

4.4 AVIATION ELEMENT

PURPOSE



This chapter provides the aviation element of the HPMPO 2045 Transportation Plan. It describes the existing conditions and trends at the statewide/regional level and within the HPMPO planning area. It then describes the current and future issues at the same set of levels

Because the region is focusing on aviation related industries and manufacturing and because of the FedEx Mid-Atlantic hub, airports are an important component of freight movement in the region. The MPO’s interest is not in duplicating the airport master plans, but in determining how airport plans and operations will affect the demand for ground transportation.

AVIATION OVERVIEW

Both commercial and general aviation make distinct contributions to the transportation system, as well as having particular impacts on other aspects of the transportation system and the wider environment. Commercial aviation allows citizens to travel to other states and internationally for business, personal business or leisure. Commercial freight operations, including the major parcel companies, provide a means of delivering commercial goods across the nation. Aviation is the fastest mode of transportation for traveling substantial distances. General aviation supports business travel needs as well as providing for recreational flying. There are also important niche operations, such as medical helicopters. Larger airports and their associated aviation-related businesses are significant generators of travel demand, not only for air travelers but also for commercial vehicles as well as the commuting needs of airport employees. They can act as intermodal nodes not only between air and surface transportation, but between modes of surface transportation for which the airport is simply a convenient meeting-place. The greater High Point MPO planning area has one major airport and one commercial/general aviation airports.

COMMERCIAL/GENERAL AVIATION AIRPORT IMPACTS					
Airport	City	Jobs	Personal Income	State and Local Taxes	Economic Output
Piedmont Triad International	Greensboro	25,500	\$1,237,000,000	\$190,300,000	\$5,861,500,000
Davidson County (EXX)	Lexington	480	\$22,200,000	\$2,780,000	\$65,510,000
Smith-Reynolds (INT)	Winston-Salem	3,585	\$226,200,000	\$28,445,000	\$801,130,000

PIEDMONT TRIAD INTERNATIONAL AIRPORT (PTIA)



The Executive Summary of PTIA’s Airport Master Plan says:

“The expanded airfield infrastructure makes the airport an ideal candidate for enhanced service from its existing air carriers, potential new air carriers, fixed base operators and tenants and provides new capabilities to attract additional aviation-related tenants engaged in distribution, logistics, manufacturing, cargo, and aircraft repair and maintenance.”

The airport continues to be a center for important regional economic development, with such major tenants as FedEx, Honda Aircraft Company, Cessna and HAECO Americas, and with an outstanding infrastructure to attract new tenants.

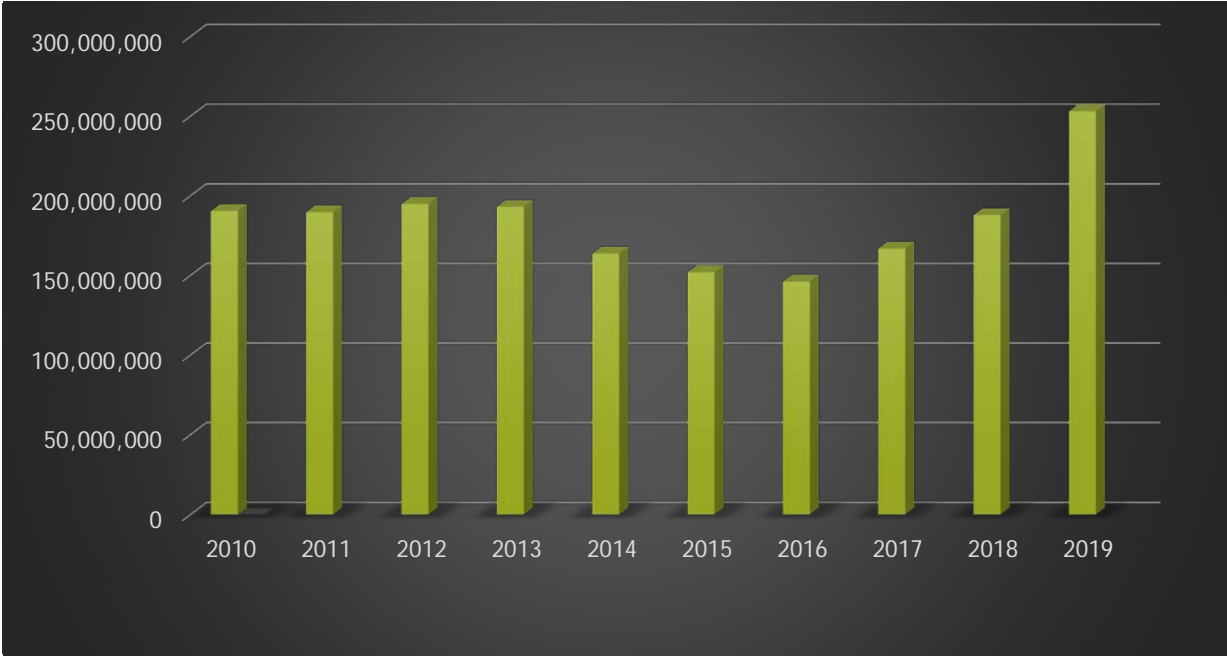
The Airport Master Plan Update anticipates that the airport’s most likely growth in the Near-Term will be the result of new tenants locating at the airport to take advantage of its outstanding infrastructure and its central location on the East Coast. Airport planning should embrace this trend. Finally, PTIA must plan for Long-Term growth. Undeveloped land, primarily to the north and west of the airport, must be acquired and protected to allow for future growth. This Airport Master Plan Update includes a long-range strategic vision that goes beyond the typical 20-year planning horizon addressed in most Airport Master Plan Updates. The strategic vision proposes a future “fence line” to the north and west of the airport that will help guide decision-making as PTIA and land use and transportation planners consider land use around the airport” (URS, 2010).

