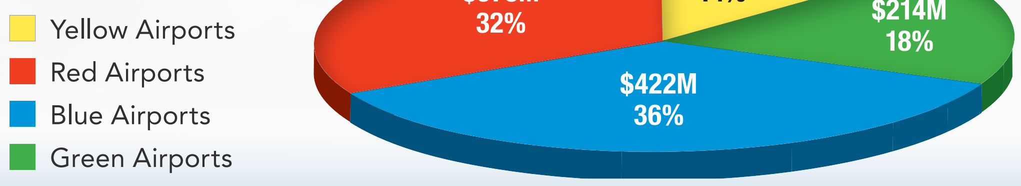
Yellow Airport:	+ 6,500' RUNWAY	**Blue Airport:**	+ 5,000' RUNWAY
Red Airport:	+ 6,000' RUNWAY	**Green Airport:**	+ 4,200' RUNWAY

As part of the NCASP, Dare County Regional Airport was classified as a Red Airport.

20-Year Costs for NCASP Recommended Projects

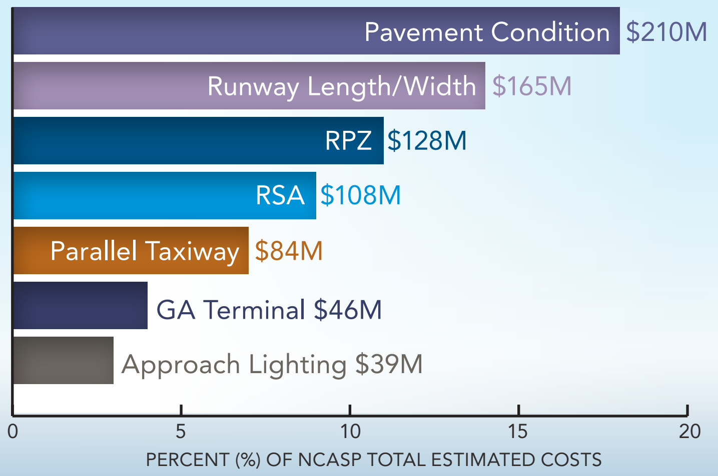
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

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NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

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About MQI

Dare County Regional Airport (MQI) is located in the City of Manteo and the County of Dare in the eastern portion of the state. The airport is owned by the county and provides general aviation services to its patrons.

Associated County / City	Dare / Manteo
Annual Operations (2013)	16,950
Number of Based Aircraft (2013)	53
Primary Runway	05/23
Dimensions	4,305 FT X 100 FT
Taxiway	Full Parallel
Approach/Approach Lighting	RNAV LPV / None
Population Within 30-Min. Drive	21,882

Economic Benefit of the Dare County Regional Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	70 jobs
PAYROLL	$1,940,000
ECONOMIC OUTPUT	$10,630,000

DARE COUNTY REGIONAL AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2005	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	300 FT	300 FT	Yes
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	86 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	68 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Taxiways	71 (as of 2012)	PCI ≥ 75	No
Runway Length	4,305 FT	6,000 FT	No
Runway Width	100 FT	100 FT	Yes
Pavement Strength	48,000lbs SW	> 60,000lbs SW or DW or Per PCN Analysis if Part 139	No
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	No
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIP	AWOS III	Yes
Standard Instrument Approach	Area Navigation (RNAV) LPV, 250', 3/4 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	Yes
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	60 spaces	25% Based Aircraft + 20% Busy Day Transient = 14 spaces	Yes
General Aviation Terminal Building	5,000 SF	5,500 SF	No
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RHP, L, G	Runway Hold Position (RHP), Location (L), Guidance (G), Distance Remaining (DR)	Yes
Ground Communication	UNICOM	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	Yes	Case by Case	Yes
Hangars	55 hangars	75% Based Aircraft = 37 hangars	Yes
Airfield Maintenance Equipment/Storage Bldg.	Vehicle, Equipment in storage	Approved Tractor/Building	Yes
Perimeter Fencing	Partial, 10'	8' Perimeter	No
Fuel Facilities	AvGas, Jet A, Self-Serve	Based on Demand	Yes

2015 INDIVIDUAL AIRPORT SUMMARY: **Davidson County Airport**

NORTH CAROLINA AIRPORTS SYSTEM PLAN

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

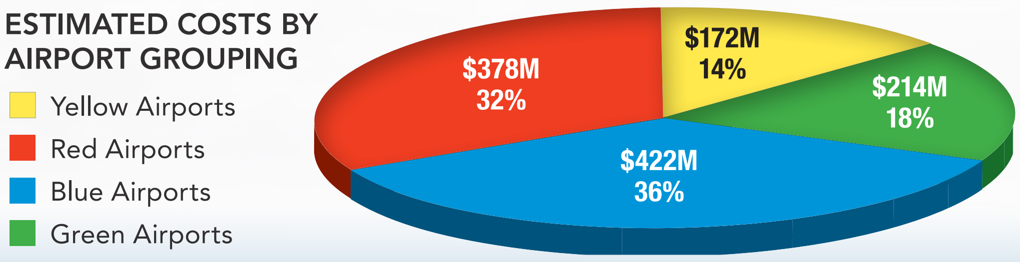
Yellow Airport:	+ 6,500' RUNWAY	**Blue Airport:**	+ 5,000' RUNWAY
Red Airport:	+ 6,000' RUNWAY	**Green Airport:**	+ 4,200' RUNWAY

As part of the NCASP, Davidson County Airport was classified as a **Red Airport.**

20-Year Costs for NCASP Recommended Projects

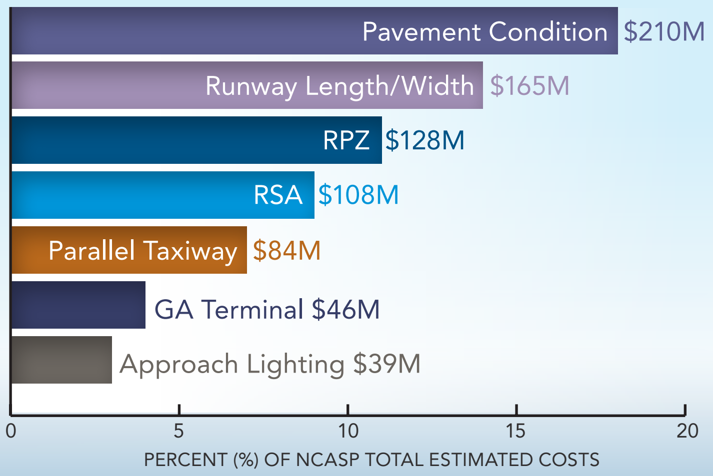
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

For more information on these studies or the NCASP, please visit: http://www.ncdot.gov/aviation/

NCASP NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

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About EXX

Davidson County Airport (EXX) is located in the City of Lexington and the County of Davidson in the central portion of the state. The airport is owned by the county and provides general aviation services to its patrons.

Associated County / City	Davidson / Lexington
Annual Operations (2013)	9,000
Number of Based Aircraft (2013)	76
Primary Runway	06/24
Dimensions	5,004 FT X 100 FT
Taxiway	Full Parallel
Approach/Approach Lighting	Precision / None
Population Within 30-Min. Drive	647,152

Economic Benefit of the Davidson County Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	110 jobs
PAYROLL	$3,020,000
ECONOMIC OUTPUT	$10,320,000

DAVIDSON COUNTY AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2004	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	Non-Standard	1,000 FT	No
Runway Protection Zone (RPZ) Ownership	Complete	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	77 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	86 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	88 (as of 2012)	PCI ≥ 75	Yes
Runway Length	5,004 FT	6,000 FT	No
Runway Width	100 FT	100 FT	Yes
Pavement Strength	17,000 lbs SW 60,000lbs DW	> 60,000lbs SW or DW or Per PCN Analysis if Part 139	Yes
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	No
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIP	AWOS III	Yes
Standard Instrument Approach	Precision Approach (PA), 250', 7/8 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	No
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	30 spaces	25% Based Aircraft + 20% Busy Day Transient = 20 spaces	Yes
General Aviation Terminal Building	2,856 SF	5,500 SF	No
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RHP, L, G	Runway Hold Position (RHP), Location (L), Guidance (G), Distance Remaining (DR)	Yes
Ground Communication	RCO	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	60 hangars	75% Based Aircraft = 57 hangars	Yes
Airfield Maintenance Equipment/Storage Bldg.	None	Approved Tractor/Building	No
Perimeter Fencing	Complete, 6' and 8' with barbed wire	8' Perimeter	No
Fuel Facilities	AvGas, Jet A	Based on Demand	Yes

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY: Duplin County Airport

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

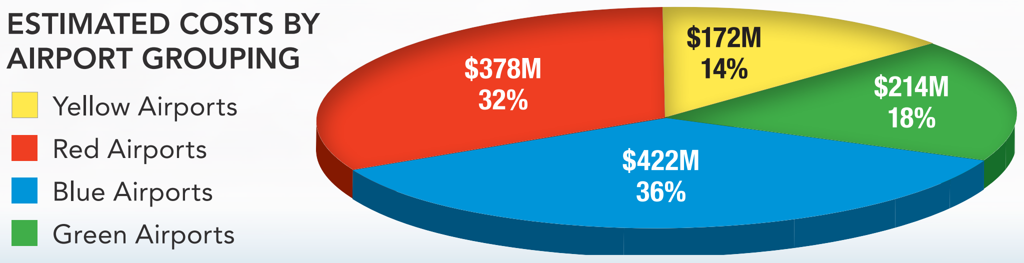
Yellow Airport: + 6,500' RUNWAY	**Blue Airport:** + 5,000' RUNWAY
Red Airport: + 6,000' RUNWAY	**Green Airport:** + 4,200' RUNWAY

As part of the NCASP, Duplin County Airport was classified as a Blue Airport.

20-Year Costs for NCASP Recommended Projects

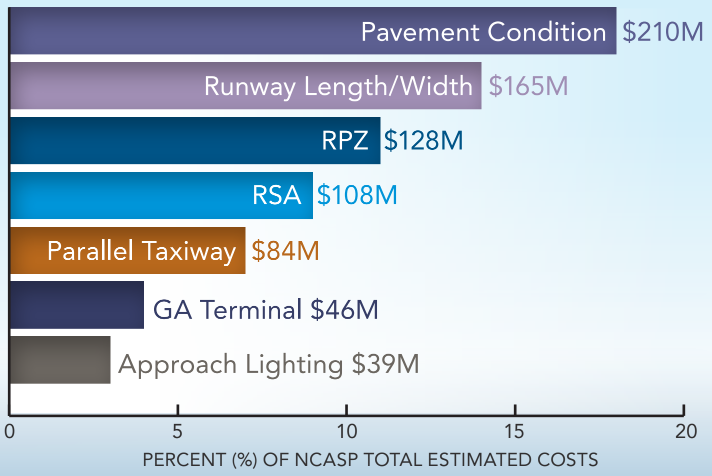
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
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NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

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About DPL

Duplin County Airport (DPL) is located in the City of Kenansville and the County of Duplin in the southeastern portion of the state. The airport is owned by the county and provides general aviation services to its patrons.

Associated County / City	Duplin / Kenansville
Annual Operations (2013)	17,500
Number of Based Aircraft (2013)	22
Primary Runway	05/23
Dimensions	6,002 FT X 75 FT
Taxiway	Full Parallel
Approach/Approach Lighting	RNAV LPV / None
Population Within 30-Min. Drive	49,086

Economic Benefit of the Duplin County Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	140 jobs
PAYROLL	$5,130,000
ECONOMIC OUTPUT	$25,700,000

DUPLIN COUNTY AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2010	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	Non-Standard	1,000 FT	No
Runway Protection Zone (RPZ) Ownership	Complete	Fee Simple	Yes
Pavement Condition Index (PCI) - Primary RWY	93 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	76 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	97 (as of 2012)	PCI ≥ 75	Yes
Runway Length	6,002 FT	5,000 FT	Yes
Runway Width	75 FT	100 FT	No
Pavement Strength	30,000lbs SW 50,000lbs DW	> 30,000lbs SW or DW and < 60,000lbs SW or DW or Per PCN Analysis if Part 139	Yes
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	No
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIP	AWOS III	Yes
Standard Instrument Approach	Area Navigation (RNAV) LPV, 200', 3/4 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	Yes
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	16 spaces	25% Based Aircraft + 20% Busy Day Transient = 9 spaces	Yes
General Aviation Terminal Building	6,200 SF	4,500 SF	Yes
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	L, G	Runway Hold Position (RHP), Location (L), Guidance (G)	No
Ground Communication	UNICOM	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	11 hangars	75% Based Aircraft = 16 hangars	No
Airfield Maintenance Equipment/Storage Bldg.	Undesignated Storage Building	Approved Tractor/Building	No
Perimeter Fencing	Partial, 10' with 3 strand barbed wire	8' Perimeter	No
Fuel Facilities	AvGas, Jet A, Self-Serve	Based on Demand	Yes

NORTH CAROLINA AIRPORTS SYSTEM PLAN

NORTH CAROLINA
AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY:

Elizabeth City CG Air Station/Regional Airport

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

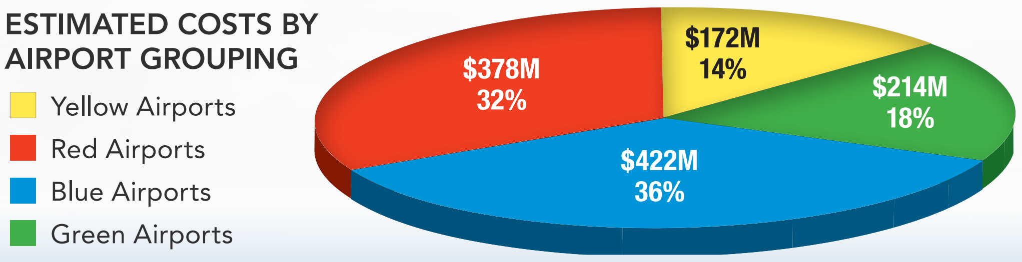
Yellow Airport: + 6,500' RUNWAY	**Blue Airport:** + 5,000' RUNWAY
Red Airport: + 6,000' RUNWAY	**Green Airport:** + 4,200' RUNWAY

As part of the NCASP, Elizabeth City CG Air Station/Regional Airport was classified as a Blue Airport.

20-Year Costs for NCASP Recommended Projects

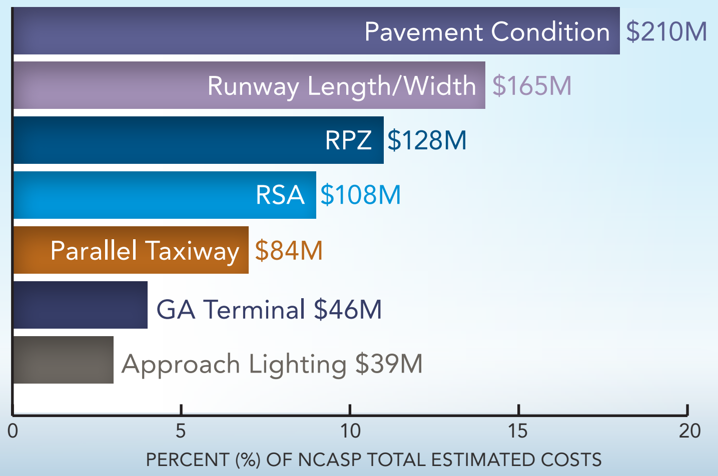
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

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NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

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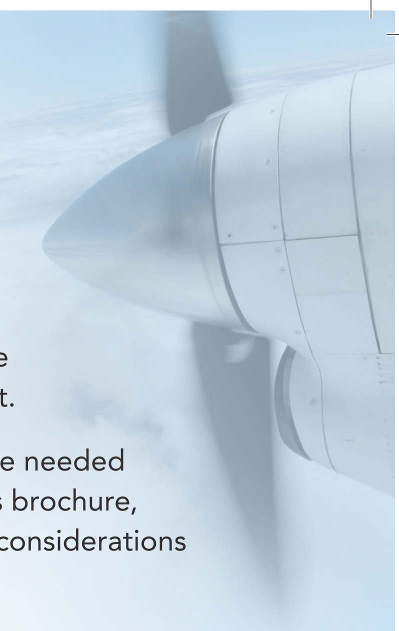


About ECG

Elizabeth City CG Air Station/Regional Airport (ECG) is located in the City of Elizabeth and the County of Pasquotank in the north-eastern portion of the state. The airport is owned by the US Coast Guard and provides general aviation services to its patrons.

Associated County / City	Pasquotank / Elizabeth City
Annual Operations (2013)	40,000
Number of Based Aircraft (2014)	30
Primary Runway	10/28
Dimensions	7,217 FT X 150 FT
Taxiway	Turnarounds on Both Ends
Approach/Approach Lighting	Precision / None
Population Within 30-Min. Drive	61,206

Economic Benefit of the Elizabeth City CG Air Station/Regional Airport

(Source: Elizabeth City/Pasquotank County Economic Development Commission, 2014)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	3,016 jobs
PAYROLL	$132,415,700
ECONOMIC OUTPUT	$851,000,000

ELIZABETH CITY CG AIR STATION

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2007	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	Non-Standard	1,000 FT	No
Runway Protection Zone (RPZ) Ownership	Complete	Fee Simple	Yes
Pavement Condition Index (PCI) - Primary RWY	44 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Apron	83 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	N/A (as of 2012)	PCI ≥ 75	No
Runway Length	7,217 FT	5,000 FT	Yes
Runway Width	150 FT	100 FT	Yes
Pavement Strength	100,000lbs SW 200,000lbs DW 400,000lbs DT	> 30,000lbs SW or DW and < 60,000lbs SW or DW or Per PCN Analysis if Part 139	Yes
Visual Navigational Aids	RB, LWS, PAPI-4	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	Yes
Runway Edge Lighting	High Intensity Runway Lighting (HIRL)	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	ASOS	AWOS III	Yes
Standard Instrument Approach	Precision Approach (PA), 200', 3/4 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	Yes
Parallel Taxiway	Turnarounds on Both Ends	Full Parallel	No
Aircraft Apron	57 spaces	25% Based Aircraft + 20% Busy Day Transient = 11 spaces	Yes
General Aviation Terminal Building	3,000 SF	4,500 SF	No
Taxiway & Apron Edge Lighting	High Intensity Taxiway Lighting (HITL)	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	L, G	Runway Hold Position (RHP), Location (L), Guidance (G)	No
Ground Communication	RCO	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	Yes	Case by Case	Yes
Hangars	23 hangars	75% Based Aircraft = 23 hangars	Yes
Airfield Maintenance Equipment/Storage Bldg.	Vehicle, Equipment in storage	Approved Tractor/Building	Yes
Perimeter Fencing	Complete, 8' with barbed wire	8' Perimeter	Yes
Fuel Facilities	AvGas, Jet A, Self-Serve	Based on Demand	Yes

NORTH CAROLINA AIRPORTS SYSTEM PLAN

NORTH CAROLINA
AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY: **Elkin Municipal Airport**

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

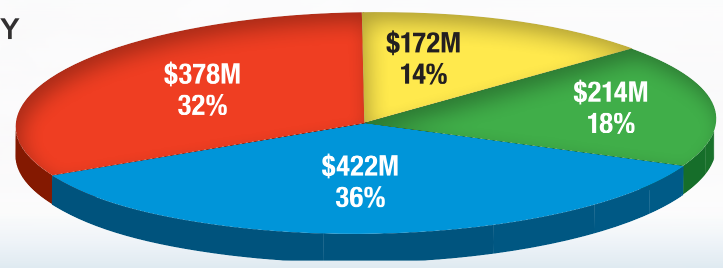
Yellow Airport: + 6,500' RUNWAY
Red Airport: + 6,000' RUNWAY
Blue Airport: + 5,000' RUNWAY
Green Airport: + 4,200' RUNWAY

As part of the NCASP, Elkin Municipal Airport was classified as a **Green Airport.**

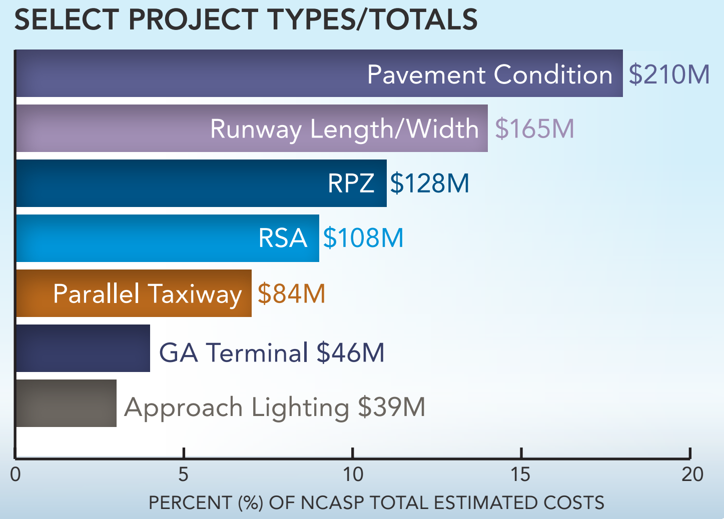
20-Year Costs for NCASP Recommended Projects

Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

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NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

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About ZEF

Elkin Municipal Airport (ZEF) is located in the Town of Elkin and the County of Surry in the central portion of the state. The airport is owned by the town and provides general aviation services to its patrons.

Associated County / City	Surry / Elkin
Annual Operations (2014)	13,350
Number of Based Aircraft (2014)	32
Primary Runway	07/25
Dimensions	4,001 FT X 75 FT
Taxiway	Connector Ends
Approach/Approach Lighting	Non-Precision / None
Population Within 30-Min. Drive	110,550

Economic Benefit of the Elkin Municipal Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	10 jobs
PAYROLL	$320,000
ECONOMIC OUTPUT	$4,310,000

ELKIN MUNICIPAL AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2005	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	Non-standard	300 FT	No
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	89 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	90 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	100 (as of 2012)	PCI ≥ 75	Yes
Runway Length	4,001 FT	4,200 FT	No
Runway Width	75 FT	75 FT	Yes
Pavement Strength	25,000lbs SW	< 30,000lbs SW or DW and > 12,500lbs SW or DW	Yes
Visual Navigational Aids	RB, LWS, PAPI-2/VASI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-2	Yes
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	None	AWOS III	No
Standard Instrument Approach	Non-Precision, 635', 1 mile	Instrument Approach with Vertical Guidance (APV), 400', 1m	No
Parallel Taxiway	Connector Ends	Full Parallel	No
Aircraft Apron	5 spaces	50% Based Aircraft + 20% Busy Day Transient= 12 spaces	No
General Aviation Terminal Building	1,500 SF	3,200 SF	No
Taxiway & Apron Edge Lighting	MITL	Reflective Markers	Yes
Airfield Signage	G	Runway Hold Position (RHP), Location (L), Guidance (G)	No
Ground Communication	UNICOM	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	12 hangars	50% Based Aircraft = 10 hangars	Yes
Airfield Maintenance Equipment/Storage Bldg.	None	Approved Tractor/Building	No
Perimeter Fencing	Partial, 10' with barbed wire	8' Perimeter	No
Fuel Facilities	AvGas, Jet A, Self-Serve	Based on Demand	Yes

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY: **Fayetteville Regional Airport**

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

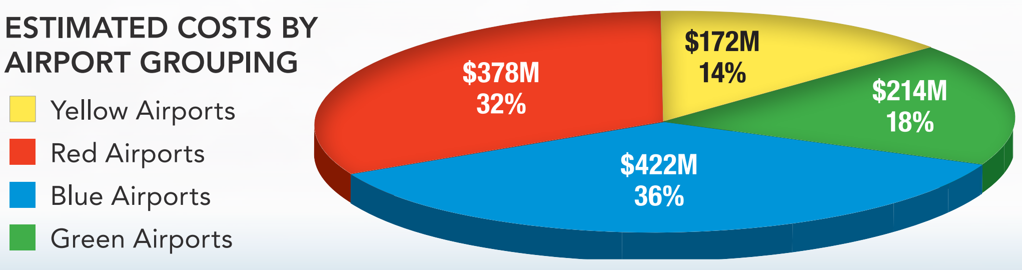
Yellow Airport: + 6,500' RUNWAY	**Blue Airport:** + 5,000' RUNWAY
Red Airport: + 6,000' RUNWAY	**Green Airport:** + 4,200' RUNWAY

As part of the NCASP, Fayetteville Regional Airport was classified as a Yellow Airport.

20-Year Costs for NCASP Recommended Projects

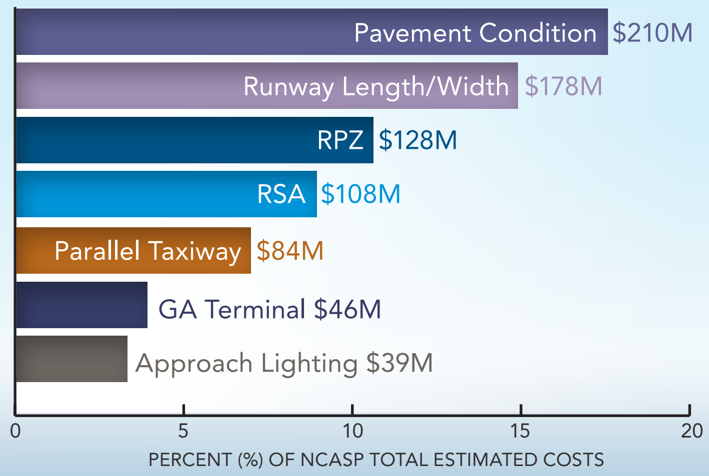
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

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NCASP NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

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About FAY

Fayetteville Regional Airport (FAY) is located in the City of Fayetteville and the County of Cumberland in the south central portion of the state. The airport is owned by the city and provides commercial airline and general aviation services to its patrons.

Associated County / City	Cumberland / Fayetteville
Annual Operations (2013)	45,032
Number of Based Aircraft (2013)	46
Enplanements (2013)	246,349
Primary Runway	04/22
Dimensions	7,709 FT X 150 FT
Approach/Approach Lighting	Precision / MALSR
Population Within 60-Min. Drive	1,066,820

Economic Benefit of the Fayetteville Regional Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	740 jobs
PAYROLL	$22,530,000
ECONOMIC OUTPUT	$318,810,000

FAYETTEVILLE REGIONAL AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2005	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	1,000 FT	1,000 FT	Yes
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	82 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	77 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	78 (as of 2012)	PCI ≥ 75	Yes
Runway Length	7,709 FT	6,500 FT	Yes
Runway Width	150 FT	150 FT	Yes
Pavement Strength	100,000lbs SW 200,000lbs DW 350,000lbs DT 750,000lbs DDTW	Per Part 139 Pavement Requirements	Yes
Visual Navigational Aids	RB, LWS, PAPI-4	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	Yes
Runway Edge Lighting	HIRL	High Intensity Runway Lighting (HIRL)	Yes
Weather Reporting Capability	ASOS	AWOS IIIP	Yes
Standard Instrument Approach	PA, 200', 1/2 mile	Precision Approach (PA), <250', < 3/4m	Yes
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	115 spaces	20% Based Aircraft + 20% Busy Day Transient (GA) = 15 spaces	Yes
General Aviation Terminal Building	82,000 SF	Passenger Terminal-Not Eligible, GA Terminal Bldg/Parking per ALP	Yes
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RHP, L, G, DR	Runway Hold Position (RHP), Location (L), Guidance (G), Distance Remaining (DR)	Yes
Ground Communication	RCO	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	MALSR	Approach Lighting System (ALS)	Yes
Aircraft Rescue and Firefighting (ARFF) Equipment	Yes	As required by Part 139	Yes

Airport Grouping/Role

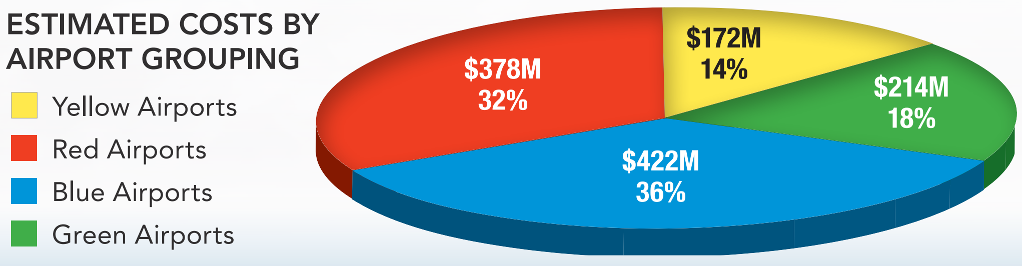
In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

Yellow Airport:	+ 6,500' RUNWAY	**Blue Airport:**	+ 5,000' RUNWAY
Red Airport:	+ 6,000' RUNWAY	**Green Airport:**	+ 4,200' RUNWAY

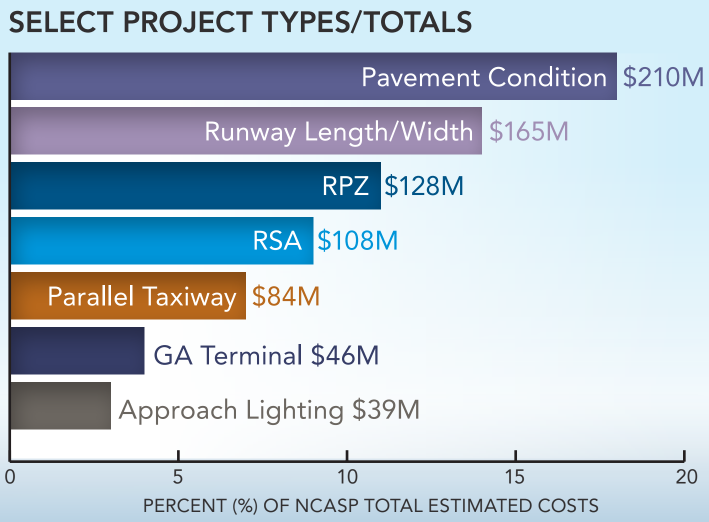
As part of the NCASP, First Flight Airport was classified as a Green Airport.

20-Year Costs for NCASP Recommended Projects

Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.



NCASP ESTIMATED COSTS = $1.2 BILLION



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

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NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

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About FFA

First Flight Airport (FFA) is located in the Town of Kill Devil Hills and the County of Dare in the central portion of the state. The airport is owned by the National Park Service and provides general aviation services to its patrons.

Associated County / City	Dare / Kill Devil Hills
Annual Operations (2013)	37,500
Number of Based Aircraft (2013)	0
Primary Runway	04/20
Dimensions	3,000 FT x 60 FT
Taxiway	Turnarounds on Both Ends
Approach/Approach Lighting	Visual / None
Population Within 30-Min. Drive	33,903

Economic Benefit of the First Flight Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	10 jobs
PAYROLL	$80,000
ECONOMIC OUTPUT	$3,780,000

FIRST FLIGHT AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2014	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	240 FT	240 FT	Yes
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	95 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	89 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	91 (as of 2012)	PCI ≥ 75	Yes
Runway Length	3,000 FT	4,200 FT	No
Runway Width	60 FT	75 FT	No
Pavement Strength	10,000lbs SW	< 30,000lbs SW or DW and > 12,500lbs SW or DW	No
Visual Navigational Aids	LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-2	No
Runway Edge Lighting	None	Medium Intensity Runway Lighting (MIRL)	No
Weather Reporting Capability	AWOS IIIP	AWOS III	Yes
Standard Instrument Approach	Visual	Instrument Approach with Vertical Guidance (APV), 400', 1m	No
Parallel Taxiway	Turnarounds on Both Ends	Full Parallel	No
Aircraft Apron	11 spaces	50% Based Aircraft + 20% Busy Day Transient = 5 spaces	Yes
General Aviation Terminal Building	1,500 SF	3,200 SF	No
Taxiway & Apron Edge Lighting	None	Reflective Markers	No
Airfield Signage	None	Runway Hold Position (RHP), Location (L), Guidance (G)	No
Ground Communication	UNICOM	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	0 hangars	50% Based Aircraft = 0 hangars	No
Airfield Maintenance Equipment/Storage Bldg.	None	Approved Tractor/Building	No
Perimeter Fencing	Partial, 4'	8' Perimeter	No
Fuel Facilities	None	Based on Demand	N/A

NORTH CAROLINA AIRPORTS SYSTEM PLAN

NCASP NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY: Foothills Regional Airport

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

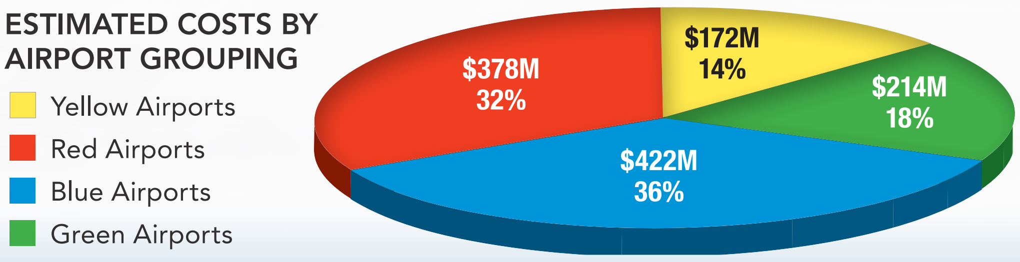
Yellow Airport:	+ 6,500' RUNWAY	**Blue Airport:**	+ 5,000' RUNWAY
Red Airport:	+ 6,000' RUNWAY	**Green Airport:**	+ 4,200' RUNWAY

As part of the NCASP, Foothills Regional Airport was classified as a Blue Airport.

