



NORTH CAROLINA

Department of Transportation



The State of Aviation in North Carolina

North Carolina Association of Metropolitan Planning Organizations

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Three Related Topics for Today

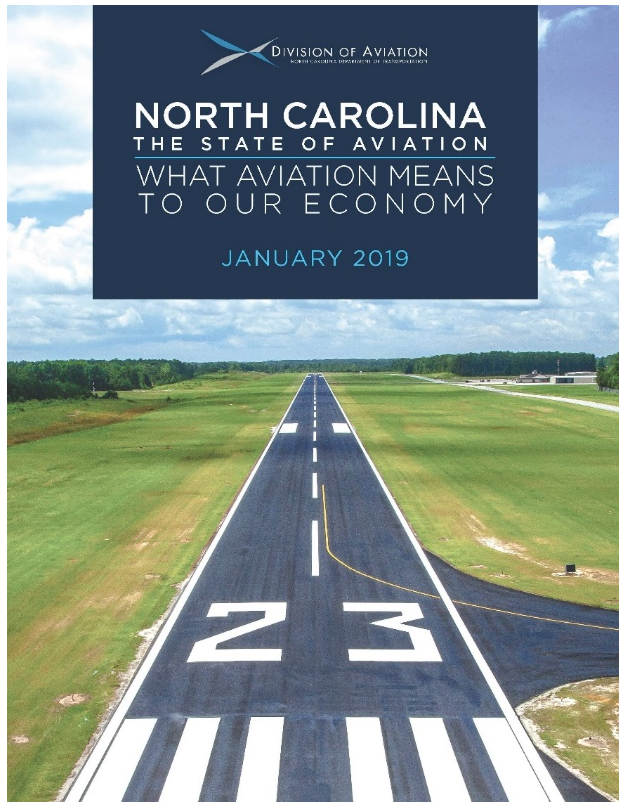


- Airports, aviation and economic impact
- NDCOT Division of Aviation role
- STI funding for airports and collaboration with MPOs and RPOs