PTIA has expansion opportunities in the northwest quadrant of the airport property. To access this property a new cross-field taxiway perpendicular to the second parallel runway and crossing Bryan Boulevard is to be constructed. Growth of PTIA will impact regional economic development. Because economic development can move quickly, it is important that transportation and land planners develop a close working relationship with PTIA to enable them to act quickly as expansion happens and economic development opportunities present themselves. PTIA has two parallel runways and a shorter crossing runway.

The parallel runways are designated as 5R/23L, 5L/23R and 14/32 and have lengths of 10,001 feet, 9,000 feet and 6380 feet respectively. The critical design aircraft for all three runways is an MD-11. Projects near the airport include I-73 Connector (I-5110), US 220/ NC 68 Connector (R-2413), Airport Connector, E. Market Street widening (U-3617), Sandy Ridge Road widening (U-4758) and extension and widening of NC 68 and Pleasant Ridge Road.

PASSENGER AIRLINES OPERATING AT PIEDMONT TRIAD INTERNATIONAL PTIA			
Airport	Airlines	Annual Passengers	Destinations
Piedmont Triad International (Greensboro) (GSO)	Allegiant Air, American Airlines, Delta Air Lines, Frontier Airlines, United Airlines	1,758,000	17

PTIA Air Cargo Tonnage 2010-2019



SMITH REYNOLDS AIRPORT, WINSTON-SALEM



Although Smith Reynolds Airport does not have the runway length of PTIA, it is an important asset of the region. It is used primarily for private aircraft and maintenance of larger commercial aircraft; it has the capability for a freight/logistics operation using turboprop and regional jets. Smith Reynolds is a solid performer in the region's aviation efforts and careful attention should be paid to planned expansions, especially as affected by the modernization of Salem Parkway (former Business 40) and US 52 in Winston-Salem.



The primary runway at Smith Reynolds Airport (INT) is Runway 15/33 which has a length of 6,655 feet long and 150 feet wide. Runway 4/22 is INT's crosswind runway which has a length of 3,938 feet and a width of 150 feet. Each runway at INT is supported by a full length parallel taxiway.

Early in 2009, the Airport Commission of Forsyth County (ACFC) initiated an update to the Smith Reynolds Master Plan, which was last completed in 1994. The need for this update was essentially twofold.

The primary reason was to meet the state's requirement to conduct periodic updates to the airport's future development plan. Secondly, over the past several years many changes have occurred regarding the airport's function as well as in the aviation industry, thereby, changing the demands placed upon the airport. Although the development of a master plan and associated airport layout plan (ALP) set serves many objectives, one of the most significant purposes of this study is to allow the airport to meet federal assurances for grant funding eligibility.

The primary planning objective of this recent master plan update was to create a 20-year development program that would maintain a safe, efficient, economical, and environmentally acceptable airport facility for Forsyth County. In support of this goal, the following objectives were considered:

- Identifying the needed airside, landside, and airspace improvements and recommend options to further optimize the economic aspects of the airport while enhancing the safety and operational capability.
- Establishing an implementation schedule for short, intermediate, and long-term improvements and insure that they are financially feasible.
- Identifying short-term requirements and recommend actions to optimize short-term funding opportunities.
- Ensuring that short-term actions and recommendations do not preclude long-range planning options.
- Incorporating the interests of the public and government agencies into the planning process.
- Remaining sensitive to the overall environmental characteristics and needs of the area surrounding the airport.
- Incorporating current comprehensive land-use (both on- and off-airport property) and recommend developments that are compatible with existing and future land-uses.





The Davidson County Airport (KEXX) is a full service airport encompassing 330 acres, with ramp and tie-down parking space spanning 7.5 acres, and a combined 143,510 sq. ft. of hangar space featuring:

Fifty T-Hangars, six 60' x 60' corporate hangars, one 100' x 120' heated community/corporate hangar, one heated maintenance hangar, two private hangars and build to suit sites for hangars ranging from 10,000 to 40,000 sq. ft. including two locations that feature their own entrance.

KEXX is directly adjacent to Interstate 85, Highway 52 and Business 85. The airport's 5,004-foot runway is able to comfortably handle dual-wheel planes up to 60,000 lbs. and a long anticipated MALSR approach lighting system will be completed in 2020. With its convenient access to the Piedmont Triad region including Winston-Salem, Greensboro, and High Point, the Davidson County airport is working hard to attract new aircraft and long-term tenants. A business park, that is being developed on I-85 less than four miles from the airport, is expected to attract more industry and business jets eyeing the most efficient way to get to and from the park.

Davidson County Airport was founded by Joe Dillard as a grass strip of 1000 feet in 1958. In 1967 the City of Lexington became

the sponsoring agency and in 1993 Davidson County became the sponsoring agency. In 1998 the airport expanded to a 5004 foot runway with a parallel taxiway and ramp at a total project cost of \$22 million and the project was completed in 2000. Today KEXX is home to RCR Air, the flight department of Richard Childress Racing, Wake Air Care, the medivac helicopter for Wake Forest Baptist Health and a maintenance facility for a wide variety of aircraft.

Airport	Runway Length(s) in Feet			
	Elevation (ft.)	Runway 1	Runway 2	Runway 3
Piedmont Triad International Airport	~900'	10,001	9,000	6,380
Smith Reynolds Airport	~925'	6,555	3,938	
Davidson Co. Airport	~733'	5,004		