20-Year Costs for NCASP Recommended Projects

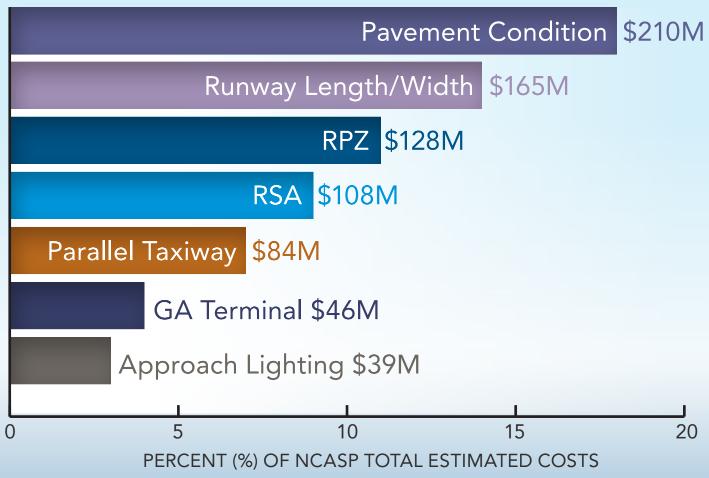
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

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- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

For more information on these studies or the NCASP, please visit: http://www.ncdot.gov/aviation/

NCASP NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

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About MRN

Foothills Regional Airport (MRN) is located in the City of Morganton and the County of Burke in the western portion of the state. The airport is owned by the regional airport authority and provides general aviation services to its patrons.

Associated County / City	Burke / Morganton
Annual Operations (2013)	17,000
Number of Based Aircraft (2013)	60
Primary Runway	03/21
Dimensions	5,500 FT X 75 FT
Taxiway	Partial Parallel
Approach/Approach Lighting	RNAV LPV / None
Population Within 30-Min. Drive	151,564

Economic Benefit of the Foothills Regional Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	10 jobs
PAYROLL	$70,000
ECONOMIC OUTPUT	$3,270,000

FOOTHILLS REGIONAL AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2004	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	300 FT	300 FT	Yes
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	95 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	100 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	93 (as of 2012)	PCI ≥ 75	Yes
Runway Length	5,500 FT	5,000 FT	Yes
Runway Width	75 FT	100 FT	No
Pavement Strength	60,000lbs DW	> 30,000lbs SW or DW and < 60,000lbs SW or DW or Per PCN Analysis if Part 139	Yes
Visual Navigational Aids	RB, LWS, PAPI-4	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	Yes
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIP	AWOS III	Yes
Standard Instrument Approach	Area Navigation (RNAV) LPV, 200', 3/4 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	Yes
Parallel Taxiway	Partial Parallel	Full Parallel	No
Aircraft Apron	9 spaces	25% Based Aircraft + 20% Busy Day Transient = 15 spaces	No
General Aviation Terminal Building	2,800 SF	4,500 SF	No
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RHP, L, G	Runway Hold Position (RHP), Location (L), Guidance (G)	Yes
Ground Communication	UNICOM	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	45 hangars	75% Based Aircraft = 38 hangars	Yes
Airfield Maintenance Equipment/Storage Bldg.	None	Approved Tractor/Building	No
Perimeter Fencing	Partial, 6' and 4'	8' Perimeter	No
Fuel Facilities	AvGas, Jet A	Based on Demand	Yes

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY: **Gastonia Municipal Airport**

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

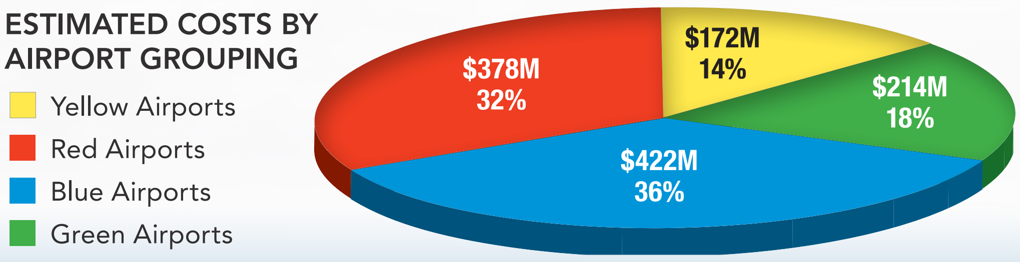
Yellow Airport:	+ 6,500' RUNWAY	**Blue Airport:**	+ 5,000' RUNWAY
Red Airport:	+ 6,000' RUNWAY	**Green Airport:**	+ 4,200' RUNWAY

As part of the NCASP, Gastonia Municpal Airport was classified as a **Blue Airport.**

20-Year Costs for NCASP Recommended Projects

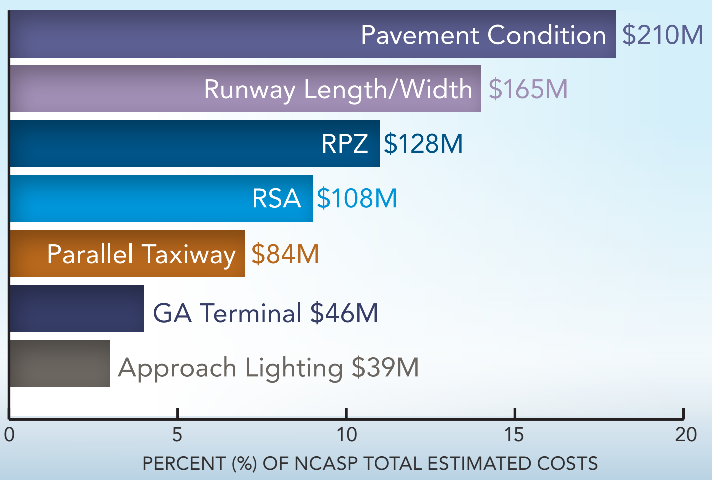
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

For more information on these studies or the NCASP, please visit: http://www.ncdot.gov/aviation/

NCASP NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About AKH

Gastonia Municipal Airport (AKH) is located in the City of Gastonia and the County of Gaston in the southern portion of the state. The airport is owned by the city and provides general aviation services to its patrons.

Associated County / City	Gaston / Gastonia
Annual Operations (2013)	50,040
Number of Based Aircraft (2013)	34
Primary Runway	03/21
Dimensions	3,770 FT X 100 FT
Taxiway	Full Parallel
Approach/Approach Lighting	RNAV LPV / ODALS
Population Within 30-Min. Drive	508,939

Economic Benefit of the Gastonia Municipal Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	30 jobs
PAYROLL	$1,050,000
ECONOMIC OUTPUT	$6,340,000

GASTONIA MUNICIPAL AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	1997	ALP Completed/Updated Within Last 10 Years	No
Runway Safety Area (RSA)	300 FT	300 FT	Yes
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	89 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	94 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	95 (as of 2012)	PCI ≥ 75	Yes
Runway Length	3,770 FT	5,000 FT	No
Runway Width	100 FT	100 FT	Yes
Pavement Strength	24,000lbs SW	> 30,000lbs SW or DW and < 60,000lbs SW or DW or Per PCN Analysis if Part 139	No
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	No
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	ASOS	AWOS III	Yes
Standard Instrument Approach	RNAV LPV, 313', 1 1/4 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	No
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	30 spaces	25% Based Aircraft + 20% Busy Day Transient = 12 spaces	Yes
General Aviation Terminal Building	2,000 SF	4,500 SF	No
Taxiway & Apron Edge Lighting	None	Medium Intensity Taxiway Lighting (MITL)	No
Airfield Signage	None	Runway Hold Position (RHP), Location (L), Guidance (G)	No
Ground Communication	RCO	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	ODALS	Approach Lighting System (ALS)	Yes
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	47 hangars	75% Based Aircraft = 26 hangars	Yes
Airfield Maintenance Equipment/Storage Bldg.	None	Approved Tractor/Building	No
Perimeter Fencing	Partial, 6'	8' Perimeter	No
Fuel Facilities	AvGas, Jet A	Based on Demand	Yes

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY:

Halifax-Northampton Regional Airport

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

Yellow Airport: + 6,500' RUNWAY

Red Airport: + 6,000' RUNWAY

Blue Airport: + 5,000' RUNWAY

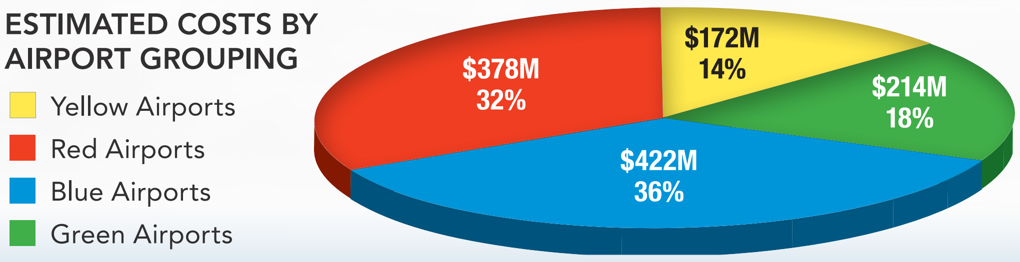
Green Airport: + 4,200' RUNWAY

As part of the NCASP, Halifax-Northampton Regional Airport was classified as a Green Airport.

20-Year Costs for NCASP Recommended Projects

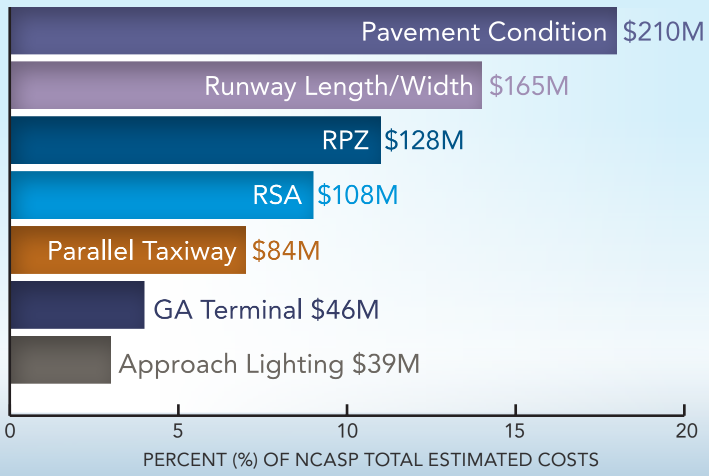
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

For more information on these studies or the NCASP, please visit: http://www.ncdot.gov/aviation/

NCASP NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About IXA

Halifax-Northampton Regional Airport (IXA) is located in the City of Roanoke Rapids and the County of Halifax in the northeastern portion of the state. The airport is owned by the regional airport authority and provides general aviation services to its patrons.

Associated County / City	Halifax and Northampton / Roanoke Rapids
Annual Operations (2013)	2,900
Number of Based Aircraft (2013)	22
Primary Runway	02/20
Dimensions	5,500 FT X 101 FT
Taxiway	Full Parallel
Approach/Approach Lighting	RNAV LPV / MALSR
Population Within 30-Min. Drive	64,451

Economic Benefit of the Halifax-Northampton Regional Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	30 jobs
PAYROLL	$990,000
ECONOMIC OUTPUT	$10,190,000

HALIFAX-NORTHAMPTON REGIONAL AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective. The NCASP recommends that, going forward, this airport be monitored for triggers that would support its transition from a Green to a Blue airport. With recent and continued projected economic growth in the area, aviation demands will also continue to grow and may eventually warrant a higher level of service from IXA. It is recommended that IXA consider development in order to meet those increased service demands.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2004	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	1,000 FT	1,000 FT	Yes
Runway Protection Zone (RPZ) Ownership	Complete	Fee Simple	Yes
Pavement Condition Index (PCI) - Primary RWY	97 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	98 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	100 (as of 2012)	PCI ≥ 75	Yes
Runway Length	5,500 FT	4,200 FT	Yes
Runway Width	101 FT	75 FT	Yes
Pavement Strength	45,000lbs SW 65,000lbs DW	< 30,000lbs SW or DW and > 12,500lbs SW or DW	Yes
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-2	Yes
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIP	AWOS III	Yes
Standard Instrument Approach	Area Navigation (RNAV) LPV, 200', 3/4 mile	Instrument Approach with Vertical Guidance (APV), 400', 1m	Yes
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	23 spaces	25% Based Aircraft + 20% Busy Day Transient = 12 spaces	Yes
General Aviation Terminal Building	4,000 SF	3,200 SF	Yes
Taxiway & Apron Edge Lighting	Medium Intensity Taxiway Lighting (MITL)	Reflective Markers	Yes
Airfield Signage	RHP, L, G	Runway Hold Position (RHP), Location (L), Guidance (G)	Yes
Ground Communication	UNICOM	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	MALSR	Approach Lighting System (ALS)	Yes
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	23 hangars	75% Based Aircraft = 11 hangars	Yes
Airfield Maintenance Equipment/Storage Bldg.	None	Approved Tractor/Building	No
Perimeter Fencing	Partial, 8' with barbed wire	8' Perimeter	No
Fuel Facilities	AvGas, Jet A, Self-Serve	Based on Demand	Yes

2015 INDIVIDUAL AIRPORT SUMMARY: Harnett Regional Jetport

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

NORTH CAROLINA AIRPORTS SYSTEM PLAN

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

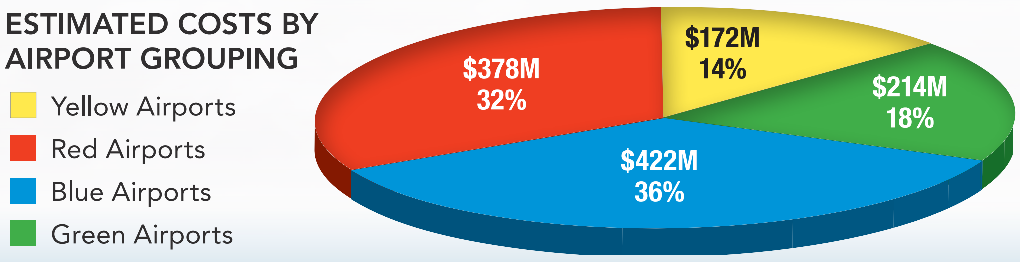
Yellow Airport:	+ 6,500' RUNWAY	**Blue Airport:**	+ 5,000' RUNWAY
Red Airport:	+ 6,000' RUNWAY	**Green Airport:**	+ 4,200' RUNWAY

As part of the NCASP, Harnett Regional Jetport was classified as a Blue Airport.

20-Year Costs for NCASP Recommended Projects

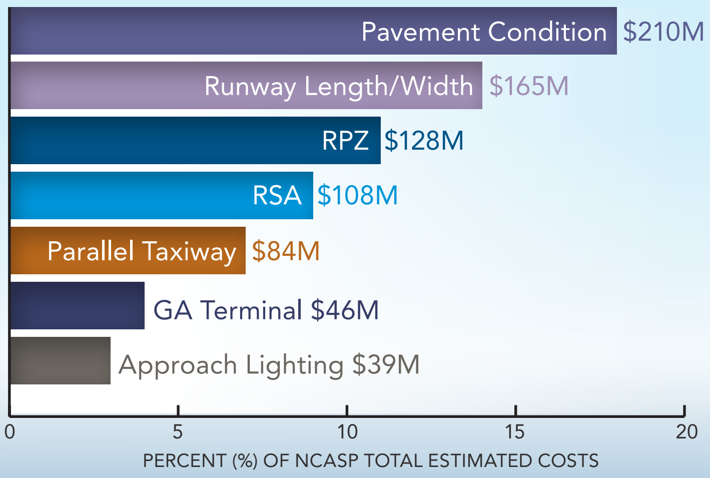
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

For more information on these studies or the NCASP, please visit: http://www.ncdot.gov/aviation/

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About HRJ

Harnett Regional Jetport (HRJ) is located in the City of Erwin and the County of Harnett in the central portion of the state. The airport is owned by the county and provides general aviation services to its patrons.

Associated County / City	Harnett / Erwin
Annual Operations (2013)	51,300
Number of Based Aircraft (2013)	62
Primary Runway	05/23
Dimensions	5,000 FT X 75 FT
Taxiway	Full Parallel
Approach/Approach Lighting	RNAV LPV / None
Population Within 30-Min. Drive	188,751

Economic Benefit of the Harnett Regional Jetport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	360 jobs
PAYROLL	$16,370,000
ECONOMIC OUTPUT	$87,920,000

HARNETT REGIONAL JETPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2005	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	300 FT	300 FT	Yes
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	Greater than 75	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	Greater than 75	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	Greater than 75	PCI ≥ 75	Yes
Runway Length	5,000 FT	5,000 FT	Yes
Runway Width	75 FT	100 FT	No
Pavement Strength	60,000lbs DW, 45,000lbs SW	> 30,000lbs SW or DW and < 60,000lbs SW or DW or Per PCN Analysis if Part 139	Yes
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	No
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIP	AWOS III	Yes
Standard Instrument Approach	Area Navigation (RNAV) LPV, 279', 1 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	No
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	30 spaces	25% Based Aircraft + 20% Busy Day Transient = 10 spaces	Yes
General Aviation Terminal Building	1,800 SF	4,500 SF	No
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RHP, L, G	Runway Hold Position (RHP), Location (L), Guidance (G)	Yes
Ground Communication	RCO	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	44 hangars	75% Based Aircraft = 13 hangars	Yes
Airfield Maintenance Equipment/Storage Bldg.	Equipment in storage	Approved Tractor/Building	Yes
Perimeter Fencing	Complete, 8'	8' Perimeter	Yes
Fuel Facilities	AvGas, Jet A, Self-Serve	Based on Demand	Yes

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY: **Henderson Field Airport**

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

Yellow Airport: + 6,500' RUNWAY

Red Airport: + 6,000' RUNWAY

Blue Airport: + 5,000' RUNWAY

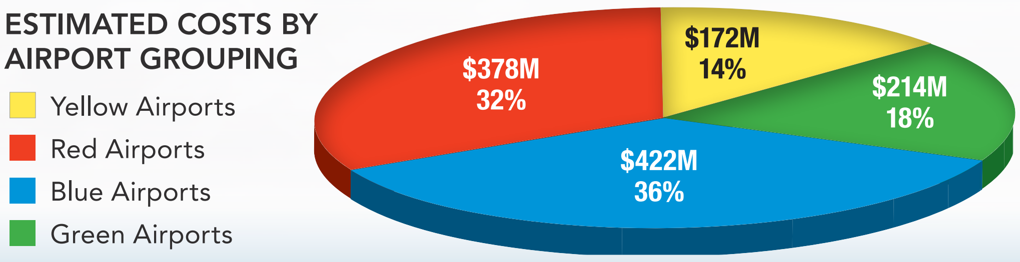
Green Airport: + 4,200' RUNWAY

As part of the NCASP, Henderson Field Airport was classified as a Blue Airport.

20-Year Costs for NCASP Recommended Projects

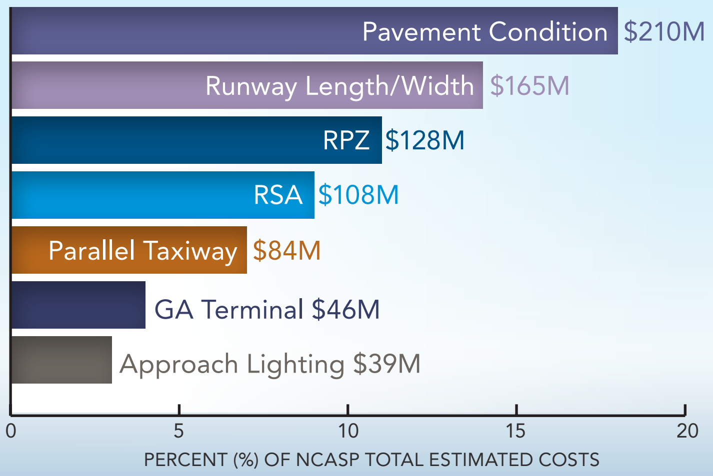
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

For more information on these studies or the NCASP, please visit: http://www.ncdot.gov/aviation/

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About ACZ

Henderson Field Airport (ACZ) is located in the Town of Wallace and the County of Pender in the eastern portion of the state. The airport is owned by the town and provides general aviation services to its patrons.

Associated County / City	Pender / Wallace
Annual Operations (2014)	15,900
Number of Based Aircraft (2014)	29
Primary Runway	09/27
Dimensions	4,153 FT X 75 FT
Taxiway	Stubs on Both Ends
Approach/Approach Lighting	RNAV (GPS) / None
Population Within 30-Min. Drive	59,147

Economic Benefit of the Henderson Field Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	20 jobs
PAYROLL	$380,000
ECONOMIC OUTPUT	$6,430,000

HENDERSON FIELD AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective. The NCASP recommends that, going forward, this airport be monitored for triggers that would support its transition from a Blue to a Red airport. With recent and continued projected economic growth in the area, aviation demands will also continue to grow and may eventually warrant a higher level of service from ACZ. It is recommended that ACZ consider development in order to meet those increased service demands.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2010	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	300 FT	300 FT	Yes
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	86 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	91 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	13 (as of 2012)	PCI ≥ 75	No
Runway Length	4,153 FT	5,000 FT	No
Runway Width	75 FT	100 FT	No
Pavement Strength	12,500lbs SW	> 30,000lbs SW or DW and < 60,000lbs SW or DW or Per PCN Analysis if Part 139	No
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	No
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	None	AWOS III	No
Standard Instrument Approach	RNAV (GPS), 400', 1 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	No
Parallel Taxiway	Stubs on Both Ends	Full Parallel	No
Aircraft Apron	10 spaces	50% Based Aircraft + 20% Busy Day Transient = 9 spaces	Yes
General Aviation Terminal Building	1,400 SF	4,500 SF	No
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	L	Runway Hold Position (RHP), Location (L), Guidance (G)	No
Ground Communication	UNICOM	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	19 hangars	50% Based Aircraft = 15 hangars	Yes
Airfield Maintenance Equipment/Storage Bldg.	None	Approved Tractor/Building	No
Perimeter Fencing	Partial, 6' and 8'	8' Perimeter	No
Fuel Facilities	AvGas, Jet A, Self-Serve	Based on Demand	Yes

NORTH CAROLINA
AIRPORTS SYSTEM PLAN

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY: **Henderson-Oxford Airport**

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

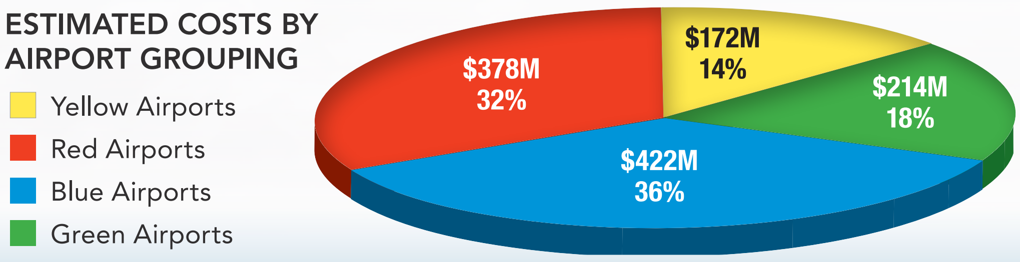
Yellow Airport: + 6,500' RUNWAY	**Blue Airport:** + 5,000' RUNWAY
Red Airport: + 6,000' RUNWAY	**Green Airport:** + 4,200' RUNWAY

As part of the NCASP, Henderson-Oxford Airport was classified as a Blue Airport.

20-Year Costs for NCASP Recommended Projects

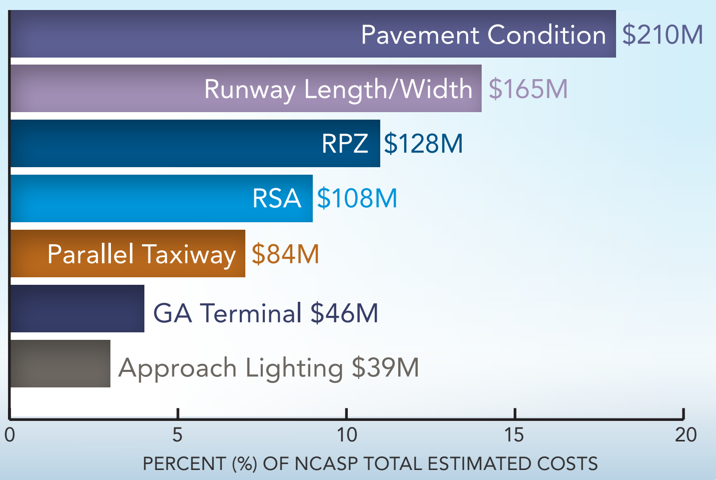
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

For more information on these studies or the NCASP, please visit: http://www.ncdot.gov/aviation/

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About HNZ

Henderson-Oxford Airport (HNZ) is located in the City of Oxford and the County of Granville in the northern portion of the state. The airport is owned by the area's airport authority and provides general aviation services to its patrons.

Associated County / City	Granville / Oxford
Annual Operations (2011)	25,320
Number of Based Aircraft (2011)	50
Primary Runway	06/24
Dimensions	5,000 FT X 97 FT
Taxiway	Full Parallel
Approach/Approach Lighting	RNAV GPS / None
Population Within 30-Min. Drive	90,310

Economic Benefit of the Henderson-Oxford Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	10 jobs
PAYROLL	$110,000
ECONOMIC OUTPUT	$5,280,000

HENDERSON-OXFORD AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	Unknown	ALP Completed/Updated Within Last 10 Years	No
Runway Safety Area (RSA)	1,000 FT	1,000 FT	Yes
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	74 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Apron	67 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Taxiways	82 (as of 2012)	PCI ≥ 75	Yes
Runway Length	5,000 FT	5,000 FT	Yes
Runway Width	97 FT	100 FT	No
Pavement Strength	30,000lbs SW	> 30,000lbs SW or DW and < 60,000lbs SW or DW or Per PCN Analysis if Part 139	Yes
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	No
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIP	AWOS III	Yes
Standard Instrument Approach	(RNAV) GPS LPV, 250', 1 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	No
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	14 spaces	25% Based Aircraft + 20% Busy Day Transient = 18 spaces	No
General Aviation Terminal Building	4,000 SF	4,500 SF	No
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RHP, L, G	Runway Hold Position (RHP), Location (L), Guidance (G)	Yes
Ground Communication	UNICOM, RCO	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	Mobile Fire System	Case by Case	Yes
Hangars	45 hangars	75% Based Aircraft = 38 hangars	Yes
Airfield Maintenance Equipment/Storage Bldg.	Equipment in storage	Approved Tractor/Building	Yes
Perimeter Fencing	Complete, 8' with 3 strand barb wire	8' Perimeter	Yes
Fuel Facilities	AvGas, Self-Serve	Based on Demand	Yes

NORTH CAROLINA AIRPORTS SYSTEM PLAN

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY: **Hickory Regional Airport**

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report.

Yellow Airport: + 6,500' RUNWAY

Blue Airport: + 5,000' RUNWAY

Red Airport: + 6,000' RUNWAY

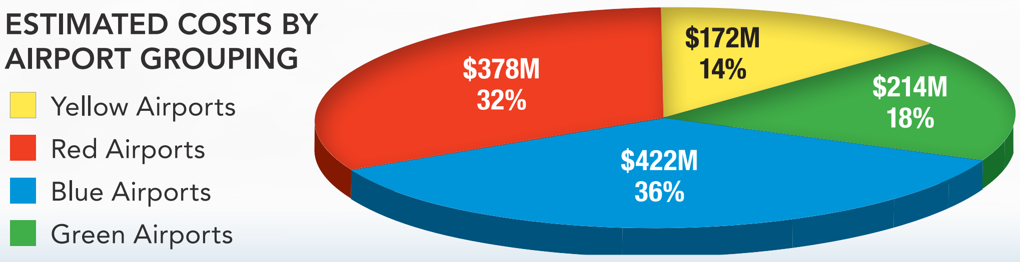
Green Airport: + 4,200' RUNWAY

As part of the NCASP, Hickory Regional Airport was classified as a **Red Airport.**

20-Year Costs for NCASP Recommended Projects

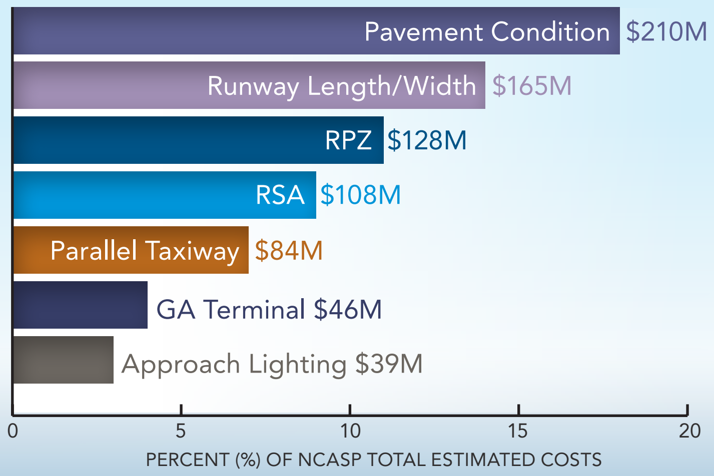
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

For more information on these studies or the NCASP, please visit: http://www.ncdot.gov/aviation/

NCASP NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About HKY

Hickory Regional Airport (HKY) is owned and operated by the City of Hickory and located in Catawba and Burke counties in the western portion of the state. The airport is owned by the city and provides general aviation services to its patrons.*

Associated County / City	Catawba and Burke / Hickory
Annual Operations (2013)	30,584
Number of Based Aircraft (2015)	90
Primary Runway	06/24
Dimensions	6,400 FT X 150 FT
Taxiway	Full Parallel
Approach/Approach Lighting	Precision / MALSR
Population Within 30-Min. Drive	346,349

**HKY holds a commercial service Part 139 Certificate to use in the future as necessary*

Economic Benefit of the Hickory Regional Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	70 jobs
PAYROLL	$2,060,000
ECONOMIC OUTPUT	$16,740,000

HICKORY REGIONAL AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2002	ALP Completed/Updated Within Last 10 Years	No
Runway Safety Area (RSA)	1,000 FT	1,000 FT	Yes
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	81 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	55 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Taxiways	81 (as of 2012)	PCI ≥ 75	Yes
Runway Length	6,400 FT	6,000 FT	Yes
Runway Width	150 FT	100 FT	Yes
Pavement Strength	33,000lbs SW, 90,000lbs DW	> 60,000lbs SW or DW or Per PCN Analysis if Part 139	Yes
Visual Navigational Aids	RB, LWS, PAPI-4/VASI-4	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	Yes
Runway Edge Lighting	High Intensity Runway Lighting (HIRL)	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	ASOS	AWOS III	Yes
Standard Instrument Approach	Precision Approach (PA), 200', 1/2 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	Yes
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	28 spaces	25% Based Aircraft + 20% Busy Day Transient = 27 spaces	Yes
General Aviation Terminal Building	Unknown Size	5,500 SF	No
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RHP, L, G	Runway Hold Position (RHP), Location (L), Guidance (G), Distance Remaining (DR)	Yes
Ground Communication	RCO	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	MALSR	Approach Lighting System (ALS)	Yes
Aircraft Rescue and Firefighting (ARFF) Equipment	Yes	Case by Case	Yes
Hangars	98 hangars	75% Based Aircraft = 50 hangars	Yes
Airfield Maintenance Equipment/Storage Bldg.	Snow Removal Vehicle, Equipment in storage	Approved Tractor/Building	Yes
Perimeter Fencing	Complete, 6' and 10'	8' Perimeter	No
Fuel Facilities	AvGas, Jet A, Self-Serve	Based on Demand	Yes

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY: **Hyde County Airport**

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

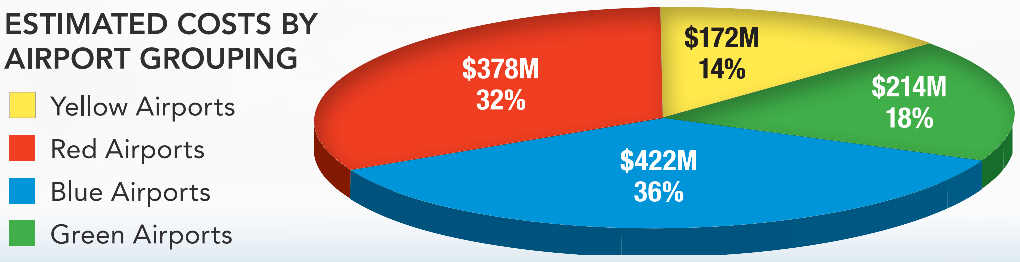
Yellow Airport: + 6,500' RUNWAY	**Blue Airport:** + 5,000' RUNWAY
Red Airport: + 6,000' RUNWAY	**Green Airport:** + 4,200' RUNWAY

As part of the NCASP, Hyde County Airport was classified as a Green Airport.

