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

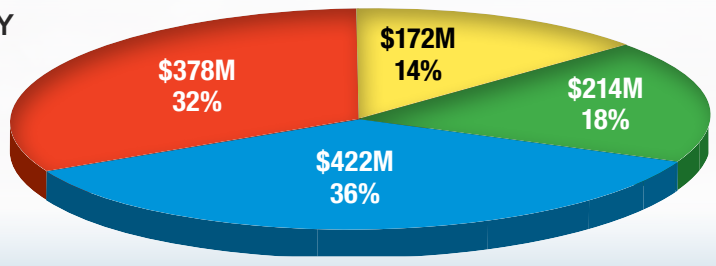
As part of the NCASP, Smith Reynolds Airport was classified as a Red Airport.

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.

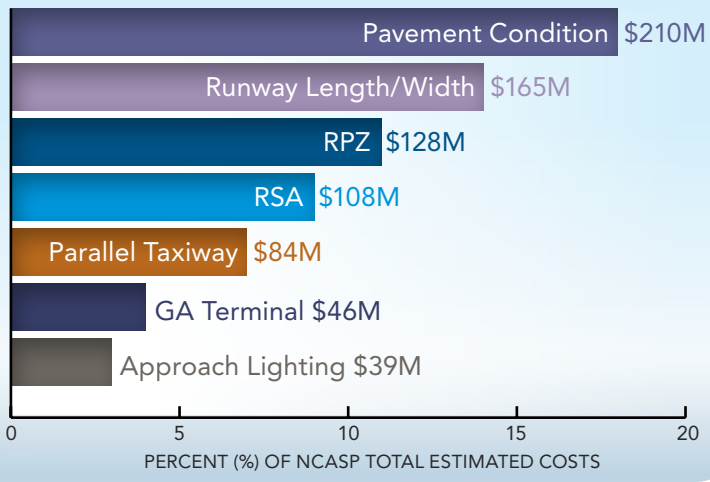
ESTIMATED COSTS BY AIRPORT GROUPING

- 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 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 (2020)	70
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 (2021)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2017 (pen & ink)	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	69 (as of 2019)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Apron	62 (as of 2019)	PCI ≥ 75	No
Pavement Condition Index (PCI) - Taxiways	45 (as of 2019)	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 = 78 spaces	No
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 = 53 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