North Carolina: The State of Aviation

What Aviation Means to Our Economy



Based on 2017 airport data

N.C. Airports Move People & Products, Boosting Tax Revenues and the Economy

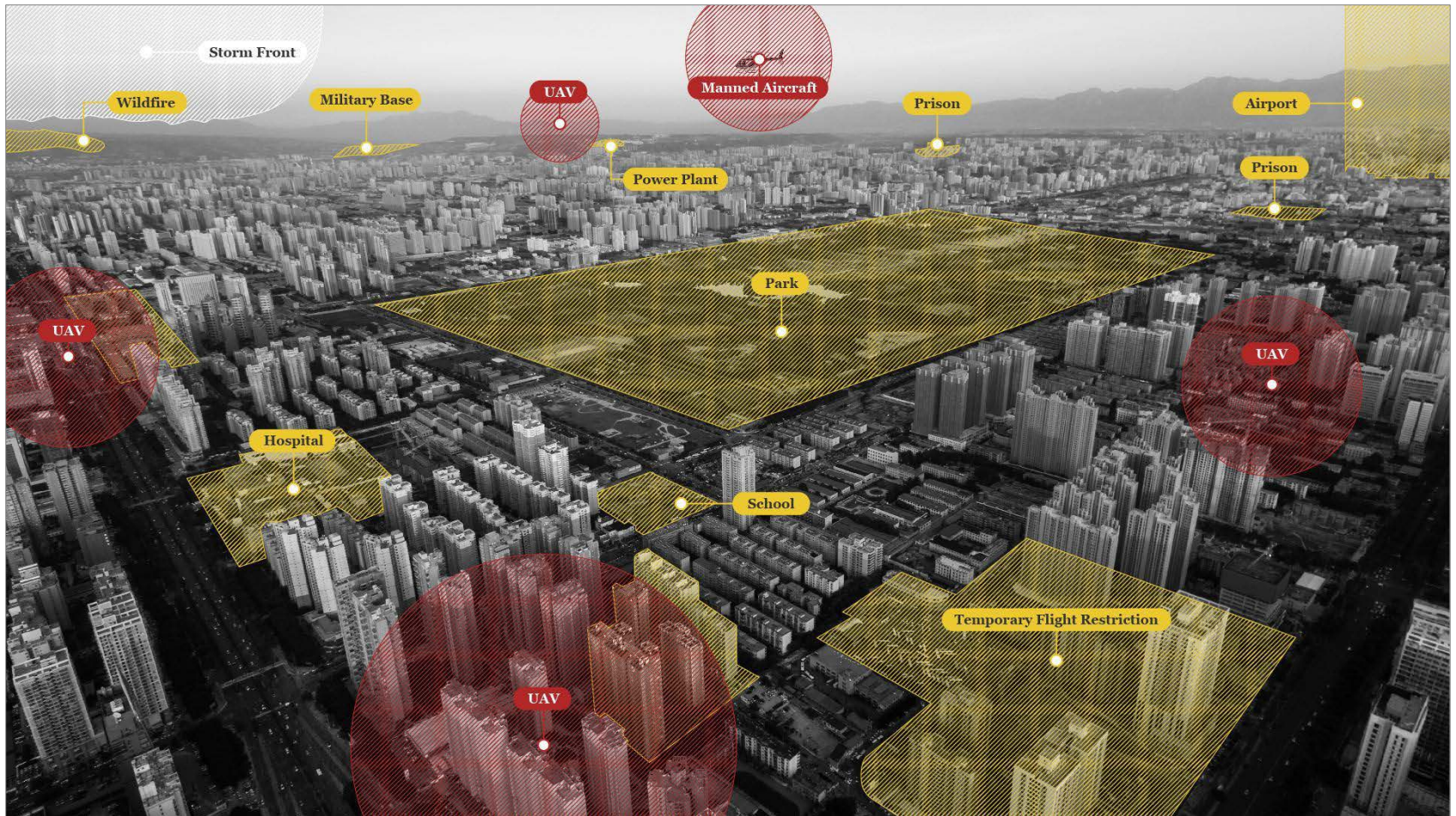


**A single \$1.5 million
aircraft based at
Asheboro Regional Airport
pays local property taxes
equivalent to 10
\$150,000 homes.**

- **Operations**
 - 4 million annual airport operations (take-offs and landings)
- **Passenger Service & Airlines**
 - 62 million annual passenger boardings
 - 14 commercial airlines fly to 187 destinations
 - 14,000 airline jobs – 8th highest state for airline employment
 - 12% airline job growth 2014-2017
- **Support Industries**
 - 3,300 based aircraft
 - 13 rental car companies
 - 60 retail shops
 - 70 food service businesses
- **Cargo Service**
 - 850,000 tons, \$23 billion, 2,500 jobs

Emerging, Transformational Area of Aviation for Metro Areas

Urban Air Mobility





Routine medical package delivery for pay began in Wake County in March



NCDOT - Division of Aviation Mission

Promotes the economic well being of North Carolina through air transportation system development and aviation safety and education.



Division of Aviation Core Functions

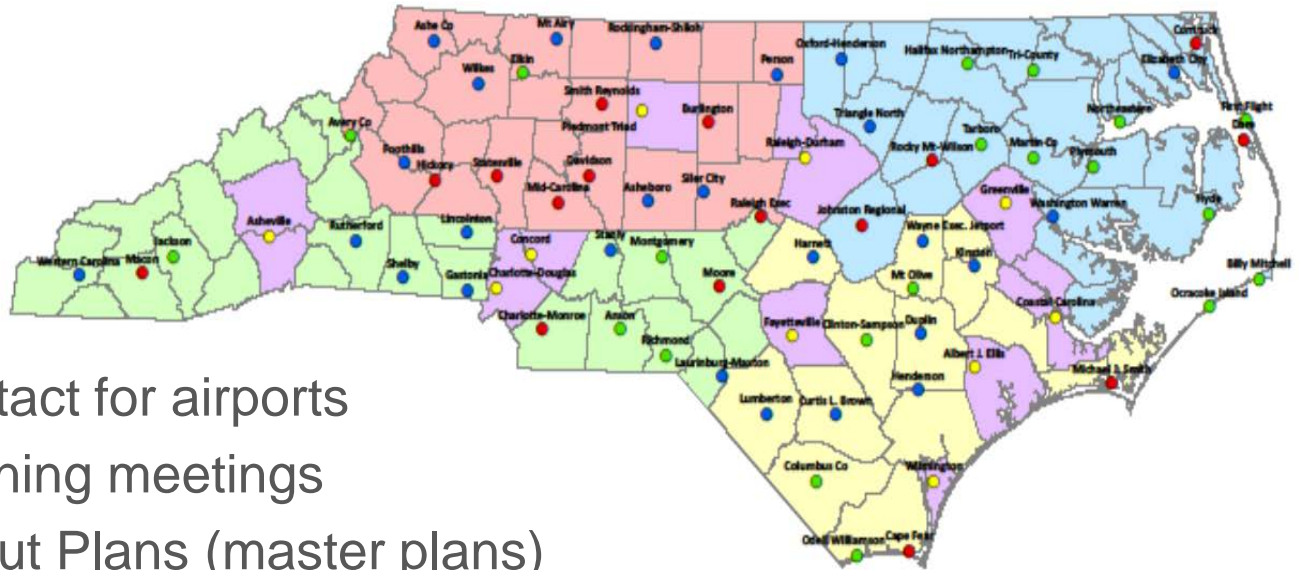


- Administer state and FAA airport grants and programs
- Provide air transportation for all state agencies
- Manage the state's Unmanned Aircraft System (UAS) Program
- Conduct aviation safety and education programs