20-Year Costs for NCASP Recommended Projects

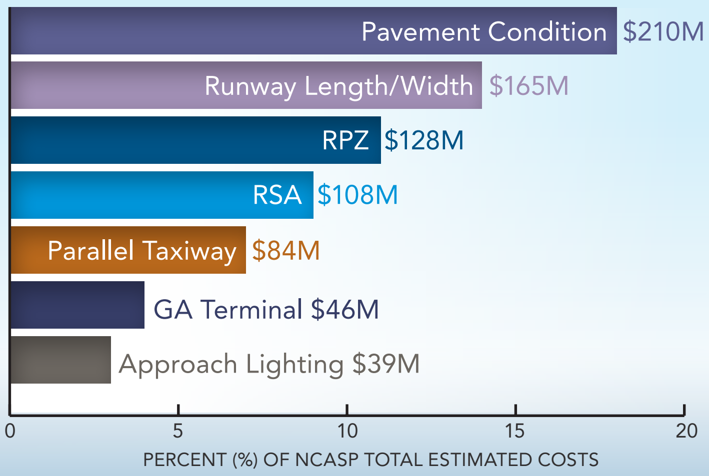
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

For more information on these studies or the NCASP, please visit: http://www.ncdot.gov/aviation/

NCASP NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About 7W6

Hyde County Airport (7W6) is located in the City of Engelhard and the County of Hyde in the eastern portion of the state. The airport is owned by the county and provides general aviation services to its patrons.

Associated County / City	Hyde / Engelhard
Annual Operations (2013)	4,050
Number of Based Aircraft (2013)	0
Primary Runway	11/29
Dimensions	4,700 FT X 100 FT
Taxiway	Connector Ends
Approach/Approach Lighting	Visual / None
Population Within 30-Min. Drive	2,603

Economic Benefit of the Hyde County Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	<10 jobs
PAYROLL	-
ECONOMIC OUTPUT	$430,000

HYDE COUNTY AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2005	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	300 FT	300 FT	Yes
Runway Protection Zone (RPZ) Ownership	Complete	Fee Simple	Yes
Pavement Condition Index (PCI) - Primary RWY	64 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Apron	100 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	100 (as of 2012)	PCI ≥ 75	Yes
Runway Length	4,700 FT	4,200 FT	Yes
Runway Width	100 FT	75 FT	Yes
Pavement Strength	30,000lbs SW, 43,000lbs DW	< 30,000lbs SW or DW and > 12,500lbs SW or DW	Yes
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-2	Yes
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	None	AWOS III	No
Standard Instrument Approach	Visual	Instrument Approach with Vertical Guidance (APV), 400', 1m	No
Parallel Taxiway	Connector Ends	Full Parallel	No
Aircraft Apron	12 spaces	50% Based Aircraft + 20% Busy Day Transient = 1 space	Yes
General Aviation Terminal Building	1,000 SF	3,200 SF	No
Taxiway & Apron Edge Lighting	Medium Intensity Taxiway Lighting (MITL)	Reflective Markers	Yes
Airfield Signage	L, G	Runway Hold Position (RHP), Location (L), Guidance (G)	No
Ground Communication	UNICOM	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	0 hangars	50% Based Aircraft = 0 hangars	No
Airfield Maintenance Equipment/Storage Bldg.	None	Approved Tractor/Building	No
Perimeter Fencing	Partial, 8' with 1' of barbed wire	8' Perimeter	No
Fuel Facilities	AvGas, Self-Serve	Based on Demand	Yes

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY: Jackson County Airport

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

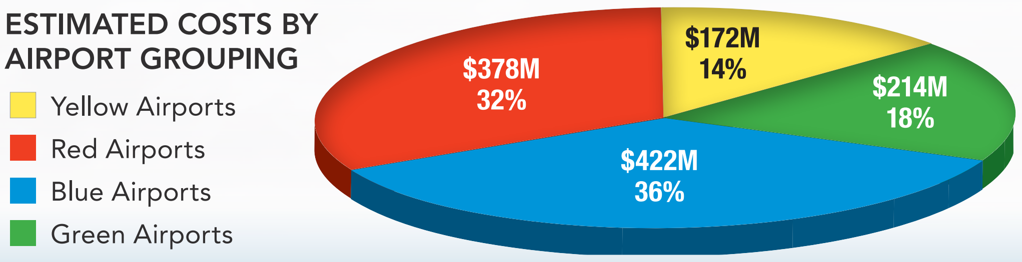
Yellow Airport: + 6,500' RUNWAY	**Blue Airport:** + 5,000' RUNWAY
Red Airport: + 6,000' RUNWAY	**Green Airport:** + 4,200' RUNWAY

As part of the NCASP, Jackson County Airport was classified as a Green Airport.

20-Year Costs for NCASP Recommended Projects

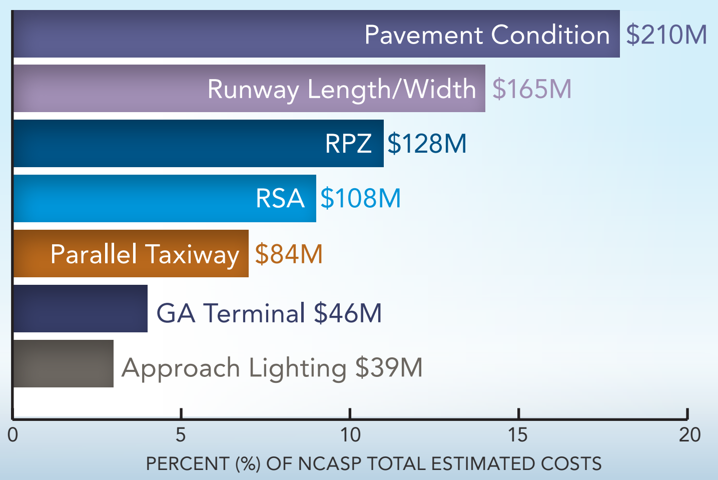
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

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- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
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NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About 24A

Jackson County Airport (24A) is located in the City of Sylva and the County of Jackson in the western portion of the state. The airport is owned by the county and provides general aviation services to its patrons.

Associated County / City	Jackson / Sylva
Annual Operations (2013)	4,650
Number of Based Aircraft (2013)	16
Primary Runway	15/33
Dimensions	3,200 FT X 60 FT
Taxiway	Stubs on Both Ends
Approach/Approach Lighting	RNAV (GPS) / None
Population Within 30-Min. Drive	61,706

Economic Benefit of the Jackson County Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	10 jobs
PAYROLL	$120,000
ECONOMIC OUTPUT	$430,000

JACKSON COUNTY AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2004	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	300 FT	300 FT	Yes
Runway Protection Zone (RPZ) Ownership	Complete	Fee Simple	Yes
Pavement Condition Index (PCI) - Primary RWY	86 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	86 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	96 (as of 2012)	PCI ≥ 75	Yes
Runway Length	3,200 FT	4,200 FT	No
Runway Width	60 FT	75 FT	No
Pavement Strength	12,500lbs SW	< 30,000lbs SW or DW and > 12,500lbs SW or DW	Yes
Visual Navigational Aids	RB, LWS, PAPI-2, REILs	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-2	Yes
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	SUPERAWOS	AWOS III	No
Standard Instrument Approach	RNAV (GPS), 1,700', 1 1/4 mile	Instrument Approach with Vertical Guidance (APV), 400', 1m	No
Parallel Taxiway	Stubs on Both Ends	Full Parallel	No
Aircraft Apron	16 spaces	50% Based Aircraft + 20% Busy Day Transient = 9 spaces	Yes
General Aviation Terminal Building	600 SF	3,200 SF	No
Taxiway & Apron Edge Lighting	Medium Intensity Taxiway Lighting (MITL)	Reflective Markers	Yes
Airfield Signage	RHP, L	Runway Hold Position (RHP), Location (L), Guidance (G)	No
Ground Communication	UNICOM	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	9 hangars	50% Based Aircraft = 8 hangars	Yes
Airfield Maintenance Equipment/Storage Bldg.	None	Approved Tractor/Building	No
Perimeter Fencing	Partial, 6' and 8'	8' Perimeter	No
Fuel Facilities	AvGas, Self-Serve	Based on Demand	Yes

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

NORTH CAROLINA
AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY: **Johnston Regional Airport**

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

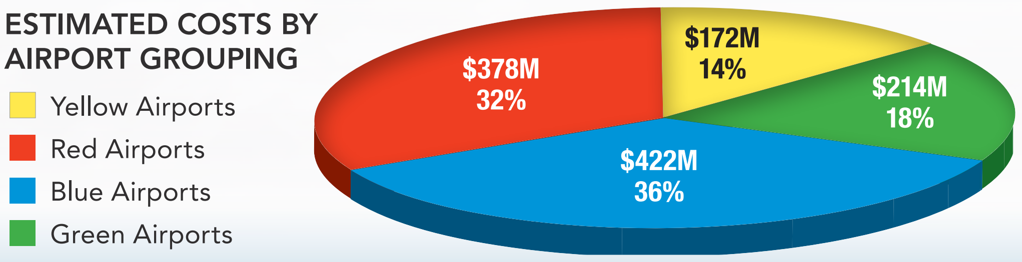
Yellow Airport:	+ 6,500' RUNWAY	**Blue Airport:**	+ 5,000' RUNWAY
Red Airport:	+ 6,000' RUNWAY	**Green Airport:**	+ 4,200' RUNWAY

As part of the NCASP, Johnston Regional Airport was classified as a Red Airport.

20-Year Costs for NCASP Recommended Projects

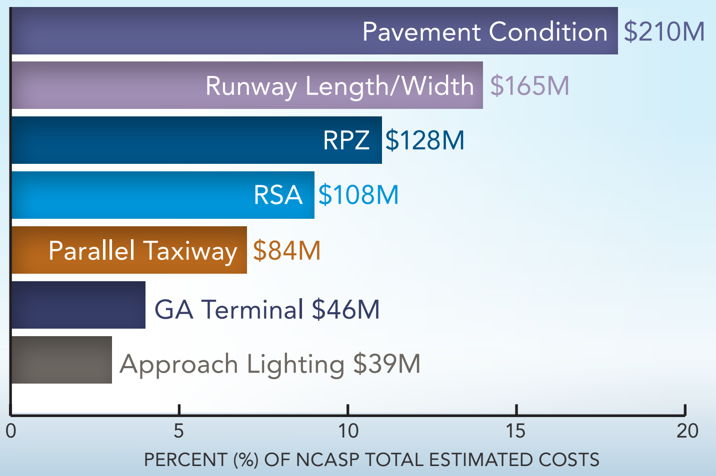
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

For more information on these studies or the NCASP, please visit: http://www.ncdot.gov/aviation/

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About JNX

Johnston Regional Airport (JNX) is located in the City of Smithfield and the County of Johnston in the central portion of the state. The airport is owned by the county and provides general aviation services to its patrons.

Associated County / City	Johnston / Smithfield
Annual Operations (2013)	73,350
Number of Based Aircraft (2013)	112
Primary Runway	03/21
Dimensions	5,500 FT X 100 FT
Taxiway	Full Parallel
Approach/Approach Lighting	Precision / MALSR
Population Within 30-Min. Drive	385,043

Economic Benefit of the Johnston Regional Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	500 jobs
PAYROLL	$17,670,000
ECONOMIC OUTPUT	$62,600,000

JOHNSTON REGIONAL AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2007	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	1,000 FT	1,000 FT	Yes
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	83 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	92 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	96 (as of 2012)	PCI ≥ 75	Yes
Runway Length	5,500 FT	6,000 FT	No
Runway Width	100 FT	100 FT	Yes
Pavement Strength	30,000lbs SW, 65,000lbs DW	> 60,000lbs SW or DW or Per PCN Analysis if Part 139	Yes
Visual Navigational Aids	RB, LWS, PAPI-4	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	Yes
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIPT	AWOS III	Yes
Standard Instrument Approach	Precision Approach (PA), 200', 1/2 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	Yes
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	60 spaces	25% Based Aircraft + 20% Busy Day Transient = 40 spaces	Yes
General Aviation Terminal Building	2,500 SF	5,500 SF	No
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RHP, L, G, DR	Runway Hold Position (RHP), Location (L), Guidance (G), Distance Remaining (DR)	Yes
Ground Communication	RCO	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	MALSR	Approach Lighting System (ALS)	Yes
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	99 hangars	75% Based Aircraft = 84 hangars	Yes
Airfield Maintenance Equipment/Storage Bldg.	Vehicle	Approved Tractor/Building	Yes
Perimeter Fencing	Partial, 4' and 8' with 3 strand barbed wire	8' Perimeter	No
Fuel Facilities	AvGas, Jet A	Based on Demand	Yes

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY:

Kinston Regional Jetport at Stallings Field

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

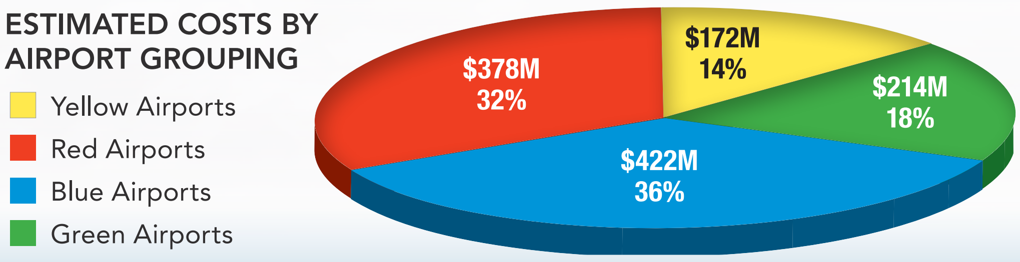
Yellow Airport: + 6,500' RUNWAY	**Blue Airport:** + 5,000' RUNWAY
Red Airport: + 6,000' RUNWAY	**Green Airport:** + 4,200' RUNWAY

As part of the NCASP, Kinston Regional Jetport was classified as a Blue Airport.

20-Year Costs for NCASP Recommended Projects

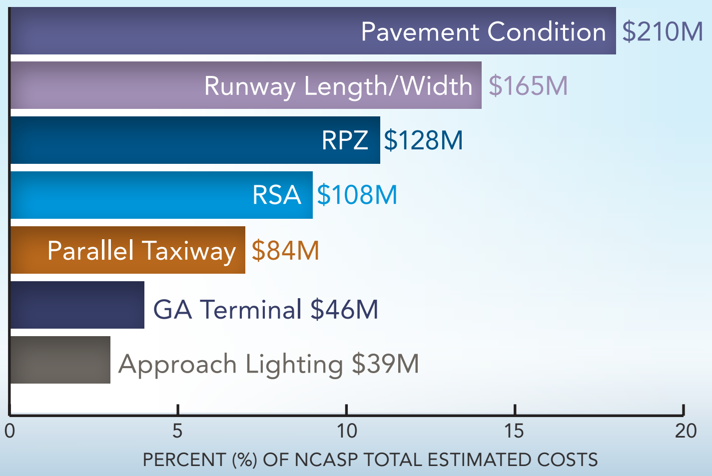
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

For more information on these studies or the NCASP, please visit: http://www.ncdot.gov/aviation/

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About ISO

Kinston Regional Jetport at Stallings Field (ISO) is located in the City of Kinston and the County of Lenoir in the eastern portion of the state. The airport is a division of the North Carolina DOT, under supervision of the secretary. The airport is located within the Global Trans Park*

Associated County / City	Lenoir / Kinston
Annual Operations (2013)	21,596
Number of Based Aircraft (2013)	39
Primary Runway	05/23
Dimensions	11,500 FT X 150 FT
Taxiway	Full Parallel
Approach/Approach Lighting	Precision / MALSR
Population Within 30-Min. Drive	117,833

**Additionally, about 1/2 of the airport's traffic is military-related from Seymour Johnson AFB and the airport provides military training on site.*

Economic Benefit of the Kinston Regional Jetport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	1,230 jobs
PAYROLL	$46,340,000
ECONOMIC OUTPUT	$219,370,000

Some specific economic benefits at ISO include its industrial park with direct access by rail and highway as well as the active Foreign Trade Zone (FTZ – 214) that serves the airport.

KINSTON REGIONAL JETPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2006	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	1,000 FT	1,000 FT	Yes
Runway Protection Zone (RPZ) Ownership	Complete	Fee Simple	Yes
Pavement Condition Index (PCI) - Primary RWY	61 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Apron	64 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Taxiways	72 (as of 2012)	PCI ≥ 75	No
Runway Length	11,500 FT	5,000 FT	Yes
Runway Width	150 FT	100 FT	Yes
Pavement Strength	90,000lbs SW 135,000lbs DW 260,000lbs DT	> 30,000lbs SW or DW and < 60,000lbs SW or DW or Per PCN Analysis if Part 139	Yes
Visual Navigational Aids	RB, LWS, PAPI-4	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	Yes
Runway Edge Lighting	High Intensity Runway Lighting (HIRL)	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIP	AWOS III	Yes
Standard Instrument Approach	Precision Approach (PA), 200', 1/2 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	Yes
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	250 spaces	25% Based Aircraft + 20% Busy Day Transient = 12 spaces	Yes
General Aviation Terminal Building	40,000 SF	4,500 SF	Yes
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RHP, L, G	Runway Hold Position (RHP), Location (L), Guidance (G)	Yes
Ground Communication	RCO	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	MALSR	Approach Lighting System (ALS)	Yes
Aircraft Rescue and Firefighting (ARFF) Equipment	Yes	Case by Case	Yes
Hangars	18 hangars	75% Based Aircraft = 29 hangars	No
Airfield Maintenance Equipment/Storage Bldg.	Vehicle, Equipment in storage	Approved Tractor/Building	Yes
Perimeter Fencing	Complete, 9'	8' Perimeter	Yes
Fuel Facilities	AvGas, Jet A	Based on Demand	Yes

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY:

Laurinburg-Maxton Airport

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

Yellow Airport:	+ 6,500' RUNWAY	Blue Airport:	+ 5,000' RUNWAY
Red Airport:	+ 6,000' RUNWAY	Green Airport:	+ 4,200' RUNWAY

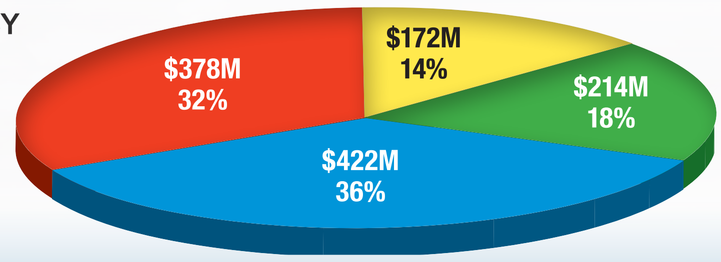
As part of the NCASP, Laurinburg-Maxton Airport was classified as a **Blue Airport.**

20-Year Costs for NCASP Recommended Projects

Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

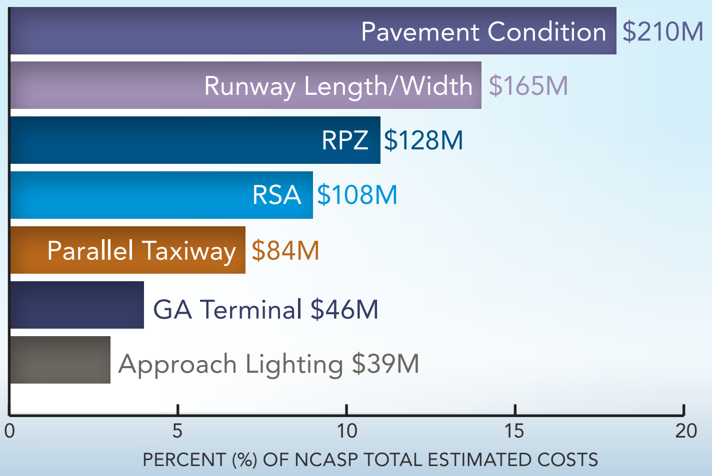
ESTIMATED COSTS BY AIRPORT GROUPING

- 🟨 Yellow Airports
- 🟥 Red Airports
- 🟦 Blue Airports
- 🟩 Green Airports



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

For more information on these studies or the NCASP, please visit: http://www.ncdot.gov/aviation/

NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About MEB

Laurinburg-Maxton Airport (MEB) is located between the Towns of Laurinburg and Maxton and the County of Scotland in the southern portion of the state. The airport is owned by the two towns and provides general aviation services to its patrons.

Associated County / City	Scotland / Laurinburg and Maxton
Annual Operations (2014)	25,000
Number of Based Aircraft (2014)	10
Primary Runway	05/23
Dimensions	6,503 FT X 100 FT
Taxiway	Full Parallel
Approach/Approach Lighting	Precision / MALSR
Population Within 30-Min. Drive	143,898

Economic Benefit of the Laurinburg-Maxton Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	510 jobs
PAYROLL	$11,820,000
ECONOMIC OUTPUT	$42,810,000

LAURINBURG-MAXTON AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2013	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	1,000 FT	1,000 FT	Yes
Runway Protection Zone (RPZ) Ownership	Complete	Fee Simple	Yes
Pavement Condition Index (PCI) - Primary RWY	100 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	75 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Taxiways	100	PCI ≥ 75	Yes
Runway Length	6,503 FT	5,000 FT	Yes
Runway Width	100 FT	100 FT	Yes
Pavement Strength	25,000lbs SW, 35,000lbs DW, 256,000lbs DT	> 30,000lbs SW or DW and < 60,000lbs SW or DW or Per PCN Analysis if Part 139	Yes
Visual Navigational Aids	RB, LWS, PAPI-4	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	Yes
Runway Edge Lighting	High Intensity Runway Lighting (HIRL)	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	ASOS	AWOS III	Yes
Standard Instrument Approach	Precision Approach (PA), 200', 1/2 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	Yes
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	26 spaces	25% Based Aircraft + 20% Busy Day Transient = 9 spaces	Yes
General Aviation Terminal Building	3,000 SF	4,500 SF	No
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RHP, L, G	Runway Hold Position (RHP), Location (L), Guidance (G)	Yes
Ground Communication	GCO	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	MALSR	Approach Lighting System (ALS)	Yes
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	19 hangars	75% Based Aircraft = 15 hangars	Yes
Airfield Maintenance Equipment/Storage Bldg.	Vehicle, Equipment in storage	Approved Tractor/Building	Yes
Perimeter Fencing	Partial, 4'	8' Perimeter	No
Fuel Facilities	AvGas, Jet A, Self-Serve	Based on Demand	Yes

NORTH CAROLINA
AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY:

Lincolnton-Lincoln County Regional Airport

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

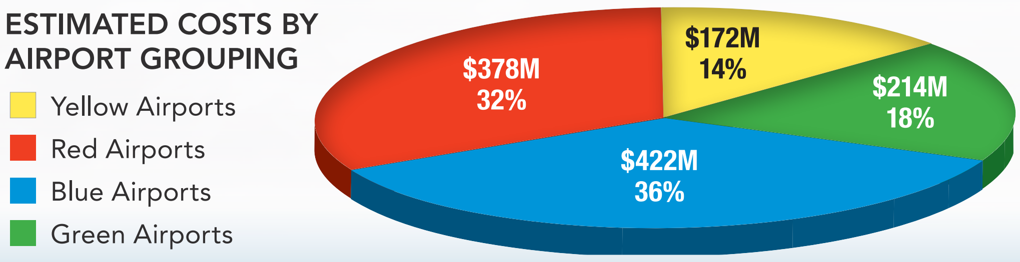
Yellow Airport: + 6,500' RUNWAY
Blue Airport: + 5,000' RUNWAY
Red Airport: + 6,000' RUNWAY
Green Airport: + 4,200' RUNWAY

As part of the NCASP, Lincolnton-Lincoln County Regional Airport was classified as a Blue Airport.

20-Year Costs for NCASP Recommended Projects

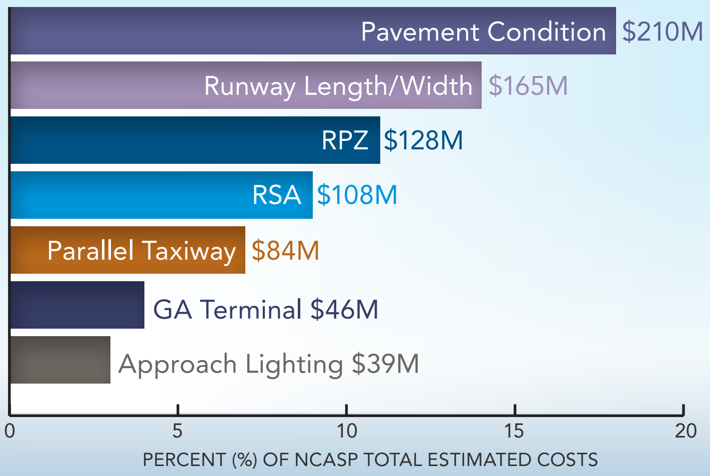
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

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NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About IPJ

Lincolnton-Lincoln County Regional Airport (IPJ) is located in the City of Lincolnton and the County of Lincoln in the central portion of the state. The airport is owned by the city and the county and provides general aviation services to its patrons.

Associated County / City	Lincoln / Lincolnton
Annual Operations (2013)	34,100
Number of Based Aircraft (2013)	89
Primary Runway	05/23
Dimensions	5,504 FT X 100 FT
Taxiway	Full Parallel
Approach/Approach Lighting	RNAV LPV / None
Population Within 30-Min. Drive	406,099

Economic Benefit of the Lincolnton-Lincoln County Regional Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	60 jobs
PAYROLL	$1,730,000
ECONOMIC OUTPUT	$10,090,000

LINCOLNTON-LINCOLN COUNTY REGIONAL AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	1995	ALP Completed/Updated Within Last 10 Years	No
Runway Safety Area (RSA)	300 FT	300 FT	Yes
Runway Protection Zone (RPZ) Ownership	Complete	Fee Simple	Yes
Pavement Condition Index (PCI) - Primary RWY	82 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	89 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	90 (as of 2012)	PCI ≥ 75	Yes
Runway Length	5,504 FT	5,000 FT	Yes
Runway Width	100 FT	100 FT	Yes
Pavement Strength	30,000lbs SW, 60,000lbs DW	> 30,000lbs SW or DW and < 60,000lbs SW or DW or Per PCN Analysis if Part 139	Yes
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	No
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIP	AWOS III	Yes
Standard Instrument Approach	Area Navigation (RNAV) LPV, 315', 1 1/4 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	No
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	45 spaces	25% Based Aircraft + 20% Busy Day Transient = 29 spaces	Yes
General Aviation Terminal Building	7,000 SF	4,500 SF	Yes
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RHP, L, G	Runway Hold Position (RHP), Location (L), Guidance (G)	Yes
Ground Communication	GCO	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	49 hangars	75% Based Aircraft = 67 hangars	No
Airfield Maintenance Equipment/Storage Bldg.	Equipment in storage	Approved Tractor/Building	Yes
Perimeter Fencing	Partial, 6' with barbed wire	8' Perimeter	No
Fuel Facilities	AvGas, Jet A	Based on Demand	Yes

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY:

Lumberton Regional Airport

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

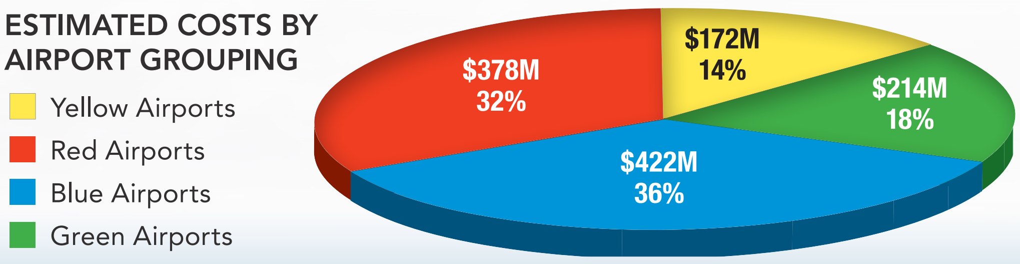
Yellow Airport: + 6,500' RUNWAY	**Blue Airport:** + 5,000' RUNWAY
Red Airport: + 6,000' RUNWAY	**Green Airport:** + 4,200' RUNWAY

As part of the NCASP, Lumberton Regional Airport was classified as a Blue Airport.

20-Year Costs for NCASP Recommended Projects

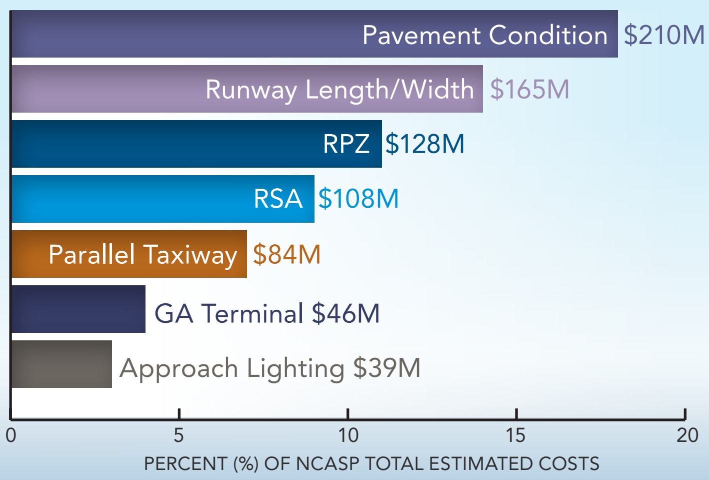
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

For more information on these studies or the NCASP, please visit: http://www.ncdot.gov/aviation/

NCASP NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About LBT

Lumberton Regional Airport (LBT) is located in the City of Lumberton and the County of Robeson in the southern portion of the state. The airport is owned by the city and provides general aviation services to its patrons.

Associated County / City	Robeson / Lumberton
Annual Operations (2013)	25,000
Number of Based Aircraft (2013)	51
Primary Runway	05/23
Dimensions	5,502 FT X 150 FT
Taxiway	Partial Parallel
Approach/Approach Lighting	Precision / None
Population Within 30-Min. Drive	161,853

Economic Benefit of the Lumberton Regional Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	40 jobs
PAYROLL	$740,000
ECONOMIC OUTPUT	$6,100,000

LUMBERTON REGIONAL AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2003	ALP Completed/Updated Within Last 10 Years	No
Runway Safety Area (RSA)	1,000 FT	1,000 FT	Yes
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	90 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	54 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Taxiways	58 (as of 2012)	PCI ≥ 75	No
Runway Length	5,502 FT	5,000 FT	Yes
Runway Width	150 FT	100 FT	Yes
Pavement Strength	80,000lbs SW	> 30,000lbs SW or DW and < 60,000lbs SW or DW or Per PCN Analysis if Part 139	Yes
Visual Navigational Aids	RB, LWS, PAPI-4	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	Yes
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	ASOS	AWOS III	Yes
Standard Instrument Approach	Precision Approach (PA), 236', 3/4 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	Yes
Parallel Taxiway	Partial Parallel	Full Parallel	No
Aircraft Apron	26 spaces	25% Based Aircraft + 20% Busy Day Transient = 16 spaces	Yes
General Aviation Terminal Building	3,744 SF	4,500 SF	No
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	L, G	Runway Hold Position (RHP), Location (L), Guidance (G)	No
Ground Communication	UNICOM	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	36 hangars	75% Based Aircraft = 35 hangars	Yes
Airfield Maintenance Equipment/Storage Bldg.	Vehicle, Equipment in storage	Approved Tractor/Building	Yes
Perimeter Fencing	Partial, 6' and 4'	8' Perimeter	No
Fuel Facilities	AvGas, Jet A, Self-Serve	Based on Demand	Yes

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

NORTH CAROLINA
AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY: **Macon County Airport**

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

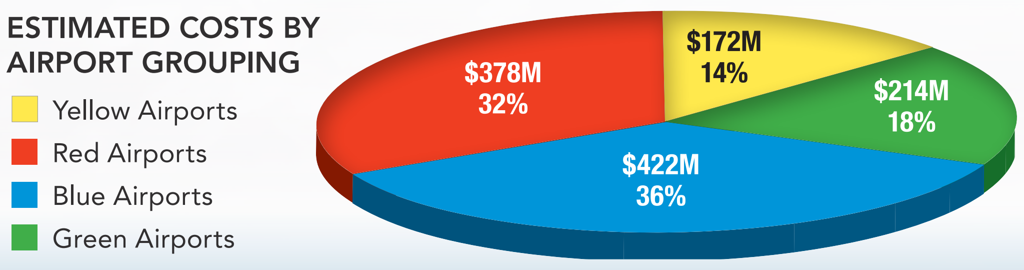
Yellow Airport: + 6,500' RUNWAY
Red Airport: + 6,000' RUNWAY
Blue Airport: + 5,000' RUNWAY
Green Airport: + 4,200' RUNWAY

As part of the NCASP, Macon County Airport was classified as a Red Airport.

20-Year Costs for NCASP Recommended Projects

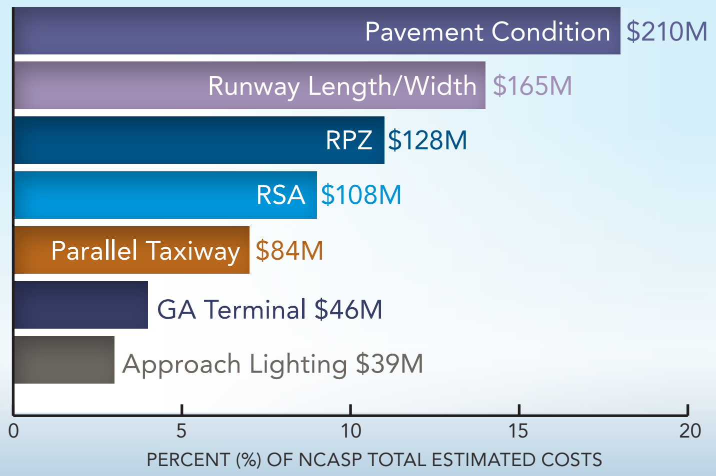
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

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NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About 1A5

Macon County Airport (1A5) is located in the City of Franklin and the County of Macon in the western portion of the state. The airport is owned by the Macon County Airport Authority and provides general aviation services to its patrons.

Associated County / City	Macon / Franklin
Annual Operations (2013)	9,250
Number of Based Aircraft (2013)	29
Primary Runway	07/25
Dimensions	5,000 FT X 100 FT
Taxiway	Full Parallel
Approach/Approach Lighting	Non-Precision / None
Population Within 30-Min. Drive	38,360

Economic Benefit of the Macon County Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	40 jobs
PAYROLL	$750,000
ECONOMIC OUTPUT	$4,490,000

MACON COUNTY AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	Unknown	ALP Completed/Updated Within Last 10 Years	No
Runway Safety Area (RSA)	300 FT	300 FT	Yes
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	85 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	100 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	83 (as of 2012)	PCI ≥ 75	Yes
Runway Length	5,000 FT	6,000 FT	No
Runway Width	100 FT	100 FT	Yes
Pavement Strength	30,000lbs SW	> 60,000lbs SW or DW or Per PCN Analysis if Part 139	No
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	No
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIPT	AWOS III	Yes
Standard Instrument Approach	Non-Precision (Circling), 1600', 1 1/4 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	No
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	24 spaces	50% Based Aircraft + 20% Busy Day Transient = 9 spaces	Yes
General Aviation Terminal Building	5,000 SF	5,500 SF	No
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RHP, L, G	Runway Hold Position (RHP), Location (L), Guidance (G), Distance Remaining (DR)	Yes
Ground Communication	UNICOM	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	21 hangars	50% Based Aircraft + 20% Busy Day Transient = 21 hangars	No
Airfield Maintenance Equipment/Storage Bldg.	None	Approved Tractor/Building	No
Perimeter Fencing	Complete, 6' with 3 strand barbed wire	8' Perimeter	No
Fuel Facilities	AvGas, Jet A, Self-Serve	Based on Demand	Yes

NORTH CAROLINA AIRPORTS SYSTEM PLAN

NCASP NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY: **Martin County Airport**

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

Yellow Airport:	+ 6,500' RUNWAY	**Blue Airport:**	+ 5,000' RUNWAY
Red Airport:	+ 6,000' RUNWAY	**Green Airport:**	+ 4,200' RUNWAY

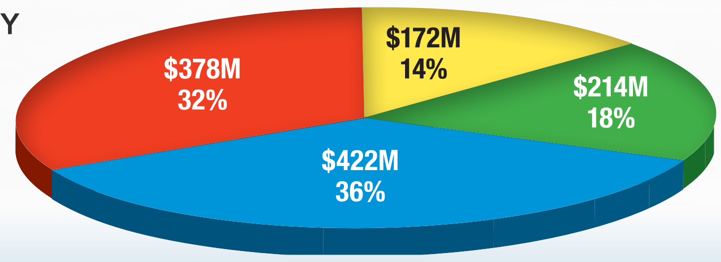
As part of the NCASP, Martin County Airport was classified as a Green Airport.

20-Year Costs for NCASP Recommended Projects

Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

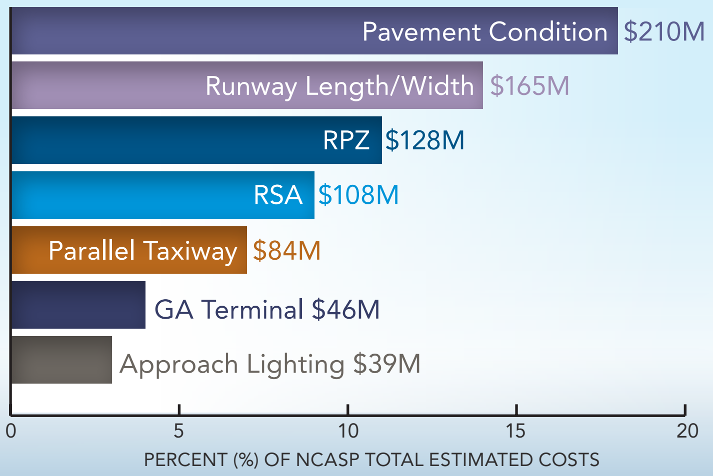
ESTIMATED COSTS BY AIRPORT GROUPING

- 🟨 Yellow Airports
- 🟥 Red Airports
- 🟦 Blue Airports
- 🟩 Green Airports



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

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NCASP NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About MCZ

Martin County Airport (MCZ) is located in the City of Williamston and the County of Martin in the eastern portion of the state. The airport is owned by the county and provides general aviation services to its patrons.

Associated County / City	Martin / Williamston
Annual Operations (2013)	4,500
Number of Based Aircraft (2013)	6
Primary Runway	03/21
Dimensions	5,000 FT X 75 FT
Taxiway	Partial Parallel
Approach/Approach Lighting	RNAV (GPS) / None
Population Within 30-Min. Drive	60,172

Economic Benefit of the Martin County Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	10 jobs
PAYROLL	$120,000
ECONOMIC OUTPUT	$980,000

MARTIN COUNTY AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2011	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	240 FT	300 FT	No
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	92 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	95 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	96 (as of 2012)	PCI ≥ 75	Yes
Runway Length	5,000 FT	4,200 FT	Yes
Runway Width	75 FT	75 FT	Yes
Pavement Strength	21,000lbs SW	< 30,000lbs SW or DW and > 12,500lbs SW or DW	Yes
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-2	Yes
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	None	AWOS III	No
Standard Instrument Approach	RNAV (GPS), 300', 1m	Instrument Approach with Vertical Guidance (APV), 400', 1m	Yes
Parallel Taxiway	Partial Parallel	Full Parallel	No
Aircraft Apron	8 spaces	50% Based Aircraft + 20% Busy Day Transient = 5 spaces	Yes
General Aviation Terminal Building	900 SF	3,200 SF	No
Taxiway & Apron Edge Lighting	Medium Intensity Taxiway Lighting (MITL)	Reflective Markers	Yes
Airfield Signage	RHP, L, G	Runway Hold Position (RHP), Location (L), Guidance (G)	Yes
Ground Communication	GCO	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	11 hangars	50% Based Aircraft = 4 hangars	Yes
Airfield Maintenance Equipment/Storage Bldg.	Vehicle	Approved Tractor/Building	Yes
Perimeter Fencing	Partial, 4'	8' Perimeter	No
Fuel Facilities	AvGas, Jet A	Based on Demand	Yes

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY: **Michael J. Smith Field**

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

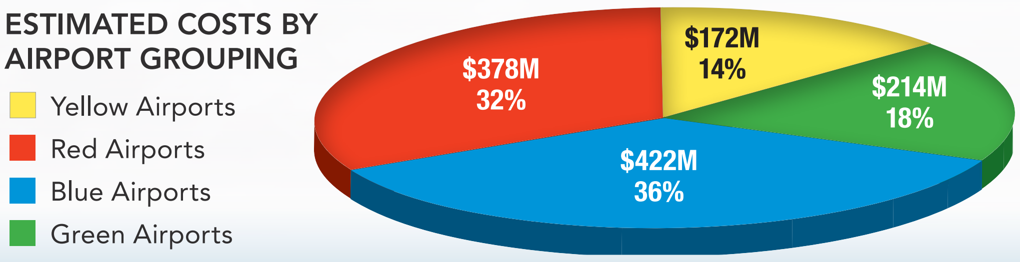
Yellow Airport: + 6,500' RUNWAY	**Blue Airport:** + 5,000' RUNWAY
Red Airport: + 6,000' RUNWAY	**Green Airport:** + 4,200' RUNWAY

As part of the NCASP, Michael J. Smith Field was classified as a Red Airport.

20-Year Costs for NCASP Recommended Projects

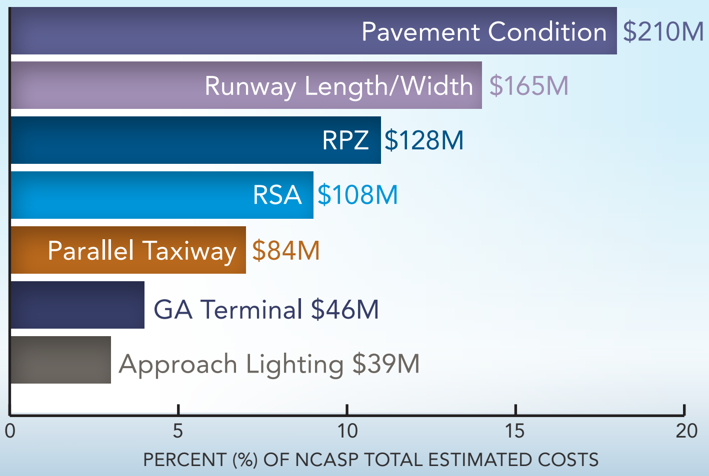
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
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NCASP NORTH CAROLINA AIRPORTS SYSTEM PLAN
DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

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As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About MRH

Michael J. Smith Field (MRH) is located in the City of Beaufort and the County of Carteret in the eastern portion of the state. The airport is owned by the area's airport authority and provides general aviation services to its patrons.

Associated County / City	Carteret / Beaufort
Annual Operations (2014)	43,800
Number of Based Aircraft (2014)	67
Primary Runway	08/26
Dimensions	5,003 FT X 100 FT
Taxiway	Partial Parallel
Approach/Approach Lighting	RNAV LPV / None
Population Within 30-Min. Drive	76,601

Economic Benefit of the Michael J. Smith Field

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	60 jobs
PAYROLL	$1,410,000
ECONOMIC OUTPUT	$7,190,000

MICHAEL J. SMITH FIELD

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2012	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	300 FT	300 FT	Yes
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	100 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	60 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Taxiways	39 (as of 2012)	PCI ≥ 75	No
Runway Length	5,003 FT	6,000 FT	No
Runway Width	100 FT	100 FT	Yes
Pavement Strength	60,000lbs DW	> 60,000lbs SW or DW or Per PCN Analysis if Part 139	Yes
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	No
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	ASOS	AWOS III	Yes
Standard Instrument Approach	Area Navigation (RNAV) LPV, 354', 1 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	No
Parallel Taxiway	Partial Parallel	Full Parallel	No
Aircraft Apron	54 spaces	25% Based Aircraft + 20% Busy Day Transient = 19 spaces	Yes
General Aviation Terminal Building	2,000 SF	5,500 SF	No
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RHP, L, G	Runway Hold Position (RHP), Location (L), Guidance (G), Distance Remaining (DR)	Yes
Ground Communication	Remote Transmitter/Receiver (RTR)	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	49 hangars	75% Based Aircraft = 53 hangars	No
Airfield Maintenance Equipment/Storage Bldg.	Vehicle, Equipment in storage	Approved Tractor/Building	Yes
Perimeter Fencing	Partial, 8'	8' Perimeter	No
Fuel Facilities	AvGas, Jet A	Based on Demand	Yes

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY:

Montgomery County Airport

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

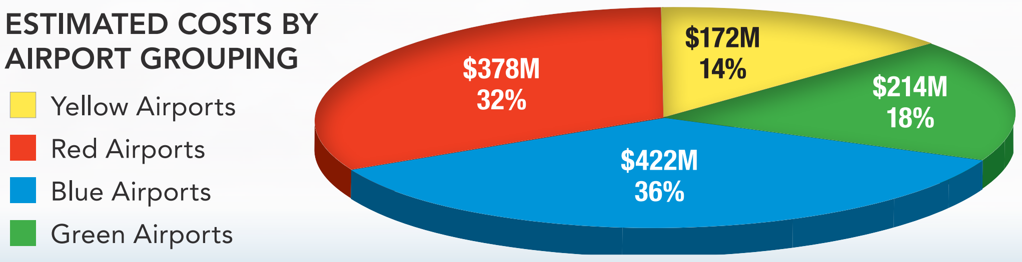
Yellow Airport:	+ 6,500' RUNWAY	**Blue Airport:**	+ 5,000' RUNWAY
Red Airport:	+ 6,000' RUNWAY	**Green Airport:**	+ 4,200' RUNWAY

As part of the NCASP, Montgomery County Airport was classified as a **Green Airport.**

20-Year Costs for NCASP Recommended Projects

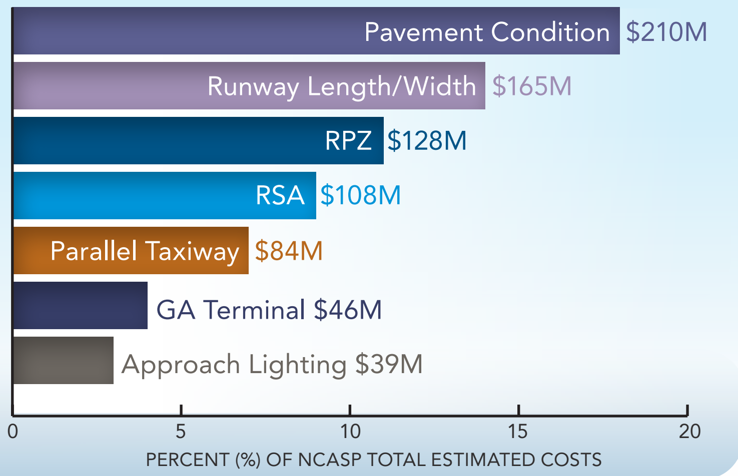
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

For more information on these studies or the NCASP, please visit: http://www.ncdot.gov/aviation/

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About 43A

Montgomery County Airport (43A) is located in the City of Star and the County of Montgomery in the central portion of the state. The airport is owned by the county and provides general aviation services to its patrons.

Associated County / City	Montgomery / Star
Annual Operations (2013)	4,800
Number of Based Aircraft (2013)	17
Primary Runway	03/21
Dimensions	4,002 FT X 75 FT
Taxiway	Turnaround and Connector Ends
Approach/Approach Lighting	Visual / None
Population Within 30-Min. Drive	101,404

Economic Benefit of the Montgomery County Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	10 jobs
PAYROLL	$240,000
ECONOMIC OUTPUT	$1,410,000

MONTGOMERY COUNTY AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2005	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	240 FT	240 FT	Yes
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	100 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	99 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	97 (as of 2012)	PCI ≥ 75	Yes
Runway Length	4,002 FT	4,200 FT	No
Runway Width	75 FT	75 FT	Yes
Pavement Strength	20,000lbs SW	< 30,000lbs SW or DW and > 12,500lbs SW or DW	Yes
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-2	Yes
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	None	AWOS III	No
Standard Instrument Approach	Visual	Instrument Approach with Vertical Guidance (APV), 400', 1m	No
Parallel Taxiway	Turnaround and Connector Ends	Full Parallel	No
Aircraft Apron	19 spaces	50% Based Aircraft + 20% Busy Day Transient = 9 spaces	Yes
General Aviation Terminal Building	Unknown Size	3,200 SF	No
Taxiway & Apron Edge Lighting	Medium Intensity Taxiway Lighting (MITL)	Reflective Markers	Yes
Airfield Signage	RHP	Runway Hold Position (RHP), Location (L), Guidance (G)	No
Ground Communication	Remote Transmitter/Receiver (RTR)	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	9 hangars	50% Based Aircraft = 8 hangars	Yes
Airfield Maintenance Equipment/Storage Bldg.	None	Approved Tractor/Building	No
Perimeter Fencing	None	8' Perimeter	No
Fuel Facilities	AvGas	Based on Demand	Yes

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY: **Moore County Airport**

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

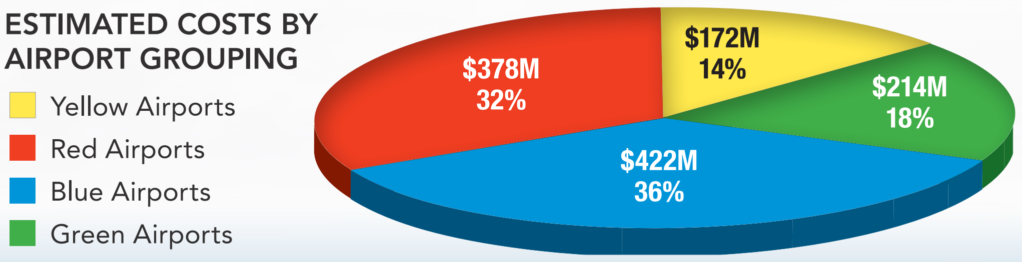
Yellow Airport:	+ 6,500' RUNWAY	**Blue Airport:**	+ 5,000' RUNWAY
Red Airport:	+ 6,000' RUNWAY	**Green Airport:**	+ 4,200' RUNWAY

As part of the NCASP, Moore County Airport was classified as a **Red Airport.**

20-Year Costs for NCASP Recommended Projects

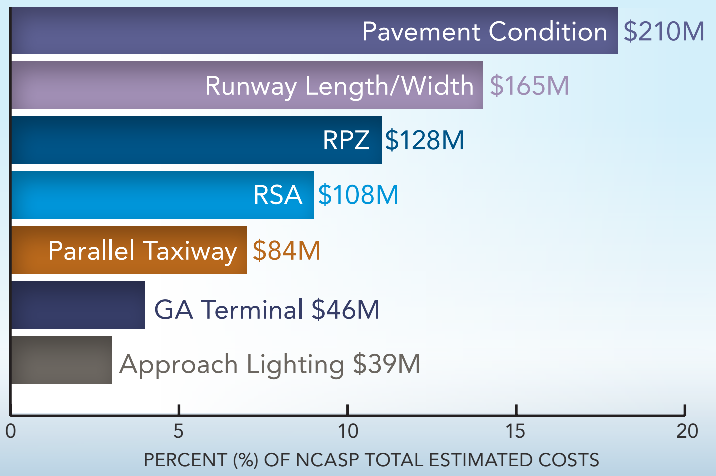
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

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NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About SOP

Moore County Airport (SOP) is located between the cities of Southern Pines and Pinehurst and the County of Moore in the central portion of the state. The airport is owned by the county and provides general aviation services to its patrons.

Associated County / City	Moore / Pinehurst / Southern Pines
Annual Operations (2013)	12,250
Number of Based Aircraft (2014)	100
Primary Runway	05/23
Dimensions	6,502 FT X 150 FT
Taxiway	Full Parallel
Approach/Approach Lighting	Precision / MALSR
Population Within 30-Min. Drive	117,330

Economic Benefit of the Moore County Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	260 jobs
PAYROLL	$9,590,000
ECONOMIC OUTPUT	$35,240,000

MOORE COUNTY AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2011	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	1,000 FT	1,000 FT	Yes
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	76 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	91 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	78 (as of 2012)	PCI ≥ 75	Yes
Runway Length	6,502 FT	6,000 FT	Yes
Runway Width	150 FT	100 FT	Yes
Pavement Strength	30,000lbs SW, 65,300lbs DW	> 60,000lbs SW or DW or Per PCN Analysis if Part 139	Yes
Visual Navigational Aids	RB, LWS, PAPI-4	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	Yes
Runway Edge Lighting	High Intensity Runway Lighting (HIRL)	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS III	AWOS III	Yes
Standard Instrument Approach	Precision Approach (PA), 200', 1/2 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	Yes
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	68 spaces	25% Based Aircraft + 20% Busy Day Transient = 19 spaces	Yes
General Aviation Terminal Building	8,400 SF	5,500 SF	Yes
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RHP, L, G	Runway Hold Position (RHP), Location (L), Guidance (G), Distance Remaining (DR)	Yes
Ground Communication	UNICOM	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	MALSR	Approach Lighting System (ALS)	Yes
Aircraft Rescue and Firefighting (ARFF) Equipment	Yes	Case by Case	Yes
Hangars	88 hangars	75% Based Aircraft = 50 hangars	Yes
Airfield Maintenance Equipment/Storage Bldg.	Equipment in storage	Approved Tractor/Building	Yes
Perimeter Fencing	Complete, 8' and 2' in ground	8' Perimeter	Yes
Fuel Facilities	AvGas, Jet A	Based on Demand	Yes

NORTH CAROLINA
AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY:

Mount Airy/Surry County Airport

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

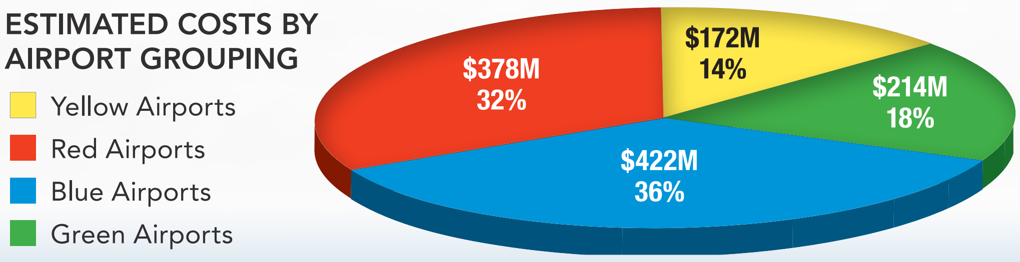
Yellow Airport:	+ 6,500' RUNWAY	**Blue Airport:**	+ 5,000' RUNWAY
Red Airport:	+ 6,000' RUNWAY	**Green Airport:**	+ 4,200' RUNWAY

As part of the NCASP, Mount Airy/Surry County Airport was classified as a Blue Airport.

20-Year Costs for NCASP Recommended Projects

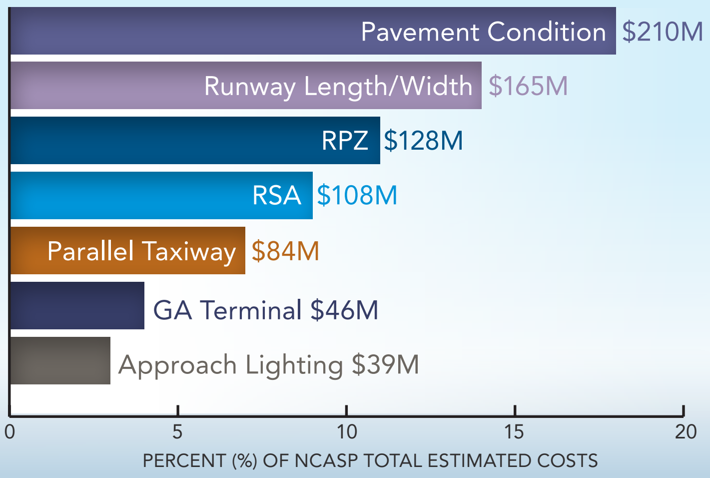
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

For more information on these studies or the NCASP, please visit: http://www.ncdot.gov/aviation/

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About MWK

Mount Airy/Surry County Airport (MWK) is located in the City of Mount Airy and the County of Surry in the northern portion of the state. The airport is owned by the city and the county and provides general aviation services to its patrons.

Associated County / City	Surry / Mount Airy
Annual Operations (2014)	17,200
Number of Based Aircraft (2014)	49
Primary Runway	18/36
Dimensions	4,301 FT X 75 FT
Taxiway	Partial Parallel
Approach/Approach Lighting	RNAV LPV / None
Population Within 30-Min. Drive	149,744

Economic Benefit of the Mount Airy/Surry County Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	1,940 jobs
PAYROLL	$41,420,000
ECONOMIC OUTPUT	$222,030,000

MOUNT AIRY/SURRY COUNTY AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2005	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	300 FT	300 FT	Yes
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	60	PCI ≥ 75	No
Pavement Condition Index (PCI) - Apron	59 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Taxiways	Less than 75	PCI ≥ 75	No
Runway Length	5,500 FT*	5,000 FT	Yes
Runway Width	75 FT	100 FT	No
Pavement Strength	Unknown	> 30,000lbs SW or DW and < 60,000lbs SW or DW or Per PCN Analysis if Part 139	No
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	No
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIP	AWOS III	Yes
Standard Instrument Approach	Area Navigation (RNAV) LPV, 305', 1 1/4 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	No
Parallel Taxiway	Partial Parallel	Full Parallel	No
Aircraft Apron	18 spaces	25% Based Aircraft + 20% Busy Day Transient = 16 spaces	Yes
General Aviation Terminal Building	1,872 SF	4,500 SF	No
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RHP, L, G	Runway Hold Position (RHP), Location (L), Guidance (G)	Yes
Ground Communication	UNICOM	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	23 hangars	75% Based Aircraft = 40 hangars	No
Airfield Maintenance Equipment/Storage Bldg.	None	Approved Tractor/Building	No
Perimeter Fencing	Complete, 6' with barbed wire	8' Perimeter	No
Fuel Facilities	AvGas, Jet A	Based on Demand	Yes

**Runway extension project underway in 2015*

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY:

Mount Olive Municipal Airport

Airport Grouping/Role

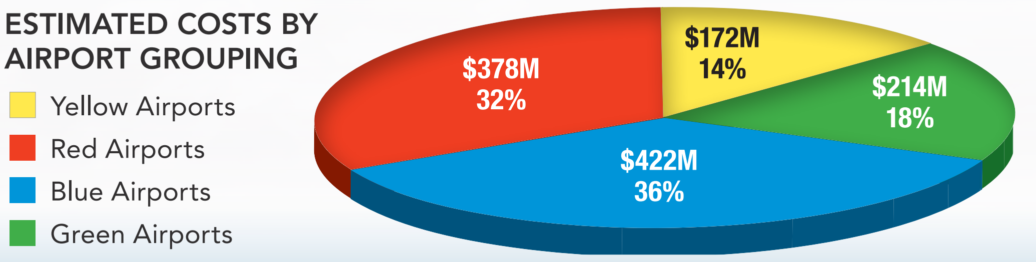
In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

Yellow Airport: + 6,500' RUNWAY	**Blue Airport:** + 5,000' RUNWAY
Red Airport: + 6,000' RUNWAY	**Green Airport:** + 4,200' RUNWAY

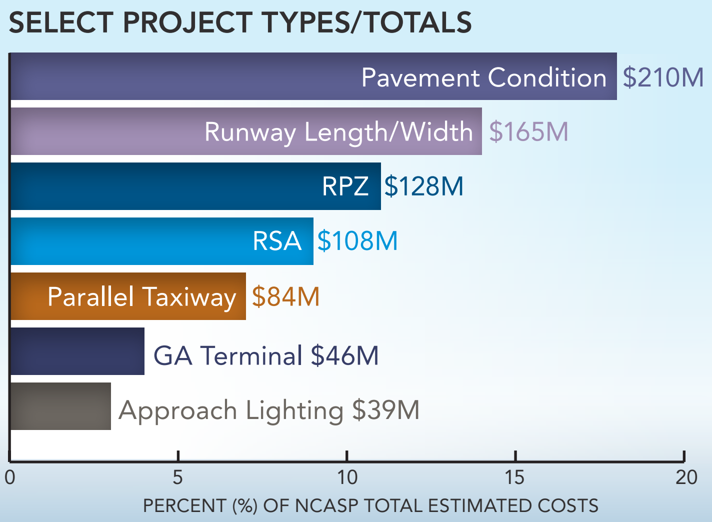
As part of the NCASP, Mount Olive Municipal Airport was classified as a Green Airport.

20-Year Costs for NCASP Recommended Projects

Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.



NCASP ESTIMATED COSTS = $1.2 BILLION



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
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NCASP NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

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As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About W40

Mount Olive Municipal Airport (W40) is located in the Town of Mount Olive and the County of Wayne in the eastern portion of the state. The airport is owned by the county and the town and provides general aviation services to its patrons.

Associated County / City	Wayne / Mount Olive
Annual Operations (2013)	14,550
Number of Based Aircraft (2013)	10
Primary Runway	05/23
Dimensions	5,255 FT X 75 FT
Taxiway	Connector Ends
Approach/Approach Lighting	RNAV LPV / None
Population Within 30-Min. Drive	156,031

Economic Benefit of the Mount Olive Municipal Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	60 jobs
PAYROLL	$2,120,000
ECONOMIC OUTPUT	$8,000,000

MOUNT OLIVE MUNICIPAL AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2004	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	300 FT	300 FT	Yes
Runway Protection Zone (RPZ) Ownership	Complete	Fee Simple	Yes
Pavement Condition Index (PCI) - Primary RWY	Greater than 75	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	Greater than 75	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	Greater than 75	PCI ≥ 75	Yes
Runway Length	5,255 FT	4,200 FT	Yes
Runway Width	75 FT	75 FT	Yes
Pavement Strength	20,000lbs SW	< 30,000lbs SW or DW and > 12,500lbs SW or DW	Yes
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-2	Yes
Runway Edge Lighting	MIRL	Medium Intesity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	None	AWOS III	No
Standard Instrument Approach	Area Navigation (RNAV) LPV, 286', 1 mile	Instrument Approach with Vertical Guidance (APV), 400', 1m	Yes
Parallel Taxiway	Connector Ends	Full Parallel	No
Aircraft Apron	6 spaces	50% Based Aircraft + 20% Busy Day Transient = 10 spaces	No
General Aviation Terminal Building	1,250 SF	3,200 SF	No
Taxiway & Apron Edge Lighting	None	Reflective Markers	No
Airfield Signage	RHP, G	Runway Hold Position (RHP), Location (L), Guidance (G)	No
Ground Communication	Remote Transmitter/Receiver (RTR)	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	10 hangars	50% Based Aircraft = 9 hangars	Yes
Airfield Maintenance Equipment/Storage Bldg.	None	Approved Tractor/Building	No
Perimeter Fencing	Partial, 8' with 3 string barbed wire	8' Perimeter	No
Fuel Facilities	AvGas, Jet A, Self-Serve	Based on Demand	Yes

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY:

Northeastern Regional Airport

Airport Grouping/Role

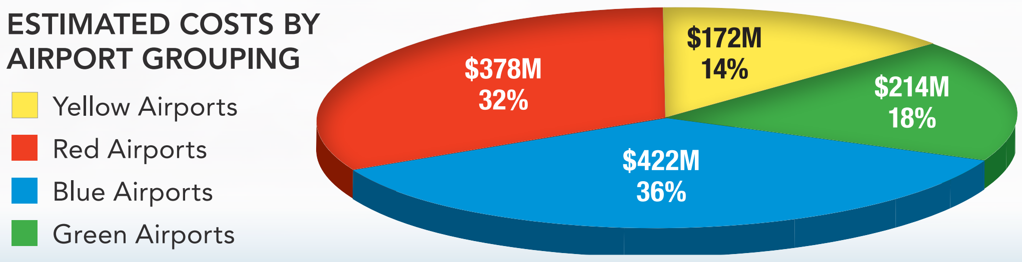
In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

Yellow Airport: + 6,500' RUNWAY	**Blue Airport:** + 5,000' RUNWAY
Red Airport: + 6,000' RUNWAY	**Green Airport:** + 4,200' RUNWAY

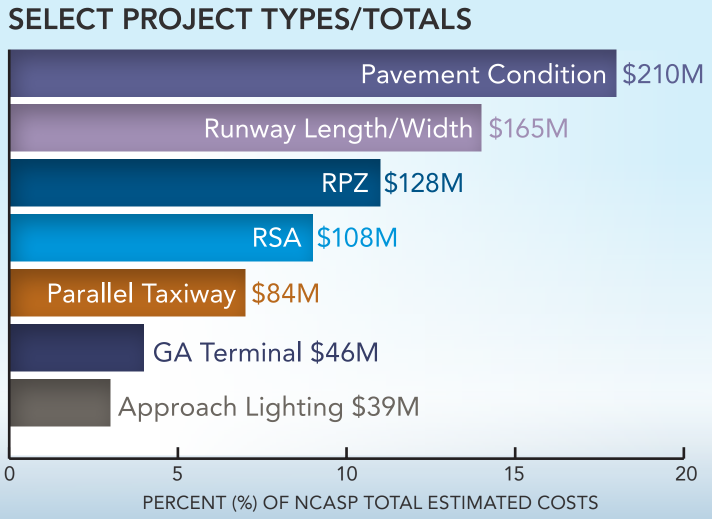
As part of the NCASP, Northeastern Regional Airport was classified as a **Green Airport.**

20-Year Costs for NCASP Recommended Projects

Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.



NCASP ESTIMATED COSTS = $1.2 BILLION



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

For more information on these studies or the NCASP, please visit: http://www.ncdot.gov/aviation/

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About EDE

Northeastern Regional Airport (EDE) is located in the Town of Edenton and the County of Chowan in the eastern portion of the state. The airport is owned by the town and provides general aviation services to its patrons.

Associated County / City	Chowan / Edenton
Annual Operations (2013)	14,000
Number of Based Aircraft (2013)	33
Primary Runway	01/19
Dimensions	6,000 FT X 100 FT
Taxiway	Full Parallel
Approach/Approach Lighting	Precision RNAV / None
Population Within 30-Min. Drive	25,442

Economic Benefit of the Northeastern Regional Airport

(Source: Economic Contribution of North Carolina Airports, 2012)*

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	15 jobs
PAYROLL	$215,000
ECONOMIC OUTPUT	$2,570,000

* The 'employment' and 'payroll' numbers have been adjusted to account for increased economic output due to the addition of a new business at the airport in 2014.

NORTHEASTERN REGIONAL AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2004	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	1,000 FT	1,00 FT	Yes
Runway Protection Zone (RPZ) Ownership	Complete	Fee Simple	Yes
Pavement Condition Index (PCI) - Primary RWY	85 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	Greater than 75*	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	88 (as of 2012)	PCI ≥ 75	Yes
Runway Length	6,000 FT	4,200 FT	Yes
Runway Width	100 FT	75 FT	Yes
Pavement Strength	60,000lbs SW, 80,000lbs DW	< 30,000lb SW or DW and > 12,500lb SW or DW	Yes
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-2	Yes
Runway Edge Lighting	Solar High Intensity Runway Lighting (HIRL)	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIP	AWOS III	Yes
Standard Instrument Approach	Precision Approach (PA), RNAV, 200', 3/4 mile	Instrument Approach with Vertical Guidance (APV), 400', 1m	Yes
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	Recent apron expansion	50% Based Aircraft + 20% Busy Day Transient = 19 spaces	Yes
General Aviation Terminal Building	14,600 SF	3,200 SF	Yes
Taxiway & Apron Edge Lighting	High Intensity Taxiway Lighting (HITL)	Reflective Markers	Yes
Airfield Signage	L, G	Runway Hold Position (RHP), Location (L), Guidance (G)	No
Ground Communication	UNICOM	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	21 hangars	50% Based Aircraft = 17 hangars	Yes
Airfield Maintenance Equipment/Storage Bldg.	Vehicle	Approved Tractor/Building	Yes
Perimeter Fencing	Partial, 4' and 5'	8' Perimeter	No
Fuel Facilities	AvGas, Jet A, Self-Serve	Based on Demand	Yes

*Reflects the effects of recent apron improvements at the airport

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY: Ocracoke Island Airport

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

Yellow Airport: + 6,500' RUNWAY

Blue Airport: + 5,000' RUNWAY

Red Airport: + 6,000' RUNWAY

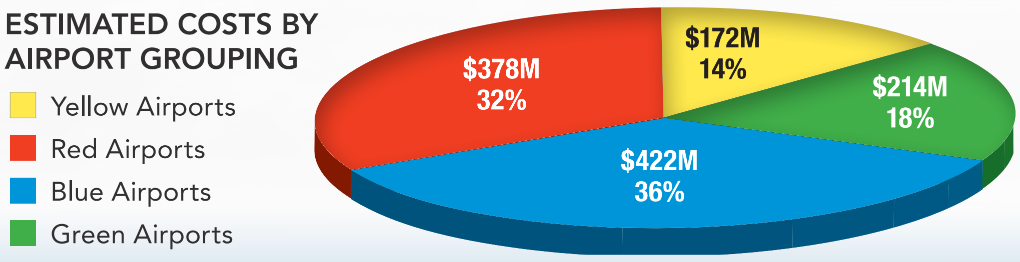
Green Airport: + 4,200' RUNWAY

As part of the NCASP, Ocracoke Island Airport was classified as a **Green Airport.**

20-Year Costs for NCASP Recommended Projects

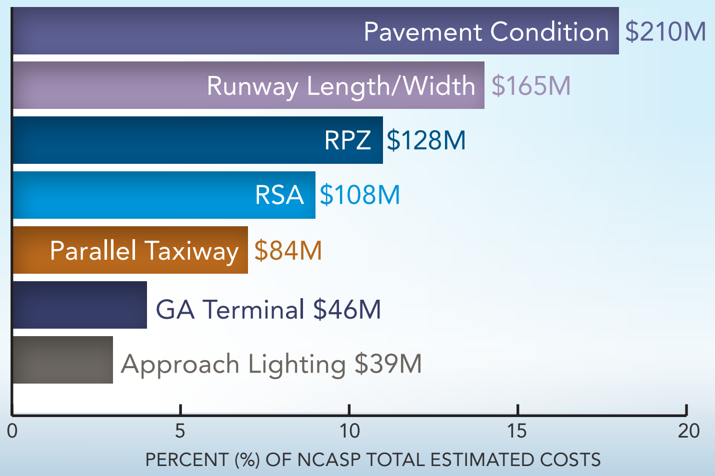
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

For more information on these studies or the NCASP, please visit: http://www.ncdot.gov/aviation/

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About W95

Ocracoke Island Airport (W95) is located in the City of Ocracoke and the County of Hyde in the eastern portion of the state. The airport is owned by the National Park Service and provides general aviation services to its patrons.

Associated County / City	Hyde / Ocracoke
Annual Operations (2013)	6,110
Number of Based Aircraft (2013)	0
Primary Runway	06/24
Dimensions	2,999 FT X 60 FT
Taxiway	Turnarounds on Both Ends
Approach/Approach Lighting	LNAV / None
Population Within 30-Min. Drive	948

Economic Benefit of the Ocracoke Island Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	20 jobs
PAYROLL	$290,000
ECONOMIC OUTPUT	$1,930,000

OCRACOKE ISLAND AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2013	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	240 FT	240 FT	Yes
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	66 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Apron	64 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Taxiways	64 (as of 2012)	PCI ≥ 75	No
Runway Length	2,999 FT	4,200 FT	No
Runway Width	60 FT	75 FT	No
Pavement Strength	30,000lbs SW	< 30,000lbs SW or DW and > 12,500lbs SW or DW	Yes
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-2	Yes
Runway Edge Lighting	None	Medium Intensity Runway Lighting (MIRL)	No
Weather Reporting Capability	None	AWOS III	No
Standard Instrument Approach	Laternal Navigation (LNAV), 495', 1 mile	Instrument Approach with Vertical Guidance (APV), 400', 1m	No
Parallel Taxiway	Turnarounds on Both Ends	Full Parallel	No
Aircraft Apron	23 spaces	50% Based Aircraft + 20% Busy Day Transient = 1 space	Yes
General Aviation Terminal Building	10,000 SF	3,200 SF	Yes
Taxiway & Apron Edge Lighting	None	Reflective Markers	No
Airfield Signage	None	Runway Hold Position (RHP), Location (L), Guidance (G)	No
Ground Communication	UNICOM	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	0 hangars	50% Based Aircraft = 0 hangars	No
Airfield Maintenance Equipment/Storage Bldg.	None	Approved Tractor/Building	No
Perimeter Fencing	Partial, 4'	8' Perimeter	No
Fuel Facilities	None	Based on Demand	N/A

NORTH CAROLINA AIRPORTS SYSTEM PLAN

NORTH CAROLINA
AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY:

Odell Williamson Municipal Airport

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

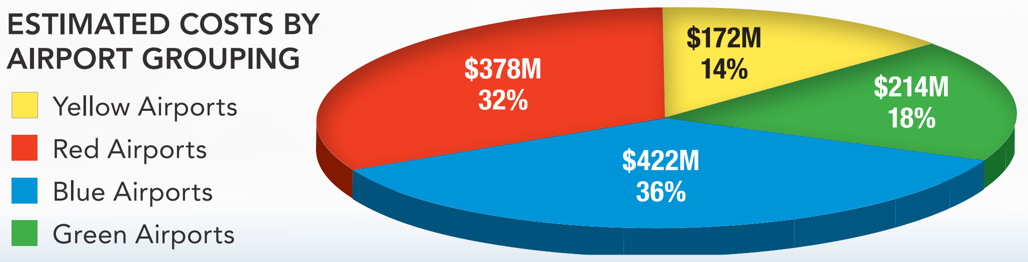
Yellow Airport: + 6,500' RUNWAY	**Blue Airport:** + 5,000' RUNWAY
Red Airport: + 6,000' RUNWAY	**Green Airport:** + 4,200' RUNWAY

As part of the NCASP, Odell Williamson Municipal Airport was classified as a Green Airport.

20-Year Costs for NCASP Recommended Projects

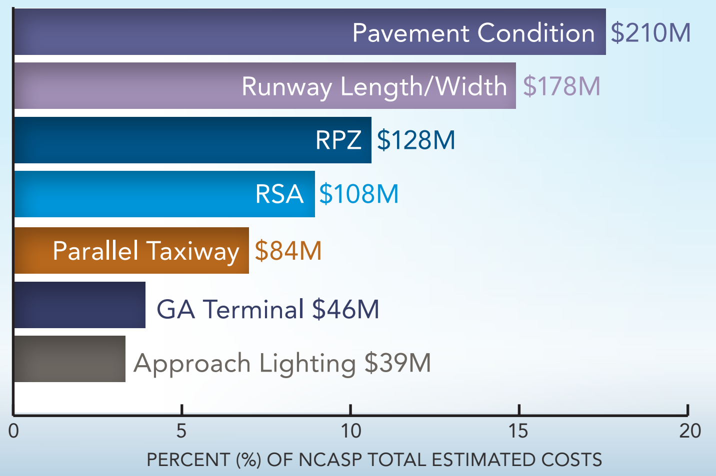
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
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NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About 60J

Odell Williamson Municipal Airport (60J) is located in the Town of Ocean Isle Beach and the County of Brunswick in the southern portion of the state. The airport is owned by the town and provides general aviation services to its patrons.

Associated County / City	Brunswick / Ocean Isle Beach
Annual Operations (2013)	20,500
Number of Based Aircraft (2013)	16
Primary Runway	06/24
Dimensions	4,198 FT X 75 FT
Taxiway	Connector Ends
Approach/Approach Lighting	Visual / None
Population Within 30-Min. Drive	55,558

Economic Benefit of the Odell Williamson Municipal Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	10 jobs
PAYROLL	$80,000
ECONOMIC OUTPUT	$2,170,000

ODELL WILLIAMSON MUNICIPAL AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2003	ALP Completed/Updated Within Last 10 Years	No
Runway Safety Area (RSA)	240 FT	240 FT	Yes
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	96 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	93 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	100 (as of 2012)	PCI ≥ 75	Yes
Runway Length	4,198 FT	4,200 FT	Yes
Runway Width	75 FT	75 FT	Yes
Pavement Strength	12,000lbs SW	< 30,000lbs SW or DW and > 12,500lbs SW or DW	No
Visual Navigational Aids	LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-2	No
Runway Edge Lighting	High Intensity Runway Lighting (HIRL)	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	None	AWOS III	No
Standard Instrument Approach	Visual	Instrument Approach with Vertical Guidance (APV), 400', 1m	No
Parallel Taxiway	Connector Ends	Full Parallel	No
Aircraft Apron	33 spaces	50% Based Aircraft + 20% Busy Day Transient = 12 spaces	Yes
General Aviation Terminal Building	9,700 SF	3,200 SF	Yes
Taxiway & Apron Edge Lighting	High Intensity Taxiway Lighting (HITL)	Reflective Markers	Yes
Airfield Signage	RHP, G	Runway Hold Position (RHP), Location (L), Guidance (G)	No
Ground Communication	None	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	No
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	6 hangars	50% Based Aircraft = 8 hangars	No
Airfield Maintenance Equipment/Storage Bldg.	Equipment in storage	Approved Tractor/Building	Yes
Perimeter Fencing	None	8' Perimeter	No
Fuel Facilities	AvGas, Self-Serve	Based on Demand	Yes

NORTH CAROLINA AIRPORTS SYSTEM PLAN

NORTH CAROLINA
AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY: **Person County Airport**

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

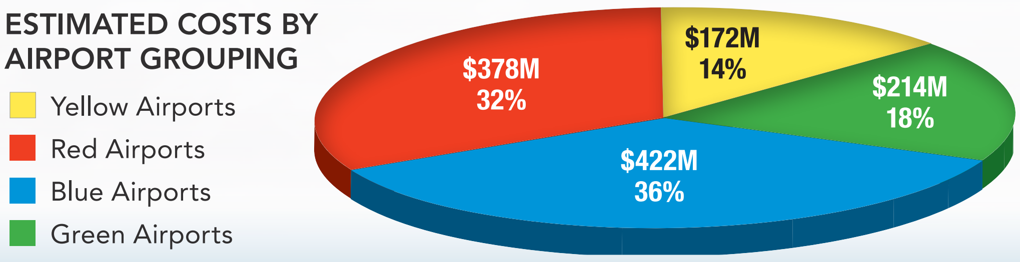
Yellow Airport: + 6,500' RUNWAY	Blue Airport: + 5,000' RUNWAY
Red Airport: + 6,000' RUNWAY	Green Airport: + 4,200' RUNWAY

As part of the NCASP, Person County Airport was classified as a **Blue Airport.**

20-Year Costs for NCASP Recommended Projects

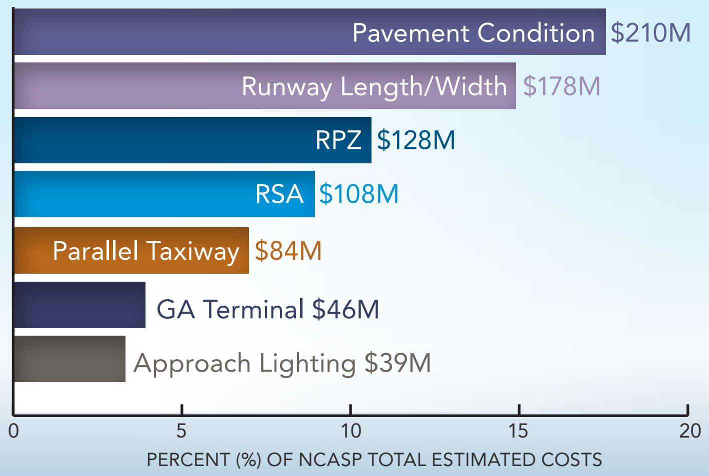
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

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NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About TDF

Person County Airport (TDF) is located in the City of Roxboro and the County of Person in the northern portion of the state. The airport is owned by the county and provides general aviation services to its patrons.

Associated County / City	Person / Roxboro
Annual Operations (2013)	34,750
Number of Based Aircraft (2013)	46
Primary Runway	06/24
Dimensions	6,005 FT X 100 FT
Taxiway	Full Parallel
Approach/Approach Lighting	Precision / MALSR
Population Within 30-Min. Drive	143,827

Economic Benefit of the Person County Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	10 jobs
PAYROLL	$100,000
ECONOMIC OUTPUT	$9,590,000

PERSON COUNTY AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	1987	ALP Completed/Updated Within Last 10 Years	No
Runway Safety Area (RSA)	Non-Standard	1,000 FT	No
Runway Protection Zone (RPZ) Ownership	Complete	Fee Simple	Yes
Pavement Condition Index (PCI) - Primary RWY	76 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	77 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	82 (as of 2012)	PCI ≥ 75	Yes
Runway Length	6,005 FT	5,000 FT	Yes
Runway Width	100 FT	100 FT	Yes
Pavement Strength	30,000lbs SW, 67,000lbs DW	> 30,000lbs SW or DW and < 60,000lbs SW or DW or Per PCN Analysis if Part 139	Yes
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	No
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIPT	AWOS III	Yes
Standard Instrument Approach	Precision Approach (PA), 200', 1/2 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	Yes
Parallel Taxiway	Partial Parallel	Full Parallel	No
Aircraft Apron	30 spaces	25% Based Aircraft + 20% Busy Day Transient = 17 spaces	Yes
General Aviation Terminal Building	1,000 SF	4,500 SF	No
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RHP, L, G	Runway Hold Position (RHP), Location (L), Guidance (G)	Yes
Ground Communication	GCO, UNICOM	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	MALSR	Approach Lighting System (ALS)	Yes
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Specific equipment needs determined on a case-by-case basis	N/A
Hangars	32	75% Based Aircraft = 32 hangars	Yes
Airfield Maintenance Equipment/Storage Bldg.	Vehicle, Equipment in storage	Approved Tractor/Building	Yes
Perimeter Fencing	Complete, 5' - 6' with barbed wire	8' Perimeter	No
Fuel Facilities	AvGas, Jet A	Based on Demand	Yes

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY:

Piedmont Triad International Airport

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

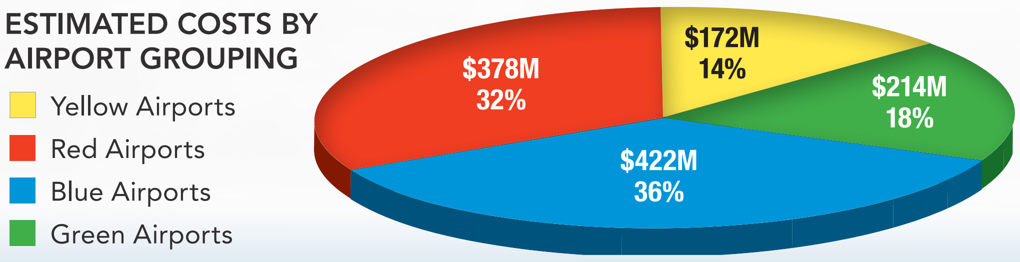
Yellow Airport: + 6,500' RUNWAY	**Blue Airport:** + 5,000' RUNWAY
Red Airport: + 6,000' RUNWAY	**Green Airport:** + 4,200' RUNWAY

As part of the NCASP, Piedmont Triad International Airport was classified as a **Yellow Airport.**

20-Year Costs for NCASP Recommended Projects

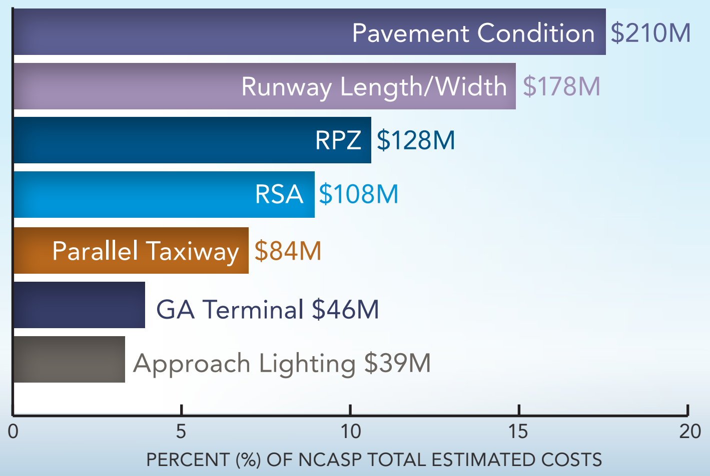
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

For more information on these studies or the NCASP, please visit: http://www.ncdot.gov/aviation/

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN
DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About GSO

Piedmont Triad International Airport (GSO) is located in the City of Greensboro and the County of Guilford in the central portion of the state. The airport is owned by the area's airport authority and provides commercial airline and general aviation services to its patrons.

Associated County / City	Guilford / Greensboro
Annual Operations (2013)	82,081
Number of Based Aircraft (2013)	86
Enplanements (2013)	851,809
Primary Runway	05R/23L
Dimensions	10,001 FT X 150 FT
Approach/Approach Lighting	Precision CAT II-III / ALSF2
Population Within 60-Min. Drive	1,697,056

Economic Benefit of the Piedmont Triad International Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	7,770 jobs
PAYROLL	$285,550,000
ECONOMIC OUTPUT	$1,890,150,000

PIEDMONT TRIAD INTERNATIONAL

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2012	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	800 FT	1,000 FT	No
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	Not Available (as of 2012)	PCI ≥ 75	N/A
Pavement Condition Index (PCI) - Apron	Not Available (as of 2012)	PCI ≥ 75	N/A
Pavement Condition Index (PCI) - Taxiways	Not Available (as of 2012)	PCI ≥ 75	N/A
Runway Length	10,001 FT	6,500 FT	Yes
Runway Width	150 FT	150 FT	Yes
Pavement Strength	124,000lbs SW, 170,000lbs DW, 240,000lbs DT	Per Part 139 Pavement Requirements	Yes
Visual Navigational Aids	RB, LWS, PAPI-4	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	Yes
Runway Edge Lighting	HIRL	High Intensity Runway Lighting (HIRL)	Yes
Weather Reporting Capability	ASOS	AWOS IIIP	Yes
Standard Instrument Approach	PA, Runway Visual Range (RVR)	Precision Approach (PA), <250', < 3/4m	Yes
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	82 spaces	20% Based Aircraft + 20% Busy Day Transient (GA) = 31 spaces	Yes
General Aviation Terminal Building	22,000 SF	Passenger Terminal-Not Eligible, GA Terminal Bldg/Parking per ALP	Yes
Taxiway & Apron Edge Lighting	High Intensity Taxiway Lighting (HITL)	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RH, L, G, DR	Runway Hold Position (RHP), Location (L), Guidance (G), Distance Remaining (DR)	Yes
Ground Communication	RCO	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	MALSR/5R, ALSF-11/23L	Approach Lighting System (ALS)	Yes
Aircraft Rescue and Firefighting (ARFF) Equipment	Yes	As required by Part 139	Yes

NORTH CAROLINA AIRPORTS SYSTEM PLAN

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY: **Pitt-Greenville Airport**

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

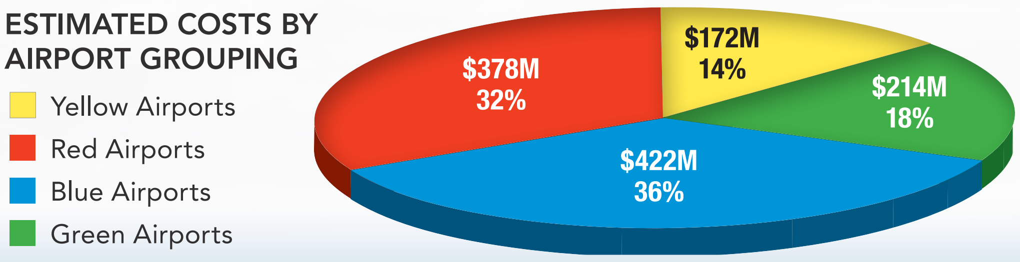
Yellow Airport: + 6,500' RUNWAY
Red Airport: + 6,000' RUNWAY
Blue Airport: + 5,000' RUNWAY
Green Airport: + 4,200' RUNWAY

As part of the NCASP, Pitt-Greenville Airport was classified as a **Yellow Airport.**

20-Year Costs for NCASP Recommended Projects

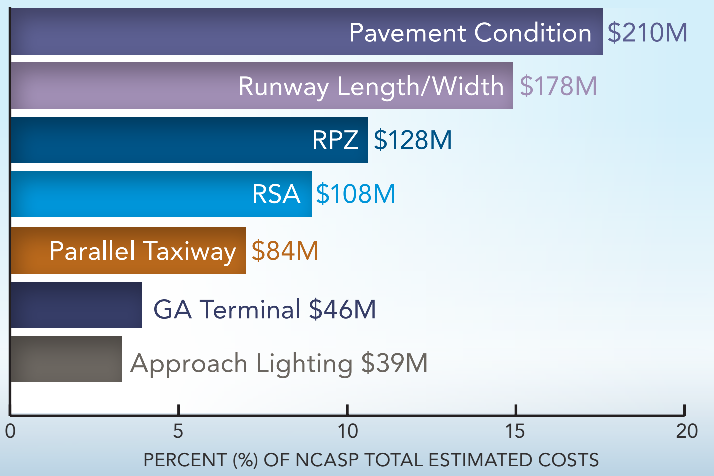
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

For more information on these studies or the NCASP, please visit: http://www.ncdot.gov/aviation/

NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About PGV

Pitt-Greenville Airport (PGV) is located in the City of Greenville and the County of Pitt in the eastern portion of the state. The airport is owned by the city and the county and provides commercial airline and general aviation services to its patrons.

Associated County / City	Pitt / Greenville
Annual Operations (2013)	48,220
Number of Based Aircraft (2013)	58
Enplanements (2012)	59,252
Primary Runway	02/20
Dimensions	6,505 FT X 150 FT
Approach/Approach Lighting	Precision / MALSR
Population Within 60-Min. Drive	793,426

Economic Benefit of the Pitt-Greenville Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	310 jobs
PAYROLL	$8,140,000
ECONOMIC OUTPUT	$97,270,000

PITT-GREENVILLE AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2008	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	1,000 FT	1,000 FT	Yes
Runway Protection Zone (RPZ) Ownership	Complete	Fee Simple	Yes
Pavement Condition Index (PCI) - Primary RWY	54 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Apron	72 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Taxiways	63 (as of 2012)	PCI ≥ 75	No
Runway Length	6,505 FT	6,500 FT	Yes
Runway Width	150 FT	150 FT	Yes
Pavement Strength	59,000lbs SW 95,000lbs DW	Per Part 139 Pavement Requirements	Yes
Visual Navigational Aids	RB, LWS, PAPI-4	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	Yes
Runway Edge Lighting	HIRL	High Intensity Runway Lighting (HIRL)	Yes
Weather Reporting Capability	AWOS IIIPT	AWOS IIIP	Yes
Standard Instrument Approach	PA, 294', 3/4 mile	Precision Approach (PA), <250', < 3/4m	No
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	43 spaces	20% Based Aircraft + 20% Busy Day Transient (GA) = 16 spaces	Yes
General Aviation Terminal Building	20,000 SF	Passenger Terminal-Not Eligible, GA Terminal Bldg/Parking per ALP	Yes
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RHP, L, G, DR	Runway Hold Position (RHP), Location (L), Guidance (G), Distance Remaining (DR)	Yes
Ground Communication	RCO	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	MALSR	Approach Lighting System (ALS)	Yes
Aircraft Rescue and Firefighting (ARFF) Equipment	Yes	As required by Part 139	Yes

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY:

Plymouth Municipal Airport

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

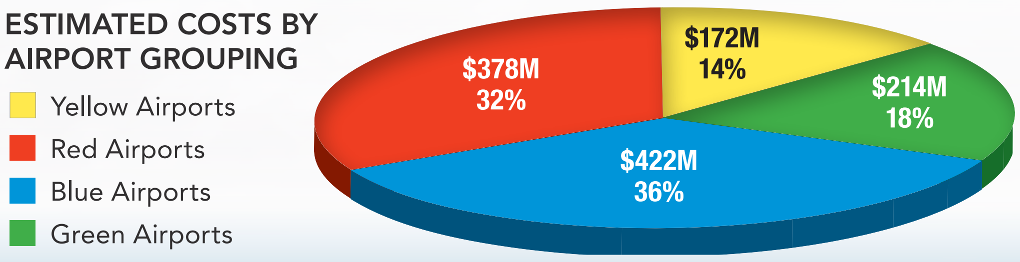
Yellow Airport:	+ 6,500' RUNWAY	**Blue Airport:**	+ 5,000' RUNWAY
Red Airport:	+ 6,000' RUNWAY	**Green Airport:**	+ 4,200' RUNWAY

As part of the NCASP, Plymouth Municipal Airport was classified as a Green Airport.

20-Year Costs for NCASP Recommended Projects

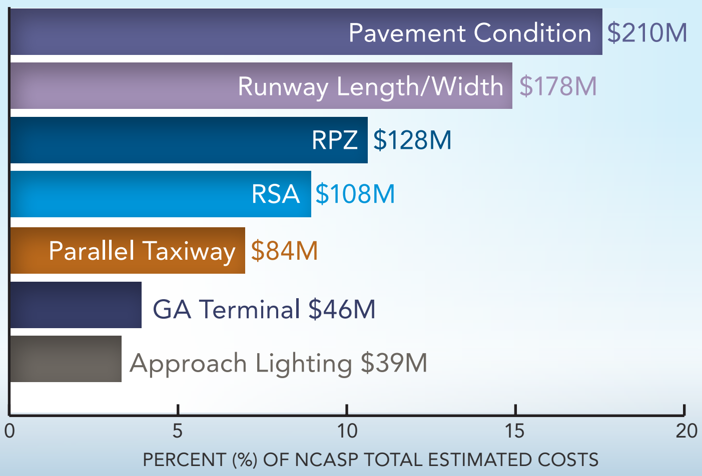
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

For more information on these studies or the NCASP, please visit: http://www.ncdot.gov/aviation/

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About PMZ

Plymouth Municipal Airport (PMZ) is located in the City of Plymouth and the County of Washington in the eastern portion of the state. The airport is owned by the county and provides general aviation services to its patrons.

Associated County / City	Washington / Plymouth
Annual Operations (2013)	13,275
Number of Based Aircraft (2013)	13
Primary Runway	03/21
Dimensions	5,500 FT X 75 FT
Taxiway	Turnaround Ends
Approach/Approach Lighting	LP / None
Population Within 30-Min. Drive	29,675

Economic Benefit of the Plymouth Municipal Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	20 jobs
PAYROLL	$270,000
ECONOMIC OUTPUT	$1,930,000

PLYMOUTH MUNICIPAL AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2010	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	1,000 FT	1,000 FT	Yes
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	95 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	98 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	90 (as of 2012)	PCI ≥ 75	Yes
Runway Length	5,500 FT	4,200 FT	Yes
Runway Width	75 FT	75 FT	Yes
Pavement Strength	60,000lbs SW	< 30,000lbs SW or DW and > 12,500lbs SW or DW	Yes
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-2	Yes
Runway Edge Lighting	Medium Intensity Runway Lighting (MIRL)	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	None	AWOS III	No
Standard Instrument Approach	Localizer Performance (LP), 404', 1 mile	Instrument Approach with Vertical Guidance (APV), 400', 1m	No
Parallel Taxiway	Turnaround Ends	Full Parallel	No
Aircraft Apron	14 spaces	50% Based Aircraft + 20% Busy Day Transient = 7 spaces	Yes
General Aviation Terminal Building	2,500 SF	3,200 SF	No
Taxiway & Apron Edge Lighting	High Intensity Taxiway Lighting (HITL)	Reflective Markers	Yes
Airfield Signage	L, G	Runway Hold Position (RHP), Location (L), Guidance (G)	No
Ground Communication	UNICOM	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	10 hangars	50% Based Aircraft = 6 hangars	Yes
Airfield Maintenance Equipment/Storage Bldg.	None	Approved Tractor/Building	No
Perimeter Fencing	None	8' Perimeter	No
Fuel Facilities	AvGas, Jet A, Self-Serve	Based on Demand	Yes

NORTH CAROLINA
AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY:

Raleigh-Durham International Airport

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

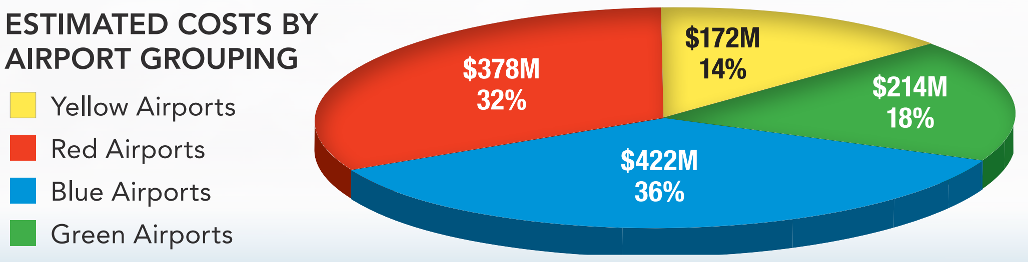
Yellow Airport: + 6,500' RUNWAY
Blue Airport: + 5,000' RUNWAY
Red Airport: + 6,000' RUNWAY
Green Airport: + 4,200' RUNWAY

As part of the NCASP, Raleigh-Durham International Airport was classified as a **Yellow Airport.**

20-Year Costs for NCASP Recommended Projects

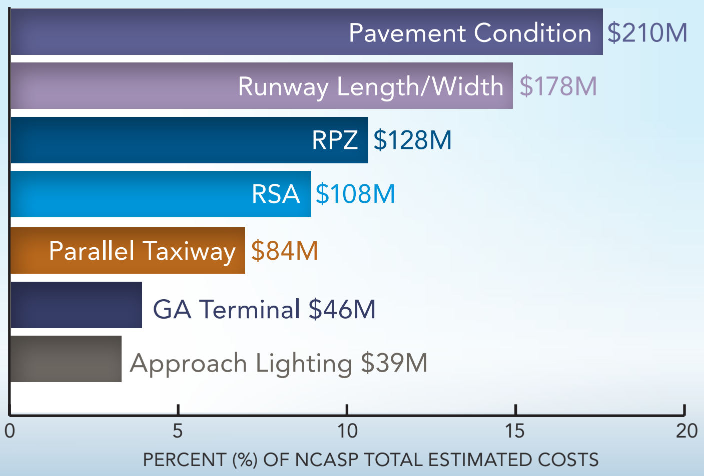
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

For more information on these studies or the NCASP, please visit: http://www.ncdot.gov/aviation/

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About RDU

Raleigh-Durham International Airport (RDU) is located in the City of Morrisville and the County of Wake in the central portion of the state. The airport is owned by the area's airport authority and provides commercial airline and general aviation services to its patrons.

Associated County / City	Wake / Raleigh-Durham
Annual Operations (2013)	185,575
Number of Based Aircraft (2013)	162
Enplanements (2013)	4,580,871
Primary Runway	05L/23R
Dimensions	10,000 FT X 150 FT
Approach/Approach Lighting	Precision CAT II-III / ALSF2
Population Within 60-Min. Drive	2,115,036

Economic Benefit of the Raleigh-Durham International Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	20,550 jobs
PAYROLL	$714,710,000
ECONOMIC OUTPUT	$7,799,870,000

RALEIGH-DURHAM INTERNATIONAL

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2005	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	1000 FT	1,000 FT	Yes
Runway Protection Zone (RPZ) Ownership	Full	Fee Simple	Yes
Pavement Condition Index (PCI) - Primary RWY	82 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	Unknown (as of 2012)	PCI ≥ 75	N/A
Pavement Condition Index (PCI) - Taxiways	Unknown (as of 2012)	PCI ≥ 75	N/A
Runway Length	10,000 FT	6,500 FT	Yes
Runway Width	150 FT	150 FT	Yes
Pavement Strength	75,000lbs SW, 190,000lbs DW, 355,000lbs DT, 750,000lbs DDTW	Per Part 139 Pavement Requirements	Yes
Visual Navigational Aids	RB, LWS, PAPI-4	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	Yes
Runway Edge Lighting	HIRL	High Intensity Runway Lighting (HIRL)	Yes
Weather Reporting Capability	ASOS	AWOS IIIP	Yes
Standard Instrument Approach	PA, Runway Visual Range (RVR)	Precision Approach (PA), <250', < 3/4m	Yes
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	110 spaces	20% Based Aircraft + 20% Busy Day Transient (GA) = 46 spaces	Yes
General Aviation Terminal Building	22,000 SF	Passenger Terminal-Not Eligible, GA Terminal Bldg/Parking per ALP	Yes
Taxiway & Apron Edge Lighting	High Intensity Taxiway Lighting (HITL)	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RH, L, G, DR	Runway Hold Position (RHP), Location (L), Guidance (G), Distance Remaining (DR)	Yes
Ground Communication	RCO	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	MALSR	Approach Lighting System (ALS)	Yes
Aircraft Rescue and Firefighting (ARFF) Equipment	Yes	As required by Part 139	Yes

NORTH CAROLINA AIRPORTS SYSTEM PLAN

NORTH CAROLINA
AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY:

Raleigh Executive Jetport at Sanford-Lee County

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

Yellow Airport: + 6,500' RUNWAY

Blue Airport: + 5,000' RUNWAY

Red Airport: + 6,000' RUNWAY

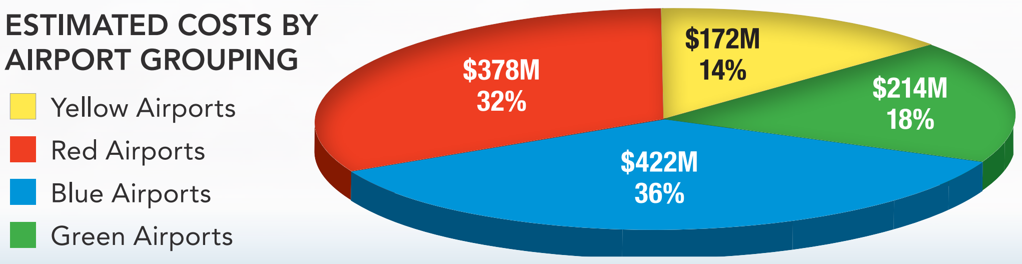
Green Airport: + 4,200' RUNWAY

As part of the NCASP, Raleigh Executive Jetport was classified as a Red Airport.

20-Year Costs for NCASP Recommended Projects

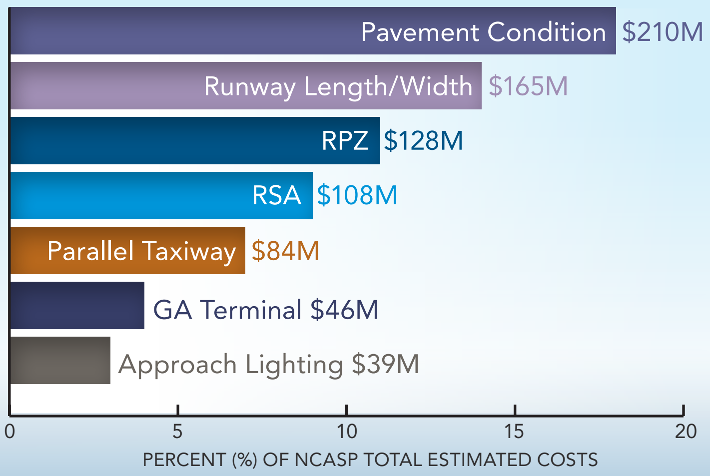
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

For more information on these studies or the NCASP, please visit: http://www.ncdot.gov/aviation/

NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About TTA

Raleigh Executive Jetport at Sanford-Lee County (TTA) is located in the City of Sanford and the County of Lee in the central portion of the state. The airport is owned by the regional airport authority and provides general aviation services to its patrons.

Associated County / City	Lee / Sanford
Annual Operations (2013)	63,000
Number of Based Aircraft (2013)	111
Primary Runway	03/21
Dimensions	6,500 FT X 100 FT
Taxiway	Full Parallel
Approach/Approach Lighting	Precision / MALSR
Population Within 30-Min. Drive	336,057

Economic Benefit of the Raleigh Executive Jetport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	300 jobs
PAYROLL	$9,690,000
ECONOMIC OUTPUT	$32,170,000

RALEIGH EXECUTIVE JETPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2007	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	1,000 FT	1,000 FT	Yes
Runway Protection Zone (RPZ) Ownership	Complete	Fee Simple	Yes
Pavement Condition Index (PCI) - Primary RWY	64 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Apron	84 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	66 (as of 2012)	PCI ≥ 75	No
Runway Length	6,500 FT	6,000 FT	Yes
Runway Width	100 FT	100 FT	Yes
Pavement Strength	30,000lbs SW, 80,000lbs DW	> 60,000lbs SW or DW or Per PCN Analysis if Part 139	Yes
Visual Navigational Aids	RB, LWS, PAPI-4	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	Yes
Runway Edge Lighting	High Intensity Runway Lighting (HIRL)	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIP	AWOS III	Yes
Standard Instrument Approach	Precision Approach (PA), 200', 1/2 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	Yes
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	79 spaces	25% Based Aircraft + 20% Busy Day Transient = 32 spaces	Yes
General Aviation Terminal Building	2,500 SF	5,500 SF	No
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	L, G	Runway Hold Position (RHP), Location (L), Guidance (G), Distance Remaining (DR)	No
Ground Communication	GCO	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	MALSR	Approach Lighting System (ALS)	Yes
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	74 hangars	75% Based Aircraft = 83 hangars	No
Airfield Maintenance Equipment/Storage Bldg.	None	Approved Tractor/Building	No
Perimeter Fencing	Complete, 6' with 1' barbed wire and 7' with 1' barbed wire	8' Perimeter	No
Fuel Facilities	AvGas, Jet A	Based on Demand	Yes

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY: **Richmond County Airport**

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

Yellow Airport: + 6,500' RUNWAY

Red Airport: + 6,000' RUNWAY

Blue Airport: + 5,000' RUNWAY

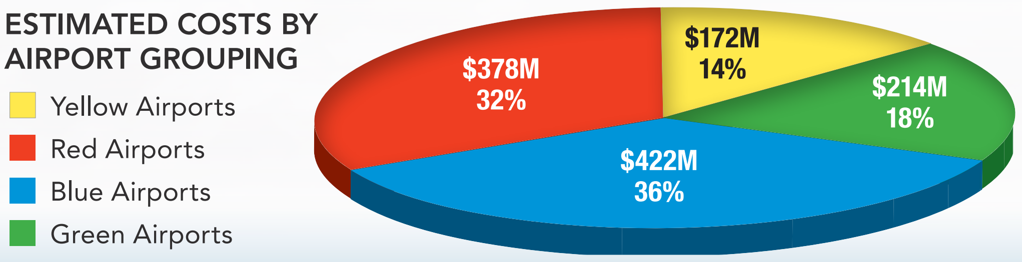
Green Airport: + 4,200' RUNWAY

As part of the NCASP, Richmond County Airport was classified as a Green Airport.

20-Year Costs for NCASP Recommended Projects

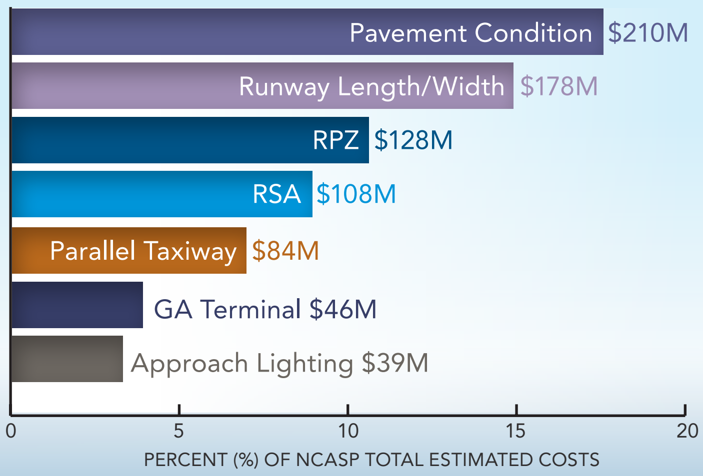
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

For more information on these studies or the NCASP, please visit: http://www.ncdot.gov/aviation/

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About RCZ

Richmond County Airport (RCZ) is located in the City of Rockingham and the County of Richmond in the southern portion of the state. The airport is owned by the county and provides general aviation services to its patrons.

Associated County / City	Richmond / Rockingham
Annual Operations (2013)	10,060
Number of Based Aircraft (2013)	6
Primary Runway	14/32
Dimensions	5,000 FT X 100 FT
Taxiway	Full Parallel
Approach/Approach Lighting	RNAV LPV / None
Population Within 30-Min. Drive	68,727

Economic Benefit of the Richmond County Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	10 jobs
PAYROLL	$150,000
ECONOMIC OUTPUT	$2,600,000

RICHMOND COUNTY AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2010	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	Non-Standard	300 FT	No
Runway Protection Zone (RPZ) Ownership	Complete	Fee Simple	Yes
Pavement Condition Index (PCI) - Primary RWY	95 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	73 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Taxiways	90 (as of 2012)	PCI ≥ 75	Yes
Runway Length	5,000 FT	4,200 FT	Yes
Runway Width	100 FT	75 FT	Yes
Pavement Strength	30,000lbs SW	< 30,000lbs SW or DW and > 12,500lbs SW or DW	Yes
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-2	Yes
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIP	AWOS III	Yes
Standard Instrument Approach	Area Navigation (RNAV) LPV, 277', 1 mile	Instrument Approach with Vertical Guidance (APV), 400', 1m	Yes
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	20 spaces	50% Based Aircraft + 20% Busy Day Transient = 9 spaces	Yes
General Aviation Terminal Building	3,000 SF	3,200 SF	No
Taxiway & Apron Edge Lighting	Medium Intensity Taxiway Lighting (MITL)	Reflective Markers	Yes
Airfield Signage	RHP, L, G	Runway Hold Position (RHP), Location (L), Guidance (G)	Yes
Ground Communication	UNICOM	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	22 hangars	50% Based Aircraft = 7 hangars	Yes
Airfield Maintenance Equipment/Storage Bldg.	Vehicle, Equipment in storage, Undesignated Storage Building	Approved Tractor/Building	Yes
Perimeter Fencing	Complete, 4', 6' and 8'	8' Perimeter	No
Fuel Facilities	AvGas, Jet A, Self-Serve	Based on Demand	Yes

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY:

Rockingham County NC Shiloh Airport

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

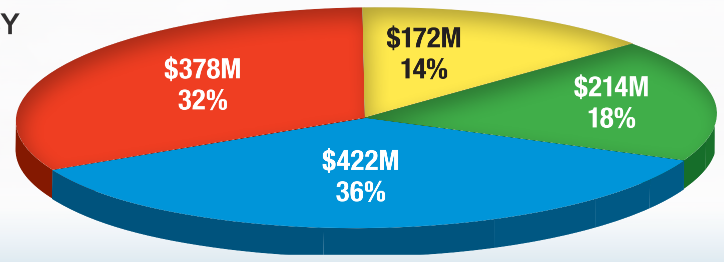
Yellow Airport: + 6,500' RUNWAY	Blue Airport: + 5,000' RUNWAY
Red Airport: + 6,000' RUNWAY	Green Airport: + 4,200' RUNWAY

As part of the NCASP, Rockingham County NC Shiloh Airport was classified as a **Blue Airport.**

20-Year Costs for NCASP Recommended Projects

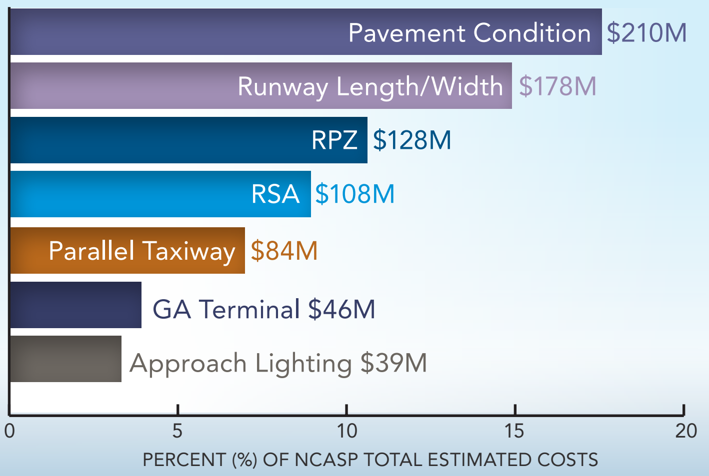
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
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NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

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About SIF

Rockingham County NC Shiloh Airport (SIF) is located in the City of Reidsville and the County of Rockingham in the northern portion of the state. The airport is owned by the county and provides general aviation services to its patrons.

Associated County / City	Rockingham / Reidsville
Annual Operations (2014)	24,100
Number of Based Aircraft (2014)	61
Primary Runway	13/31
Dimensions	5,199 FT X 100 FT
Taxiway	Full Parallel
Approach/Approach Lighting	LNAV / None
Population Within 30-Min. Drive	109,479

Economic Benefit of the Rockingham County NC Shiloh Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	10 jobs
PAYROLL	$310,000
ECONOMIC OUTPUT	$3,860,000

ROCKINGHAM COUNTY NC SHILOH AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	1999	ALP Completed/Updated Within Last 10 Years	No
Runway Safety Area (RSA)	300 FT	300 FT	Yes
Runway Protection Zone (RPZ) Ownership	Complete	Fee Simple	Yes
Pavement Condition Index (PCI) - Primary RWY	80 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	83 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	79 (as of 2012)	PCI ≥ 75	Yes
Runway Length	5,199 FT	5,000 FT	Yes
Runway Width	100 FT	100 FT	Yes
Pavement Strength	12,500lbs SW 24,000lbs DW	> 30,000lbs SW or DW and < 60,000lbs SW or DW or Per PCN Analysis if Part 139	No
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	No
Runway Edge Lighting	High Intensity Runway Lighting (HIRL)	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIP	AWOS III	Yes
Standard Instrument Approach	Lateral Navigation (LNAV), 392', 1 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	No
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	18 spaces	50% Based Aircraft + 20% Busy Day Transient = 16 spaces	Yes
General Aviation Terminal Building	3,600 SF	4,500 SF	No
Taxiway & Apron Edge Lighting	MITL (LED)	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RHP, L, G	Runway Hold Position (RHP), Location (L), Guidance (G)	Yes
Ground Communication	Remote Transmitter/Receiver (RTR)	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	Yes	Case by Case	Yes
Hangars	53 hangars	50% Based Aircraft = 38 hangars	Yes
Airfield Maintenance Equipment/Storage Bldg.	None	Approved Tractor/Building	No
Perimeter Fencing	Partial, 6'	8' Perimeter	No
Fuel Facilities	AvGas, Jet A, Self-Serve	Based on Demand	Yes

2015 INDIVIDUAL AIRPORT SUMMARY:

Rocky Mount - Wilson Regional Airport

NORTH CAROLINA
AIRPORTS SYSTEM PLAN

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

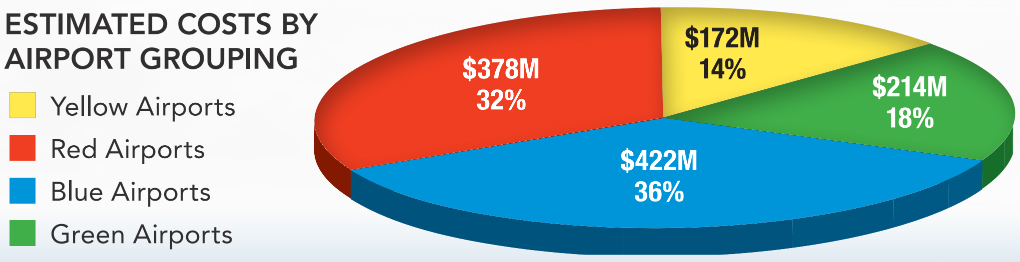
Yellow Airport:	+ 6,500' RUNWAY	**Blue Airport:**	+ 5,000' RUNWAY
Red Airport:	+ 6,000' RUNWAY	**Green Airport:**	+ 4,200' RUNWAY

As part of the NCASP, Rocky Mount-Wilson Regional Airport was classified as a Red Airport.

20-Year Costs for NCASP Recommended Projects

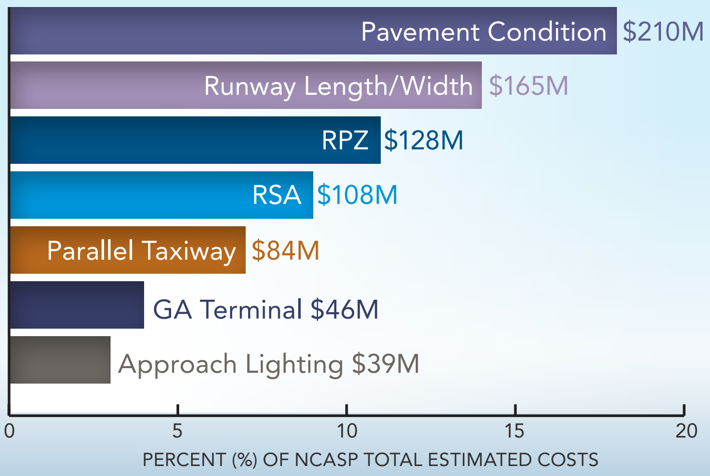
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

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- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
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NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

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About RWI

Rocky Mount - Wilson Regional Airport (RWI) is located near the Town of Elm City and serves Nash, Edgecombe, and Wilson counties. The airport is owned by the cities of Rocky Mount and Wilson and the counties of Nash, Edgecombe and Wilson. The airport provides general aviation and business aviation services to its communities.

Associated County / City	Nash, Edgecombe, and Wilson / Rocky Mount and Wilson
Annual Operations (2014)	29,844
Number of Based Aircraft (2014)	14
Primary Runway	04/22
Dimensions	7,099 FT X 150 FT
Taxiway	Full Parallel
Approach/Approach Lighting	Precision / MALSR
Population Within 30-Min. Drive	247,109

Economic Benefit of the Rocky Mount-Wilson Regional Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	140 jobs
PAYROLL	$4,850,000
ECONOMIC OUTPUT	$19,100,000

ROCKY MOUNT-WILSON REGIONAL AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2003	ALP Completed/Updated Within Last 10 Years	No
Runway Safety Area (RSA)	Non-Standard	1,000 FT	No
Runway Protection Zone (RPZ) Ownership	Complete	Fee Simple	Yes
Pavement Condition Index (PCI) - Primary RWY	69 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Apron	80 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	76 (as of 2012)	PCI ≥ 75	Yes
Runway Length	7,099 FT	6,000 FT	Yes
Runway Width	150 FT	100 FT	Yes
Pavement Strength	62,000lbs SW 75,000lbs DW 140,000lbs DT	> 60,000lbs SW or DW or Per PCN Analysis if Part 139	Yes
Visual Navigational Aids	RB, LWS, PAPI-4	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	Yes
Runway Edge Lighting	High Intensity Runway Lighting (HIRL)	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	ASOS	AWOS III	Yes
Standard Instrument Approach	Precision Approach (PA), 250', 3/4 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	Yes
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	50 spaces	25% Based Aircraft + 20% Busy Day Transient = 10 spaces	Yes
General Aviation Terminal Building	8,000 SF	5,500 SF	Yes
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RHP, L, G, DR	Runway Hold Position (RHP), Location (L), Guidance (G), Distance Remaining (DR)	Yes
Ground Communication	RCO	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	MALSR	Approach Lighting System (ALS)	Yes
Aircraft Rescue and Firefighting (ARFF) Equipment	Yes	Case by Case	Yes
Hangars	10 hangars	75% Based Aircraft = 9 hangars	Yes
Airfield Maintenance Equipment/Storage Bldg.	Vehicle, Equipment in storage	Approved Tractor/Building	Yes
Perimeter Fencing	Complete, 6' and 8' with 3 strand barbed wire	8' Perimeter	No
Fuel Facilities	AvGas, Jet A	Based on Demand	Yes

2015 INDIVIDUAL AIRPORT SUMMARY: Rowan County Airport

NORTH CAROLINA AIRPORTS SYSTEM PLAN

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

Yellow Airport: + 6,500' RUNWAY

Blue Airport: + 5,000' RUNWAY

Red Airport: + 6,000' RUNWAY

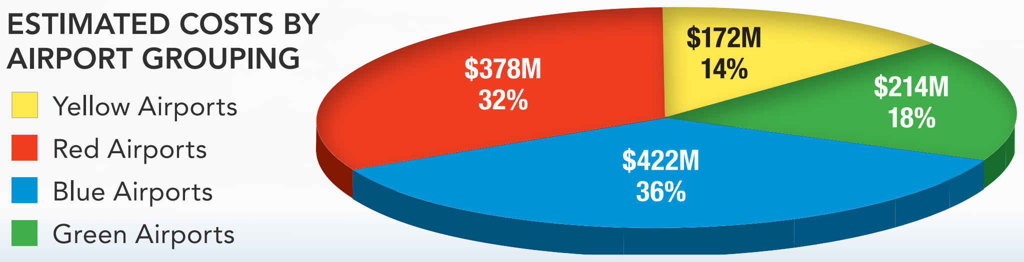
Green Airport: + 4,200' RUNWAY

As part of the NCASP, Rowan County Airport was classified as a Red Airport.

20-Year Costs for NCASP Recommended Projects

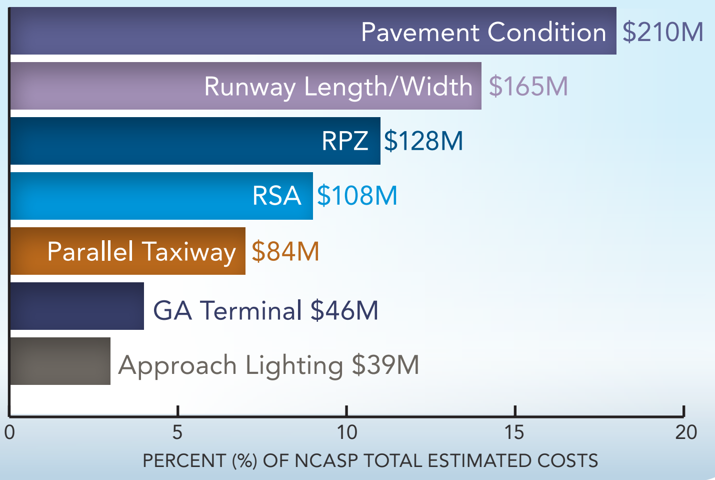
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

For more information on these studies or the NCASP, please visit: http://www.ncdot.gov/aviation/

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About RUQ

Rowan County Airport (RUQ) is located in the City of Salisbury and the County of Rowan in the central portion of the state. The airport is owned by the county and provides general aviation services to its patrons.

Associated County / City	Rowan / Salisbury
Annual Operations (2013)	43,000
Number of Based Aircraft (2013)	106
Primary Runway	02/20
Dimensions	5,501 FT X 100 FT
Taxiway	Full Parallel
Approach/Approach Lighting	Precision / MALSR
Population Within 30-Min. Drive	481,207

Economic Benefit of the Rowan County Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	670 jobs
PAYROLL	$20,580,000
ECONOMIC OUTPUT	$103,350,000

ROWAN COUNTY AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2008	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	300 FT	300 FT	Yes
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	87 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	79 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	87 (as of 2012)	PCI ≥ 75	Yes
Runway Length	5,501 FT	6,000 FT	No
Runway Width	100 FT	100 FT	Yes
Pavement Strength	45,000lbs SW, 55,000lbs DW	> 60,000lbs SW or DW or Per PCN Analysis if Part 139	No
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	No
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIP	AWOS III	Yes
Standard Instrument Approach	Precision Approach (PA), 200', 1/2 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	Yes
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	48 spaces	50% Based Aircraft + 20% Busy Day Transient = 31 spaces	Yes
General Aviation Terminal Building	3,900 SF	5,500 SF	No
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	L, G	Runway Hold Position (RHP), Location (L), Guidance (G), Distance Remaining (DR)	No
Ground Communication	RCO	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	MALSR	Approach Lighting System (ALS)	Yes
Aircraft Rescue and Firefighting (ARFF) Equipment	Yes	Case by Case	Yes
Hangars	84 hangars	50% Based Aircraft = 68 hangars	Yes
Airfield Maintenance Equipment/Storage Bldg.	Snow removal vehicle, Equipment in storage	Approved Tractor/Building	Yes
Perimeter Fencing	Complete, 10' with barbed wire and 6' with barbed wire	8' Perimeter	No
Fuel Facilities	AvGas, Jet A, Self-Serve	Based on Demand	Yes

NORTH CAROLINA AIRPORTS SYSTEM PLAN

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY:

Rutherford County – Marchman Field Airport

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

Yellow Airport: + 6,500' RUNWAY
Blue Airport: + 5,000' RUNWAY
Red Airport: + 6,000' RUNWAY
Green Airport: + 4,200' RUNWAY

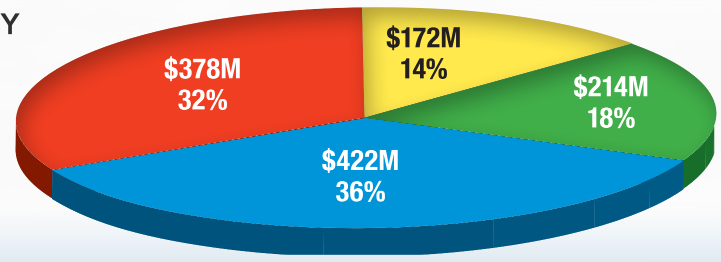
As part of the NCASP, Rutherford County - Marchman Field Airport was classified as a Blue Airport.

20-Year Costs for NCASP Recommended Projects

Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

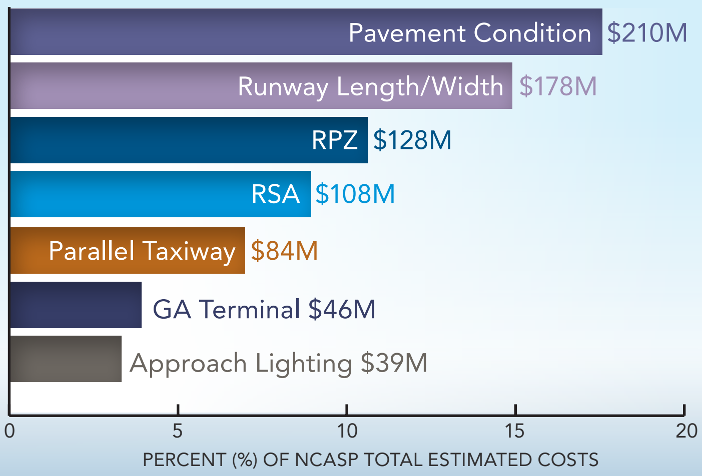
ESTIMATED COSTS BY AIRPORT GROUPING

🟨 Yellow Airports
🟥 Red Airports
🟦 Blue Airports
🟩 Green Airports



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

For more information on these studies or the NCASP, please visit: http://www.ncdot.gov/aviation/

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About FQD

Rutherford County – Marchman Field Airport (FQD) is located near the City of Rutherfordton and in the County of Rutherford in the southwestern portion of the state. The airport is owned by the county and provides general aviation services to its patrons.

Associated County / City	Rutherford / Rutherfordton
Annual Operations (2013)	33,500
Number of Based Aircraft (2013)	37
Primary Runway	01/19
Dimensions	5,000 FT X 100 FT
Taxiway	Full Parallel
Approach/Approach Lighting	RNAV LPV / None
Population Within 30-Min. Drive	85,368

Economic Benefit of the Rutherford County – Marchman Field Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	20 jobs
PAYROLL	$180,000
ECONOMIC OUTPUT	$3,030,000

RUTHERFORD COUNTY - MARCHMAN FIELD AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2010	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	300 FT	300 FT	Yes
Runway Protection Zone (RPZ) Ownership	Complete	Fee Simple	Yes
Pavement Condition Index (PCI) - Primary RWY	77 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	82 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	81 (as of 2012)	PCI ≥ 75	Yes
Runway Length	5,000 FT	5,000 FT	Yes
Runway Width	100 FT	100 FT	Yes
Pavement Strength	66,000lbs DW	> 30,000lbs SW or DW and < 60,000lbs SW or DW or Per PCN Analysis if Part 139	Yes
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	No
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIPT	AWOS III	Yes
Standard Instrument Approach	Area Navigation (RNAV) LPV, 502', 1 3/4 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	No
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	50 spaces	25% Based Aircraft + 20% Busy Day Transient = 10 spaces	Yes
General Aviation Terminal Building	5,000 SF	4,500 SF	Yes
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RHP, L	Runway Hold Position (RHP), Location (L), Guidance (G)	No
Ground Communication	Remote Transmitter/Receiver (RTR)	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	Yes	Case by Case	Yes
Hangars	18 hangars	75% Based Aircraft = 20 hangars	No
Airfield Maintenance Equipment/Storage Bldg.	None	Approved Tractor/Building	No
Perimeter Fencing	Partial, 8'	8' Perimeter	No
Fuel Facilities	100LL and Jet A; curb and fuel trucks; self-serve pumps	Based on Demand	Yes

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY:

Shelby-Cleveland County Regional Airport

Airport Grouping/Role

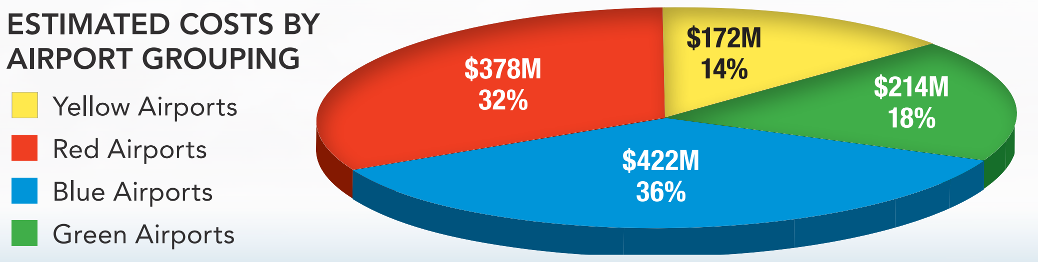
In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

Yellow Airport: + 6,500' RUNWAY	**Blue Airport:** + 5,000' RUNWAY
Red Airport: + 6,000' RUNWAY	**Green Airport:** + 4,200' RUNWAY

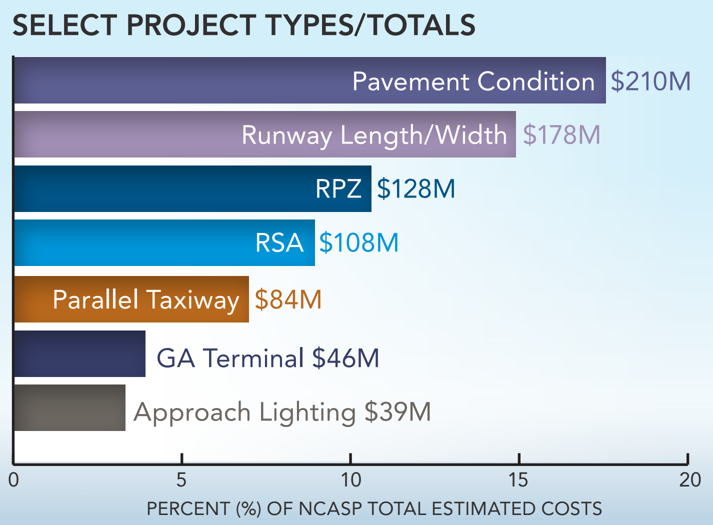
As part of the NCASP, Shelby-Cleveland County Regional Airport was classified as a Blue Airport.

20-Year Costs for NCASP Recommended Projects

Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.



NCASP ESTIMATED COSTS = $1.2 BILLION



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
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NCASP NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

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About EHO

Shelby-Cleveland County Regional Airport (EHO) is located in the City of Shelby and the County of Cleveland in the southern portion of the state. The airport is owned by the city and provides general aviation services to its patrons.

Associated County / City	Cleveland / Shelby
Annual Operations (2013)	18,200
Number of Based Aircraft (2013)	42
Primary Runway	05/23
Dimensions	5,002 FT X 100 FT
Taxiway	Full Parallel
Approach/Approach Lighting	RNAV LPV / None
Population Within 30-Min. Drive	179,701

Economic Benefit of the Shelby-Cleveland County Regional Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	160 jobs
PAYROLL	$4,620,000
ECONOMIC OUTPUT	$15,130,000

SHELBY-CLEVELAND COUNTY REGIONAL AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2007	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	300 FT	300 FT	Yes
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	91 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	97 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	99 (as of 2012)	PCI ≥ 75	Yes
Runway Length	5,002 FT	5,000 FT	Yes
Runway Width	100 FT	100 FT	Yes
Pavement Strength	21,000lbs SW, 45,000lbs DW	> 30,000lbs SW or DW and < 60,000lbs SW or DW or Per PCN Analysis if Part 139	Yes
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	No
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIP	AWOS III	Yes
Standard Instrument Approach	Area Navigation (RNAV) LPV, 250', 1 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	No
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	17 spaces	25% Based Aircraft + 20% Busy Day Transient = 12 spaces	Yes
General Aviation Terminal Building	5,200 SF	4,500 SF	Yes
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RHP, L, G	Runway Hold Position (RHP), Location (L), Guidance (G)	Yes
Ground Communication	GCO	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	10 hangars	75% Based Aircraft = 26 hangars	No
Airfield Maintenance Equipment/Storage Bldg.	None	Approved Tractor/Building	No
Perimeter Fencing	Partial, 6' and 7'	8' Perimeter	No
Fuel Facilities	AvGas, Jet A, Self-Serve	Based on Demand	Yes

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY:

Siler City Municipal Airport

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

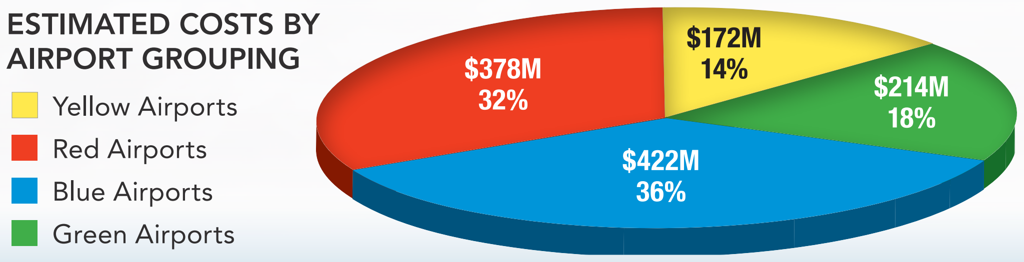
Yellow Airport:	+ 6,500' RUNWAY	Blue Airport:	+ 5,000' RUNWAY
Red Airport:	+ 6,000' RUNWAY	Green Airport:	+ 4,200' RUNWAY

As part of the NCASP, Siler City Municipal Airport was classified as a **Blue Airport.**

20-Year Costs for NCASP Recommended Projects

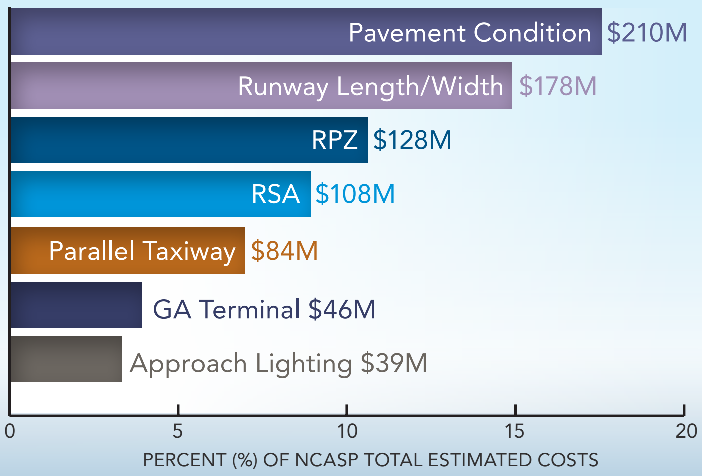
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
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NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About SCR

Siler City Municipal Airport (SCR, formerly 5W8) is located in the Town of Siler City and the County of Chatham in the central portion of the state. The airport is owned by the town and provides general aviation services to its patrons.

Associated County / City	Chatham / Siler City
Annual Operations (2014)	20,500
Number of Based Aircraft (2014)	30
Primary Runway	04/22
Dimensions	5,000 FT X 75 FT
Taxiway	Turnarounds on Both Ends
Approach/Approach Lighting	RNAV (GPS) / None
Population Within 30-Min. Drive	90,238

Economic Benefit of the Siler City Municipal Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	20 jobs
PAYROLL	$680,000
ECONOMIC OUTPUT	$8,730,000

SILER CITY MUNICIPAL AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	1999	ALP Completed/Updated Within Last 10 Years	No
Runway Safety Area (RSA)	300 FT	300 FT	Yes
Runway Protection Zone (RPZ) Ownership	Complete	Fee Simple	Yes
Pavement Condition Index (PCI) - Primary RWY	60 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Apron	71 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Taxiways	60 (as of 2012)	PCI ≥ 75	No
Runway Length	5,000 FT	5,000 FT	Yes
Runway Width	75 FT	100 FT	No
Pavement Strength	25,000lbs SW	> 30,000lbs SW or DW and < 60,000lbs SW or DW or Per PCN Analysis if Part 139	No
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	No
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIP	AWOS III	Yes
Standard Instrument Approach	RNAV (GPS), 339', 1m	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	No
Parallel Taxiway	Turnarounds on Both Ends	Full Parallel	No
Aircraft Apron	33 spaces	25% Based Aircraft + 20% Busy Day Transient = 13 spaces	Yes
General Aviation Terminal Building	2,500 SF	4,500 SF	No
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	None	Runway Hold Position (RHP), Location (L), Guidance (G)	No
Ground Communication	UNICOM	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	11 hangars	75% Based Aircraft = 21 hangars	No
Airfield Maintenance Equipment/Storage Bldg.	None	Approved Tractor/Building	No
Perimeter Fencing	Complete, 4'	8' Perimeter	No
Fuel Facilities	AvGas, Jet A, Self-Serve	Based on Demand	Yes

NORTH CAROLINA AIRPORTS SYSTEM PLAN

NORTH CAROLINA
AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY: **Smith Reynolds Airport**

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

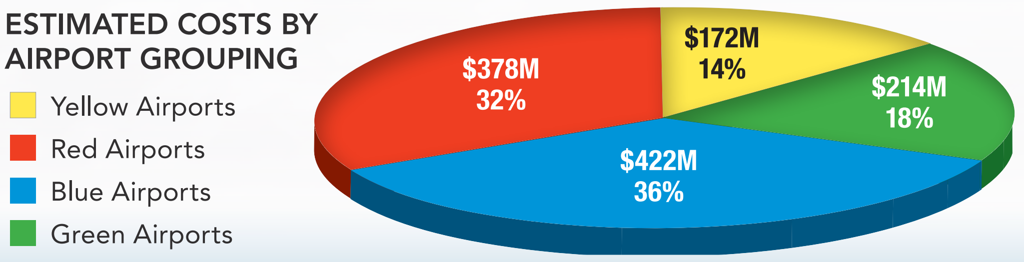
Yellow Airport: + 6,500' RUNWAY	**Blue Airport:** + 5,000' RUNWAY
Red Airport: + 6,000' RUNWAY	**Green Airport:** + 4,200' RUNWAY

As part of the NCASP, Smith Reynolds Airport was classified as a Red Airport.

20-Year Costs for NCASP Recommended Projects

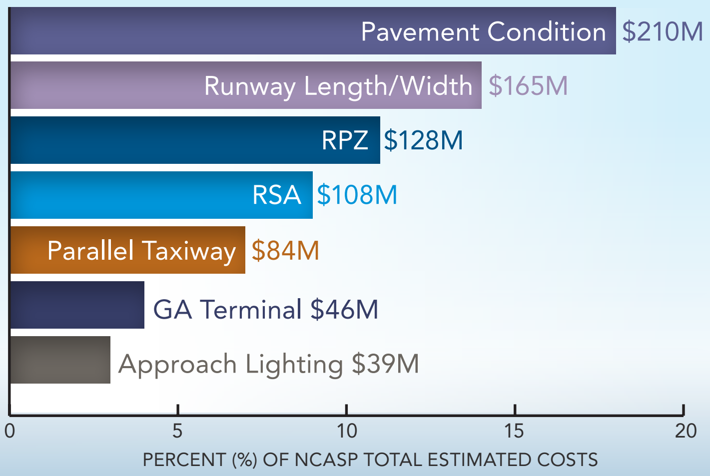
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

For more information on these studies or the NCASP, please visit: http://www.ncdot.gov/aviation/

NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About INT

Smith Reynolds Airport (INT) is located in the City of Winston-Salem and the County of Forsyth in the northern portion of the state. The airport is operated by the Airport Commission of Forsyth County and provides general aviation services to its patrons.

Associated County / City	Forsyth / Winston-Salem
Annual Operations (2014)	42,928
Number of Based Aircraft (2014)	100
Primary Runway	15/33
Dimensions	6,655 FT X 150 FT
Taxiway	Full Parallel
Approach/Approach Lighting	Precision / MALSR
Population Within 30-Min. Drive	777,665

Economic Benefit of the Smith Reynolds Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	2,420 jobs
PAYROLL	$68,180,000
ECONOMIC OUTPUT	$195,550,000

SMITH REYNOLDS AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2012	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	1,000 FT	1,000 FT	Yes
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	81 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	65 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Taxiways	57 (as of 2012)	PCI ≥ 75	No
Runway Length	6,655 FT	6,000 FT	Yes
Runway Width	150 FT	100 FT	Yes
Pavement Strength	110,000lbs SW, 135,000lbs DW, 230,000lbs DT	> 60,000lbs SW or DW or Per PCN Analysis if Part 139	Yes
Visual Navigational Aids	RB, LWS, PAPI-4	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	Yes
Runway Edge Lighting	High Intensity Runway Lighting (HIRL)	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	ASOS	AWOS III	Yes
Standard Instrument Approach	Precision Approach (PA), 200'	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	Yes
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	50 spaces	25% Based Aircraft + 20% Busy Day Transient = 35 spaces	Yes
General Aviation Terminal Building	7,600 SF	5,500 SF	Yes
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RHP, L, G	Runway Hold Position (RHP), Location (L), Guidance (G), Distance Remaining (DR)	Yes
Ground Communication	UNICOM	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	MALSR	Approach Lighting System (ALS)	Yes
Aircraft Rescue and Firefighting (ARFF) Equipment	Yes	Case by Case	Yes
Hangars	50 hangars	75% Based Aircraft = 75 hangars	No
Airfield Maintenance Equipment/Storage Bldg.	Snow removal, Vehicle, Equipment in storage	Approved Tractor/Building	Yes
Perimeter Fencing	Complete, 8'	8' Perimeter	Yes
Fuel Facilities	AvGas, Jet A, Self-Serve	Based on Demand	Yes

2015 INDIVIDUAL AIRPORT SUMMARY: **Stanly County Airport**

NORTH CAROLINA AIRPORTS SYSTEM PLAN

NORTH CAROLINA AIRPORTS SYSTEM PLAN

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

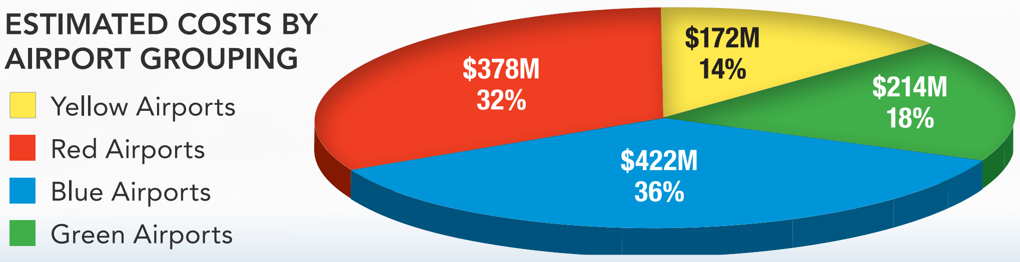
Yellow Airport:	+ 6,500' RUNWAY	**Blue Airport:**	+ 5,000' RUNWAY
Red Airport:	+ 6,000' RUNWAY	**Green Airport:**	+ 4,200' RUNWAY

As part of the NCASP, Stanly County Airport was classified as a **Blue Airport.**

20-Year Costs for NCASP Recommended Projects

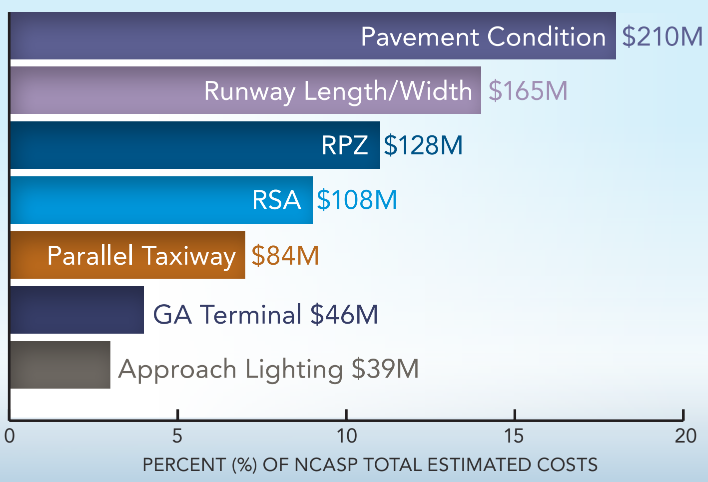
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

For more information on these studies or the NCASP, please visit: http://www.ncdot.gov/aviation/

NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About VUJ

Stanly County Airport (VUJ) is located in the City of Albemarle and the County of Stanly in the central portion of the state. The airport is owned by the county and provides general aviation services to its patrons.

Associated County / City	Stanly / Albemarle
Annual Operations (2013)	22,042
Number of Based Aircraft (2013)	21
Primary Runway	04R/22L
Dimensions	5,500 FT x 100 FT
Taxiway	Full Parallel
Approach/Approach Lighting	Precision / None
Population Within 30-Min. Drive	86,290

Economic Benefit of the Stanly County Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	710 jobs
PAYROLL	$26,920,000
ECONOMIC OUTPUT	$109,700,000

STANLY COUNTY AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2000	ALP Completed/Updated Within Last 10 Years	No
Runway Safety Area (RSA)	Non-Standard	1,000 FT	No
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	100 (as of 2012)	PCI ≥75	Yes
Pavement Condition Index (PCI) - Apron	83 (as of 2012)	PCI ≥75	Yes
Pavement Condition Index (PCI) - Taxiways	100 (as of 2012)	PCI ≥75	Yes
Runway Length	5,500 FT	5,000 FT	Yes
Runway Width	100 FT	100 FT	Yes
Pavement Strength	130,000lbs DW	>30,000lbs SW or DW and <60,000lbs SW or DW or Per PCN Analysis if Part 139	Yes
Visual Navigational Aids	RB, LWS, PAPI-2/PAPI-2	Rotating Beacon (RB), Lighted Wind Sock (LWS), PAPI-4	No
Runway Edge Lighting	Medium Intensity Runway Lighting (MIRL)	MIRL	Yes
Weather Reporting Capability	AWOS IIIPT	AWOS III	Yes
Standard Instrument Approach	Precision, 200', 3/4 mile	Instrument Approach with Vertical Guidance (AVP), 250', 3/4 mile	Yes
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	75 Spaces	25% Based + 20% Busy Day Transient Aircraft = 6 spaces	Yes
General Aviation Terminal Building	9,000 SF	4,500 SF	Yes
Taxiway & Apron Edge Lighting	Medium Intensity Taxiway Lighting (MITL)	MITL	Yes
Airfield Signage	Location (L), Guidance (G)	Runway Hold Position (RHP), L, G	No
Ground Communication	UNICOM, Remote Communications Outlet (RCO)	UNICOM, RCO/Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	Yes	Case by Case	Yes
Hangars	32 hangars	75% Based Aircraft = 15 hangars	Yes
Airfield Maintenance Equipment/Storage Bldg.	None	Approved Tractor/Building	No
Perimeter Fencing	6' Perimeter	8' Perimeter	No
Fuel Facilities	AvGas, JetA, Self-Serve	Based on Demand	Yes

NORTH CAROLINA AIRPORTS SYSTEM PLAN

NCASP NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY: **Statesville Regional Airport**

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

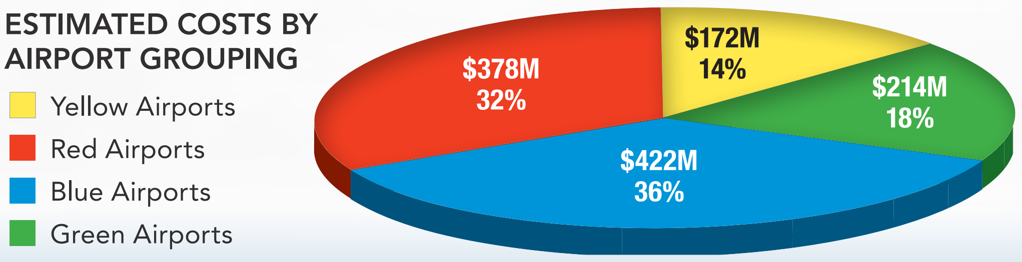
Yellow Airport: + 6,500' RUNWAY	**Blue Airport:** + 5,000' RUNWAY
Red Airport: + 6,000' RUNWAY	**Green Airport:** + 4,200' RUNWAY

As part of the NCASP, Statesville Regional Airport was classified as a **Red Airport.**

20-Year Costs for NCASP Recommended Projects

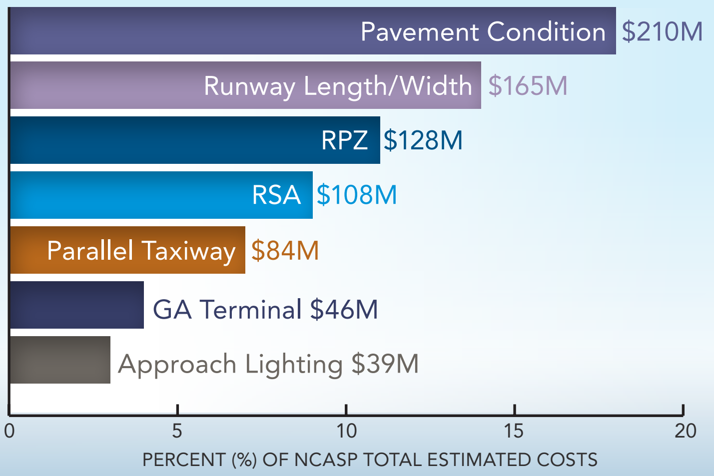
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
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NCASP NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

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About SVH

Statesville Regional Airport (SVH) is located in the City of Statesville and the County of Iredell in the western portion of the state. The airport is owned by the city and provides general aviation services to its patrons.

Associated County / City	Iredell / Statesville
Annual Operations (2013)	36,200
Number of Based Aircraft (2013)	93
Primary Runway	10/28
Dimensions	7,005 FT X 100 FT
Taxiway	Full Parallel
Approach/Approach Lighting	Precision / MALSR
Population Within 30-Min. Drive	318,643

Economic Benefit of the Statesville Regional Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	200 jobs
PAYROLL	$5,480,000
ECONOMIC OUTPUT	$21,090,000

STATESVILLE REGIONAL AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2004	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	1,000 FT	1,000 FT	Yes
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	99 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	95 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	97 (as of 2012)	PCI ≥ 75	Yes
Runway Length	7,005 FT	6,000 FT	Yes
Runway Width	100 FT	100 FT	Yes
Pavement Strength	30,000lbs SW, 100,000lbs DW	> 60,000lbs SW or DW or Per PCN Analysis if Part 139	Yes
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	No
Runway Edge Lighting	High Intensity Runway Lighting (HIRL)	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIP	AWOS III	Yes
Standard Instrument Approach	Precision Approach (PA), 200', 1/2 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	Yes
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	34 spaces	25% Based Aircraft + 20% Busy Day Transient = 29 spaces	Yes
General Aviation Terminal Building	2,000 SF	5,500 SF	No
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RHP, L, G, DR	Runway Hold Position (RHP), Location (L), Guidance (G), Distance Remaining (DR)	Yes
Ground Communication	UNICOM	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	MALSR	Approach Lighting System (ALS)	Yes
Aircraft Rescue and Firefighting (ARFF) Equipment	Yes	Case by Case	Yes
Hangars	25 hangars	75% Based Aircraft = 70 hangars	No
Airfield Maintenance Equipment/Storage Bldg.	Vehicle, Equipment in storage	Approved Tractor/Building	Yes
Perimeter Fencing	Complete, 6' and 4'	8' Perimeter	No
Fuel Facilities	AvGas, Jet A	Based on Demand	Yes

NORTH CAROLINA AIRPORTS SYSTEM PLAN

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY:

Tarboro-Edgecombe Airport

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

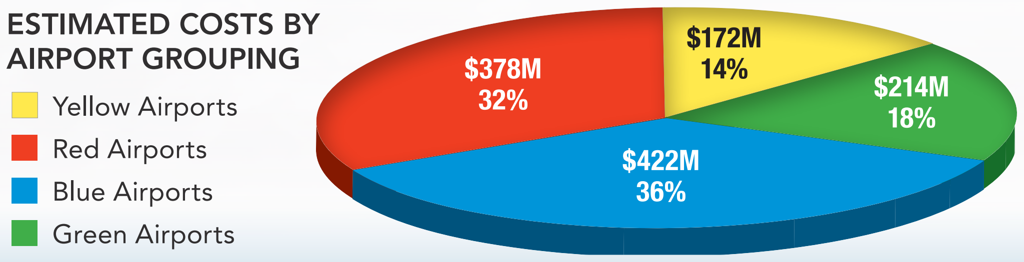
Yellow Airport: + 6,500' RUNWAY	**Blue Airport:** + 5,000' RUNWAY
Red Airport: + 6,000' RUNWAY	**Green Airport:** + 4,200' RUNWAY

As part of the NCASP, Tarboro-Edgecombe Airport was classified as a **Green Airport.**

20-Year Costs for NCASP Recommended Projects

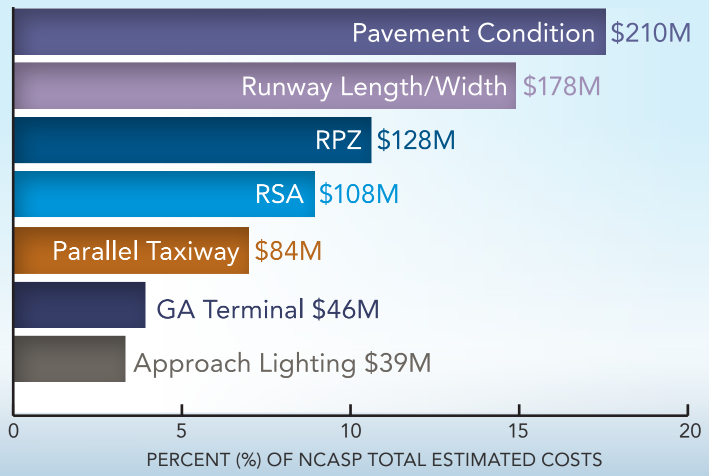
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

For more information on these studies or the NCASP, please visit: http://www.ncdot.gov/aviation/

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About ETC

Tarboro-Edgecombe Airport (ETC) is located in the City of Tarboro and the County of Edgecombe in the northeastern portion of the state. The airport is owned by the area's airport authority and provides general aviation services to its patrons.

Associated County / City	Edgecombe / Tarboro
Annual Operations (2013)	5,300
Number of Based Aircraft (2013)	3
Primary Runway	09/27
Dimensions	3,999 FT X 60 FT
Taxiway	Turnaround and Connector Ends
Approach/Approach Lighting	Non-Precision / None
Population Within 30-Min. Drive	148,601

Economic Benefit of the Tarboro-Edgecombe Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	10 jobs
PAYROLL	$60,000
ECONOMIC OUTPUT	$560,000

TARBORO-EDGECOMBE AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2006	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	240 FT	240 FT	Yes
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	81 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	86 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	94 (as of 2012)	PCI ≥ 75	Yes
Runway Length	3,999 FT	4,200 FT	No
Runway Width	60 FT	75 FT	No
Pavement Strength	12,500lbs SW	< 30,000lbs SW or DW and > 12,500lbs SW or DW	Yes
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-2	Yes
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIP	AWOS III	Yes
Standard Instrument Approach	Non-Precision, 710', 1 mile	Instrument Approach with Vertical Guidance (APV), 400', 1m	No
Parallel Taxiway	Turnaround and Connector Ends	Full Parallel	No
Aircraft Apron	9 spaces	50% Based Aircraft + 20% Busy Day Transient = 2 spaces	Yes
General Aviation Terminal Building	300 SF	3,200 SF	No
Taxiway & Apron Edge Lighting	None	Reflective Markers	No
Airfield Signage	L, G	Runway Hold Position (RHP), Location (L), Guidance (G)	No
Ground Communication	Common Traffic Advisory Frequency (CTAF)	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	No
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	3 hangars	50% Based Aircraft = 1 hangar	Yes
Airfield Maintenance Equipment/Storage Bldg.	None	Approved Tractor/Building	No
Perimeter Fencing	Partial, 8'	8' Perimeter	No
Fuel Facilities	None	Based on Demand	N/A

2015 INDIVIDUAL AIRPORT SUMMARY:

Triangle North Executive Airport

NORTH CAROLINA
AIRPORTS SYSTEM PLAN

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

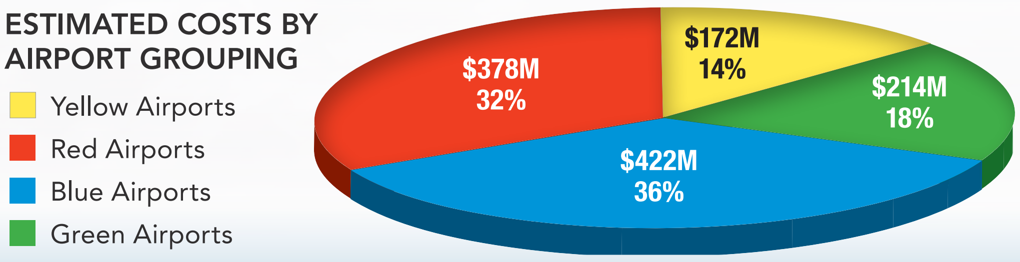
Yellow Airport: + 6,500' RUNWAY	**Blue Airport:** + 5,000' RUNWAY
Red Airport: + 6,000' RUNWAY	**Green Airport:** + 4,200' RUNWAY

As part of the NCASP, Triangle North Executive Airport was classified as a Blue Airport.

20-Year Costs for NCASP Recommended Projects

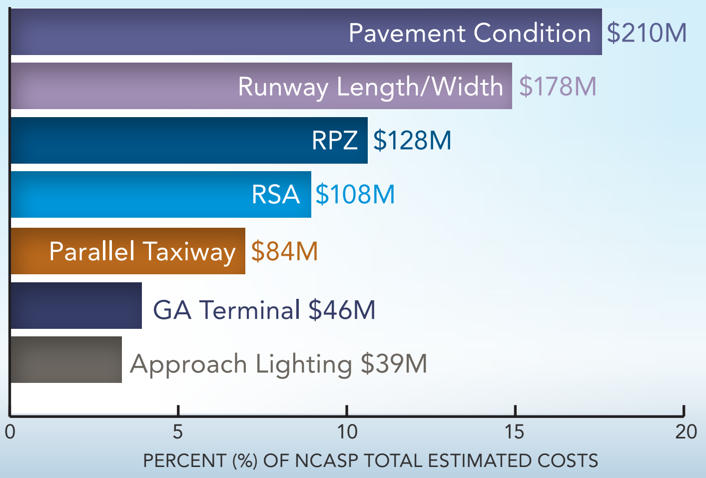
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

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NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About LHZ

Triangle North Executive Airport (LHZ) is located in the City of Louisburg and the County of Franklin in the northern portion of the state. The airport is owned by the county and provides general aviation services to its patrons.

Associated County / City	Franklin / Louisburg
Annual Operations (2013)	62,800
Number of Based Aircraft (2013)	117
Primary Runway	05/23
Dimensions	5,500 FT X 100 FT
Taxiway	Full Parallel
Approach/Approach Lighting	Precision / MALSR
Population Within 30-Min. Drive	226,981

Economic Benefit of the Triangle North Executive Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	160 jobs
PAYROLL	$5,640,000
ECONOMIC OUTPUT	$23,840,000

TRIANGLE NORTH EXECUTIVE AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2010	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	1,000 FT	1,000 FT	Yes
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	78 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	69 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Taxiways	84 (as of 2012)	PCI ≥ 75	Yes
Runway Length	5,500 FT	5,000 FT	Yes
Runway Width	100 FT	100 FT	Yes
Pavement Strength	40,000lbs SW, 60,000lbs DW	> 30,000lbs SW or DW and < 60,000lbs SW or DW or Per PCN Analysis if Part 139	Yes
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	No
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIP	AWOS III	Yes
Standard Instrument Approach	Precision Approach (PA), 200', 1/2 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	Yes
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	46 spaces	25% Based Aircraft + 20% Busy Day Transient = 31 spaces	Yes
General Aviation Terminal Building	2,500 SF	4,500 SF	No
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RHP, L, G	Runway Hold Position (RHP), Location (L), Guidance (G)	Yes
Ground Communication	GCO	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	MALSR	Approach Lighting System (ALS)	Yes
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	54 hangars	75% Based Aircraft = 73 hangars	No
Airfield Maintenance Equipment/Storage Bldg.	Undesignated Storage Building	Approved Tractor/Building	No
Perimeter Fencing	Complete, 6'	8' Perimeter	No
Fuel Facilities	AvGas, Jet A	Based on Demand	Yes

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY: **Tri-County Airport**

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

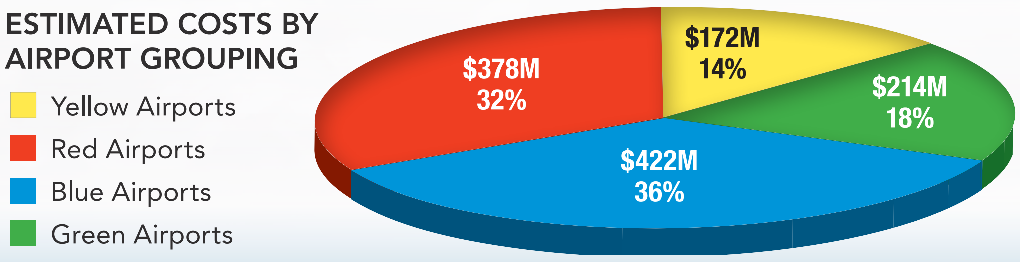
Yellow Airport: + 6,500' RUNWAY	**Blue Airport:** + 5,000' RUNWAY
Red Airport: + 6,000' RUNWAY	**Green Airport:** + 4,200' RUNWAY

As part of the NCASP, Tri-County Airport was classified as a **Green Airport.**

20-Year Costs for NCASP Recommended Projects

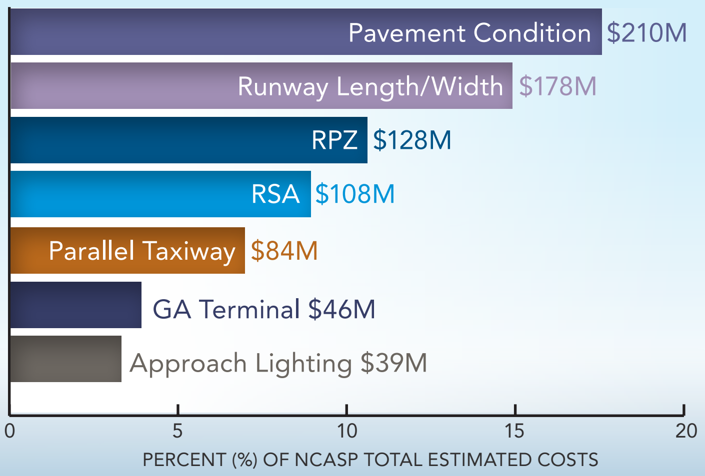
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
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NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About ASJ

Tri-County Airport (ASJ) is located in the City of Ahoskie and the County of Hertford in the northeastern portion of the state. The airport is owned by the area's airport authority and provides general aviation services to its patrons.

Associated County / City	Hertford / Ahoskie
Annual Operations (2013)	13,100
Number of Based Aircraft (2013)	10
Primary Runway	01/19
Dimensions	4501 FT X 75 FT
Taxiway	Partial Parallel
Approach/Approach Lighting	Non-Precision / None
Population Within 30-Min. Drive	50,437

Economic Benefit of the Tri-County Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	10 jobs
PAYROLL	$180,000
ECONOMIC OUTPUT	$3,450,000

TRI-COUNTY AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2004	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	300 FT	300 FT	Yes
Runway Protection Zone (RPZ) Ownership	Complete	Fee Simple	Yes
Pavement Condition Index (PCI) - Primary RWY	86 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	98 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	97 (as of 2012)	PCI ≥ 75	Yes
Runway Length	4,501 FT	4,200 FT	Yes
Runway Width	75 FT	75 FT	Yes
Pavement Strength	35,000lbs SW, 45,000lbs DW	< 30,000lbs SW or DW and > 12,500lbs SW or DW	Yes
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-2	Yes
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIP	AWOS III	Yes
Standard Instrument Approach	Non-Precision, 372', 1 mile	Instrument Approach with Vertical Guidance (APV), 400', 1m	Yes
Parallel Taxiway	Partial Parallel	Full Parallel	No
Aircraft Apron	10 spaces	50% Based Aircraft + 20% Busy Day Transient = 7 spaces	Yes
General Aviation Terminal Building	2,250 SF	3,200 SF	No
Taxiway & Apron Edge Lighting	Medium Intensity Taxiway Lighting (MITL)	Reflective Markers	Yes
Airfield Signage	Location	Runway Hold Position (RHP), Location (L), Guidance (G)	No
Ground Communication	UNICOM, Common Traffic Advisory Frequency (CTAF)	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	3 hangars	50% Based Aircraft = 5 hangars	No
Airfield Maintenance Equipment/Storage Bldg.	None	Approved Tractor/Building	No
Perimeter Fencing	Partial, 4'	8' Perimeter	No
Fuel Facilities	AvGas, Jet A, Self-Serve	Based on Demand	Yes

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY: **Warren Field Airport**

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

Yellow Airport: + 6,500' RUNWAY	Blue Airport: + 5,000' RUNWAY
Red Airport: + 6,000' RUNWAY	Green Airport: + 4,200' RUNWAY

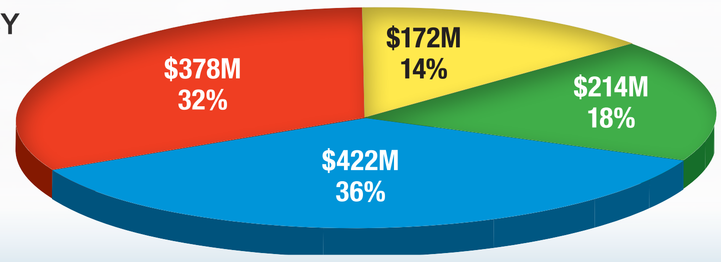
As part of the NCASP, Warren Field Airport was classified as a **Blue Airport.**

20-Year Costs for NCASP Recommended Projects

Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

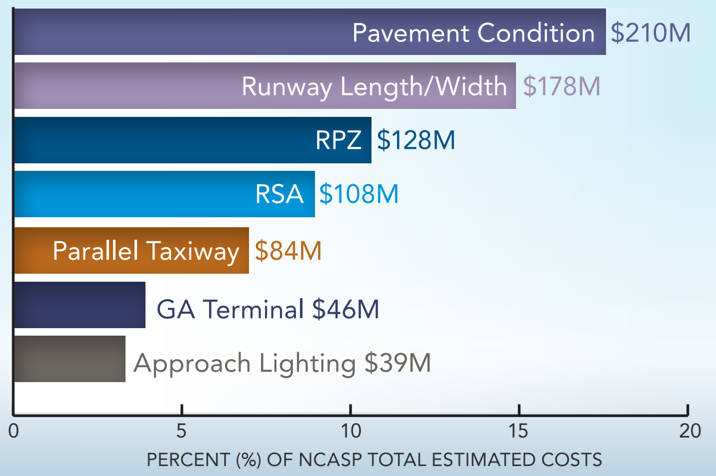
ESTIMATED COSTS BY AIRPORT GROUPING

- 🟨 Yellow Airports
- 🟥 Red Airports
- 🟦 Blue Airports
- 🟩 Green Airports



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
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NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

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About OCW

Warren Field Airport (OCW) is located in the City of Washington and the County of Beaufort in the eastern portion of the state. The airport is owned by the city and provides general aviation services to its patrons.

Associated County / City	Beaufort / Washington
Annual Operations (2013)	17,000
Number of Based Aircraft (2013)	20
Primary Runway	05/23
Dimensions	5,000 FT X 100 FT
Taxiway	Full Parallel
Approach/Approach Lighting	RNAV LPV / None
Population Within 30-Min. Drive	114,444

Economic Benefit of the Warren Field Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	30 jobs
PAYROLL	$880,000
ECONOMIC OUTPUT	$3,710,000

WARREN FIELD AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2014	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	300 FT	300 FT	Yes
Runway Protection Zone (RPZ) Ownership	Complete	Fee Simple	Yes
Pavement Condition Index (PCI) - Primary RWY	58 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Apron	49 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Taxiways	62 (as of 2012)	PCI ≥ 75	No
Runway Length	5,000 FT	5,000 FT	Yes
Runway Width	100 FT	100 FT	Yes
Pavement Strength	30,000lbs SW, 38,000lbs DW	> 30,000lbs SW or DW and < 60,000lbs SW or DW or Per PCN Analysis if Part 139	Yes
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	No
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIP	AWOS III	Yes
Standard Instrument Approach	Area Navigation (RNAV) LPV, 324', 1 1/4 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	No
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	40 spaces	25% Based Aircraft + 20% Busy Day Transient = 6 spaces	Yes
General Aviation Terminal Building	4,600 SF	4,500 SF	Yes
Taxiway & Apron Edge Lighting	Reflectors	Medium Intensity Taxiway Lighting (MITL)	No
Airfield Signage	RHP, L, G	Runway Hold Position (RHP), Location (L), Guidance (G)	Yes
Ground Communication	UNICOM	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	23 hangars	75% Based Aircraft = 13 hangars	Yes
Airfield Maintenance Equipment/Storage Bldg.	Vehicle, Equipment in storage	Approved Tractor/Building	Yes
Perimeter Fencing	Complete, 8' with 3 strand barb wire	8' Perimeter	Yes
Fuel Facilities	AvGas, Jet A, Self-Serve	Based on Demand	Yes

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY:

Wayne Executive Jetport

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

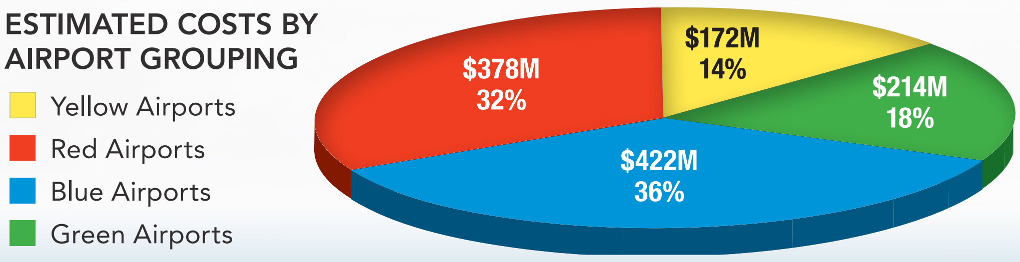
Yellow Airport:	+ 6,500' RUNWAY	**Blue Airport:**	+ 5,000' RUNWAY
Red Airport:	+ 6,000' RUNWAY	**Green Airport:**	+ 4,200' RUNWAY

As part of the NCASP, Wayne Executive Jetport was classified as a **Blue Airport.**

20-Year Costs for NCASP Recommended Projects

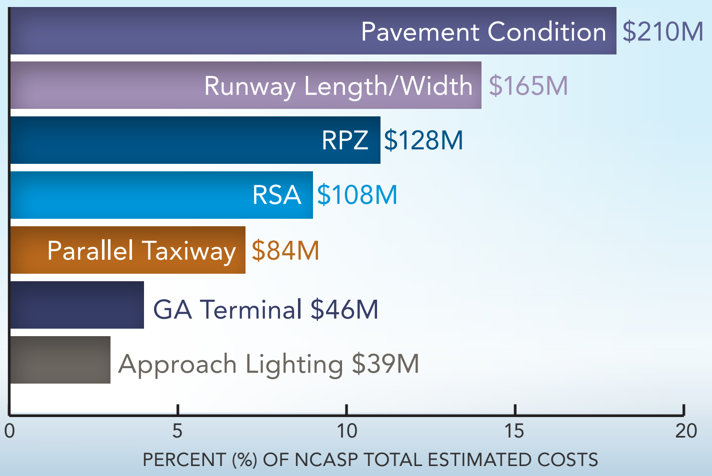
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
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NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

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About GWW

Wayne Executive Jetport (GWW) is located in the City of Goldsboro and the County of Wayne in the central portion of the state. The airport is owned by the county and provides general aviation services to its patrons.

Associated County / City	Wayne / Goldsboro
Annual Operations (2013)	16,200
Number of Based Aircraft (2013)	58
Primary Runway	05/23
Dimensions	5,500 FT X 100 FT
Taxiway	Full Parallel
Approach/Approach Lighting	Precision / ODALS
Population Within 30-Min. Drive	215,353

Economic Benefit of the Wayne Executive Jetport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	250 jobs
PAYROLL	$9,590,000
ECONOMIC OUTPUT	$26,100,000

WAYNE EXECUTIVE JETPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2006	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	1,000 FT	1,000 FT	Yes
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	100 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	96 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	100 (as of 2012)	PCI ≥ 75	Yes
Runway Length	5,500 FT	5,000 FT	Yes
Runway Width	100 FT	100 FT	Yes
Pavement Strength	30,000lbs SW, 42,000lbs DW	> 30,000lbs SW or DW and < 60,000lbs SW or DW or Per PCN Analysis if Part 139	Yes
Visual Navigational Aids	RB, LWS, PAPI-4	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	Yes
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIP	AWOS III	Yes
Standard Instrument Approach	Precision Approach (PA), 200', 5/8 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	Yes
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	50 spaces	25% Based Aircraft + 20% Busy Day Transient = 18 spaces	Yes
General Aviation Terminal Building	4,007 SF	4,500 SF	No
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RHP, L, G	Runway Hold Position (RHP), Location (L), Guidance (G)	Yes
Ground Communication	Remote Transmitter/Receiver (RTR)	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	Omni-Directional Approach Lights System (ODALS)	Approach Lighting System (ALS)	Yes
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	43 hangars	75% Based Aircraft = 45 hangars	No
Airfield Maintenance Equipment/Storage Bldg.	None	Approved Tractor/Building	No
Perimeter Fencing	Complete, 5'	8' Perimeter	No
Fuel Facilities	AvGas, Jet A	Based on Demand	Yes

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY:

Western Carolina Regional Airport

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

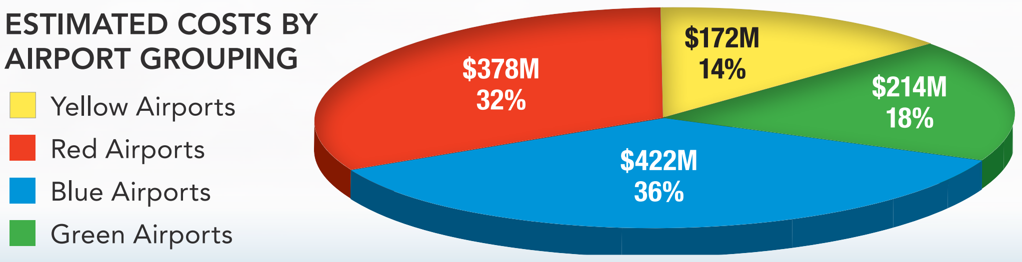
Yellow Airport: + 6,500' RUNWAY	**Blue Airport:** + 5,000' RUNWAY
Red Airport: + 6,000' RUNWAY	**Green Airport:** + 4,200' RUNWAY

As part of the NCASP, Western Carolina Regional Airport was classified as a Blue Airport.

20-Year Costs for NCASP Recommended Projects

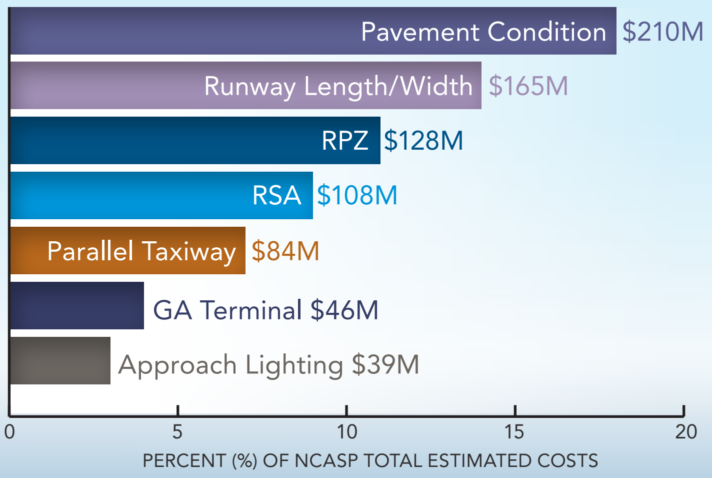
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
- Automated Weather Observation System (AWOS) Condition Assessments
- General Aviation Airport Return on Investment Case Studies
- Aeronautical Surveys for Airports GIS
- North Carolina Airport Development Programs and Policies Guide (NCADPP)

For more information on these studies or the NCASP, please visit: http://www.ncdot.gov/aviation/

NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About RHP

Western Carolina Regional Airport (RHP) is located in the City of Andrews and the County of Cherokee in the western portion of the state. The airport is owned by the county and provides general aviation services to its patrons.

Associated County / City	Cherokee / Andrews
Annual Operations (2013)	20,500
Number of Based Aircraft (2013)	58
Primary Runway	08/26
Dimensions	5,500 FT X 100 FT
Taxiway	Partial Parallel
Approach/Approach Lighting	RNAV LPV / None
Population Within 30-Min. Drive	33,213

Economic Benefit of the Western Carolina Regional Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	180 jobs
PAYROLL	$4,110,000
ECONOMIC OUTPUT	$17,280,000

WESTERN CAROLINA REGIONAL AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2000	ALP Completed/Updated Within Last 10 Years	No
Runway Safety Area (RSA)	300 FT	300 FT	Yes
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	85 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	91 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	93 (as of 2012)	PCI ≥ 75	Yes
Runway Length	5,500 FT	5,000 FT	Yes
Runway Width	100 FT	100 FT	Yes
Pavement Strength	25,000lbs SW, 45,000lbs DW	> 30,000lbs SW or DW and < 60,000lbs SW or DW or Per PCN Analysis if Part 139	Yes
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	No
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIP	AWOS III	Yes
Standard Instrument Approach	Area Navigation (RNAV) LPV, 2,329', 1 1/4 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	No
Parallel Taxiway	Partial Parallel	Full Parallel	No
Aircraft Apron	25 spaces	25% Based Aircraft + 20% Busy Day Transient = 16 spaces	Yes
General Aviation Terminal Building	2,000 SF	4,500 SF	No
Taxiway & Apron Edge Lighting	Reflectors	Medium Intensity Taxiway Lighting (MITL)	No
Airfield Signage	RHP, L, G	Runway Hold Position (RHP), Location (L), Guidance (G)	Yes
Ground Communication	Remote Transmitter/Receiver (RTR)	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	None	Approach Lighting System (ALS)	No
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	51 hangars	75% Based Aircraft = 44 hangars	Yes
Airfield Maintenance Equipment/Storage Bldg.	None	Approved Tractor/Building	No
Perimeter Fencing	None	8' Perimeter	No
Fuel Facilities	AvGas, Jet A	Based on Demand	Yes

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY: **Wilkes County Airport**

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

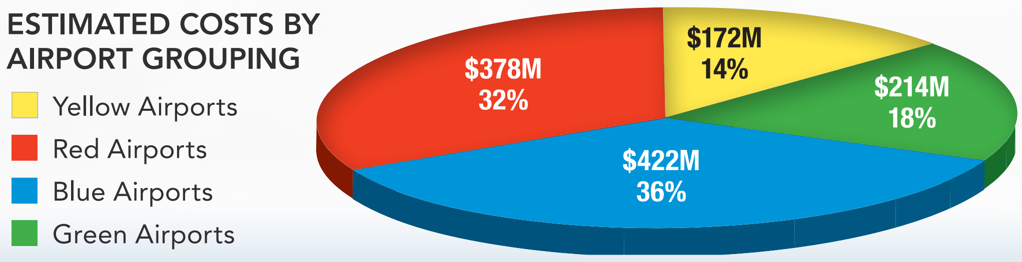
Yellow Airport: + 6,500' RUNWAY	**Blue Airport:** + 5,000' RUNWAY
Red Airport: + 6,000' RUNWAY	**Green Airport:** + 4,200' RUNWAY

As part of the NCASP, Wilkes County Airport was classified as a Blue Airport.

20-Year Costs for NCASP Recommended Projects

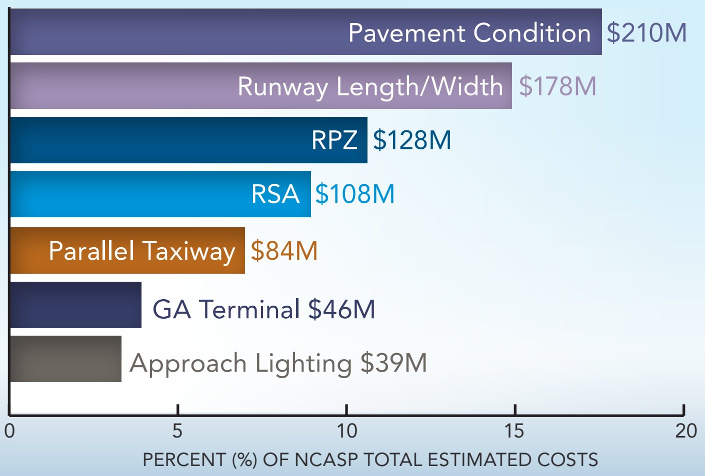
Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

ESTIMATED COSTS BY AIRPORT GROUPING



NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:

- Airport Pavement Management System (APMS) and Pavement Condition Assessment
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NCASP NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

The North Carolina Airport System

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As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About UKF

Wilkes County Airport (UKF) is located in the City of North Wilkesboro and the County of Wilkes in the northwestern portion of the state. The airport is owned by the county and provides general aviation services to its patrons.

Associated County / City	Wilkes / North Wilkesboro
Annual Operations (2013)	5,000
Number of Based Aircraft (2013)	27
Primary Runway	01/19
Dimensions	6,200 FT X 100 FT
Taxiway	Full Parallel
Approach/Approach Lighting	Precision / MALSR
Population Within 30-Min. Drive	68,962

Economic Benefit of the Wilkes County Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT	90 jobs
PAYROLL	$3,860,000
ECONOMIC OUTPUT	$20,910,000

WILKES COUNTY AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2005	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	Non-Standard	1,000 FT	No
Runway Protection Zone (RPZ) Ownership	Complete	Fee Simple	Yes
Pavement Condition Index (PCI) - Primary RWY	72 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Apron	69 (as of 2012)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Taxiways	84 (as of 2012)	PCI ≥ 75	Yes
Runway Length	6,200 FT	5,000 FT	Yes
Runway Width	100 FT	100 FT	Yes
Pavement Strength	45,000lbs SW, 60,000lbs DW	> 30,000lbs SW or DW and < 60,000lbs SW or DW or Per PCN Analysis if Part 139	Yes
Visual Navigational Aids	RB, LWS, PAPI-2	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	No
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIPT	AWOS III	Yes
Standard Instrument Approach	Precision Approach (PA), 200', 1/2 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	Yes
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	30 spaces	25% Based Aircraft + 20% Busy Day Transient = 10 spaces	Yes
General Aviation Terminal Building	3,000 SF	4,500 SF	No
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RHP, L, G	Runway Hold Position (RHP), Location (L), Guidance (G)	Yes
Ground Communication	RCO	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	MALSR	Approach Lighting System (ALS)	Yes
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	12 hangars	75% Based Aircraft = 27 hangars	No
Airfield Maintenance Equipment/Storage Bldg.	Vehicle, Equipment in storage	Approved Tractor/Building	Yes
Perimeter Fencing	Complete, 6' with barbed wire	8' Perimeter	No
Fuel Facilities	AvGas, Jet A	Based on Demand	Yes

NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

NORTH CAROLINA AIRPORTS SYSTEM PLAN

2015 INDIVIDUAL AIRPORT SUMMARY:

Wilmington International Airport

Airport Grouping/Role

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

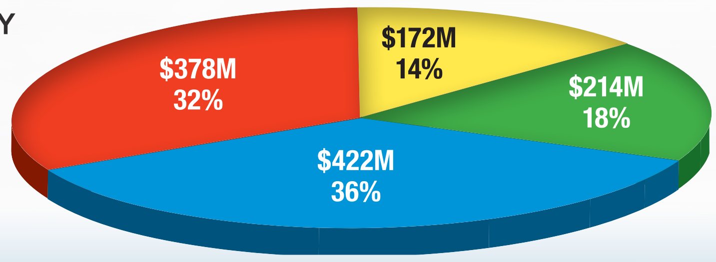
Yellow Airport: + 6,500' RUNWAY	**Blue Airport:** + 5,000' RUNWAY
Red Airport: + 6,000' RUNWAY	**Green Airport:** + 4,200' RUNWAY

As part of the NCASP, Wilmington International Airport was classified as a **Yellow Airport.**

20-Year Costs for NCASP Recommended Projects

Based on the recommendations in the NCASP, it is estimated that at least $1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

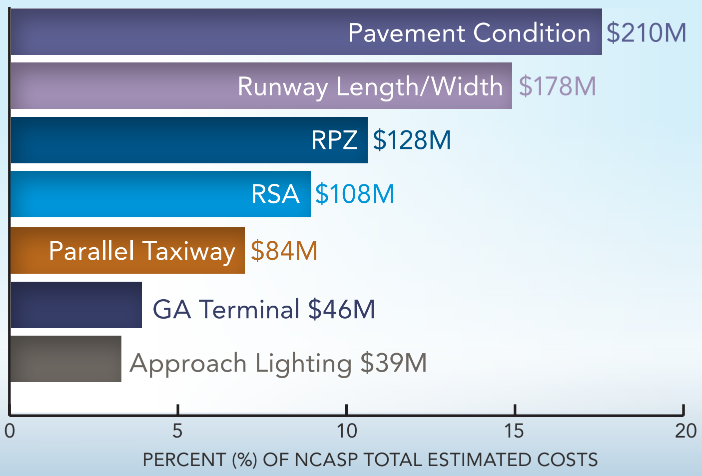
ESTIMATED COSTS BY AIRPORT GROUPING



- 🟨 Yellow Airports
- 🟥 Red Airports
- 🟦 Blue Airports
- 🟩 Green Airports

NCASP ESTIMATED COSTS = $1.2 BILLION

SELECT PROJECT TYPES/TOTALS



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NCASP
NORTH CAROLINA AIRPORTS SYSTEM PLAN

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

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About ILM

Wilmington International Airport (ILM) is located in the County of New Hanover in the southeastern portion of the state. The airport is owned by the county and provides commercial airline and general aviation services to its patrons.*

Associated County / City	New Hanover / Wilmington
Annual Operations (2013)	52,347
Number of Based Aircraft (2013)	104
Enplanements (2013)	395,565
Primary Runway	06/24
Dimensions	8,016 FT X 150 FT
Approach/Approach Lighting	Precision / MALSR
Population Within 60-Min. Drive	506,331

**ILM has a unique service which provides US Customs service for international flights - charter, corporate, and general aviation aircraft.*

Economic Benefit of the Wilmington International Airport

(Source: Economic Contribution of North Carolina Airports, 2008)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The economic benefits for the airport are described in the table below.

EMPLOYMENT	3,400 jobs
PAYROLL	$38,220,000
ECONOMIC OUTPUT	$641,000,000

WILMINGTON INTERNATIONAL

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2005	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	1,000 FT	1,000 FT	Yes
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	83 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	87 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	87 (as of 2012)	PCI ≥ 75	Yes
Runway Length	8,016 FT	6,500 FT	Yes
Runway Width	150 FT	150 FT	Yes
Pavement Strength	PCN: 100/F/A/X/T	Per Part 139 Pavement Requirements	Yes
Visual Navigational Aids	RB, LWS, PAPI-4	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	Yes
Runway Edge Lighting	HIRL	High Intensity Runway Lighting (HIRL)	Yes
Weather Reporting Capability	ASOS	AWOS-IIIP	Yes
Standard Instrument Approach	PA, 200', 1/2 mile	Precision Approach (PA), <250', < 3/4m	Yes
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	85 spaces	20% Based Aircraft + 20% Busy Day Transient (GA) = 25 spaces	Yes
General Aviation Terminal Building	107,000 SF	Passenger Terminal-Not Eligible, GA Terminal Bldg/Parking per ALP	Yes
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RHP, L, G, DR	Runway Hold Position (RHP), Location (L), Guidance (G), Distance Remaining (DR)	Yes
Ground Communication	RCO/Remote Transmitter/Receiver (RTR)	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	MALSR	Approach Lighting System (ALS)	Yes
Aircraft Rescue and Firefighting (ARFF) Equipment	Yes	As required by Part 139	Yes