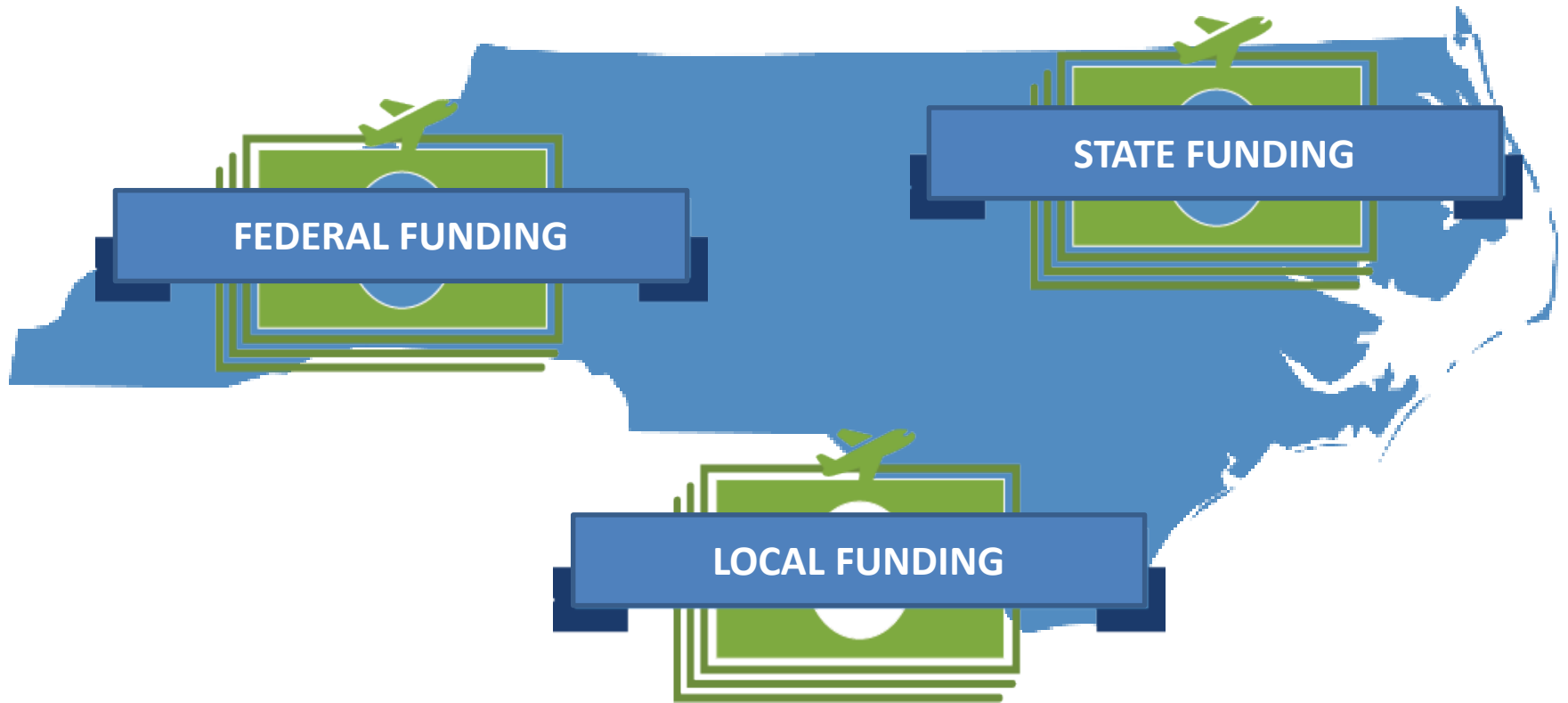
DoA Airport Project Managers (APMs)

A resource for airports and planners

- 5 APMs/regions
- Each serves 10-18 airports
- Role:
 - Primary contact for airports
 - Annual planning meetings
 - Airport Layout Plans (master plans)
 - Regular project meetings
 - Safety & compliance issues
 - Education and Training
 - Act as “mini FAA ADO”



Three Sources of Funding for Airport Development Improvements & Maintenance





Two State Funding Streams for Aviation

NCDOT Highway Trust Fund

NCDOT Highway Fund



Strategic Transportation Investments (STI)

Exceed System Objectives

State Grants

Meet System Objectives

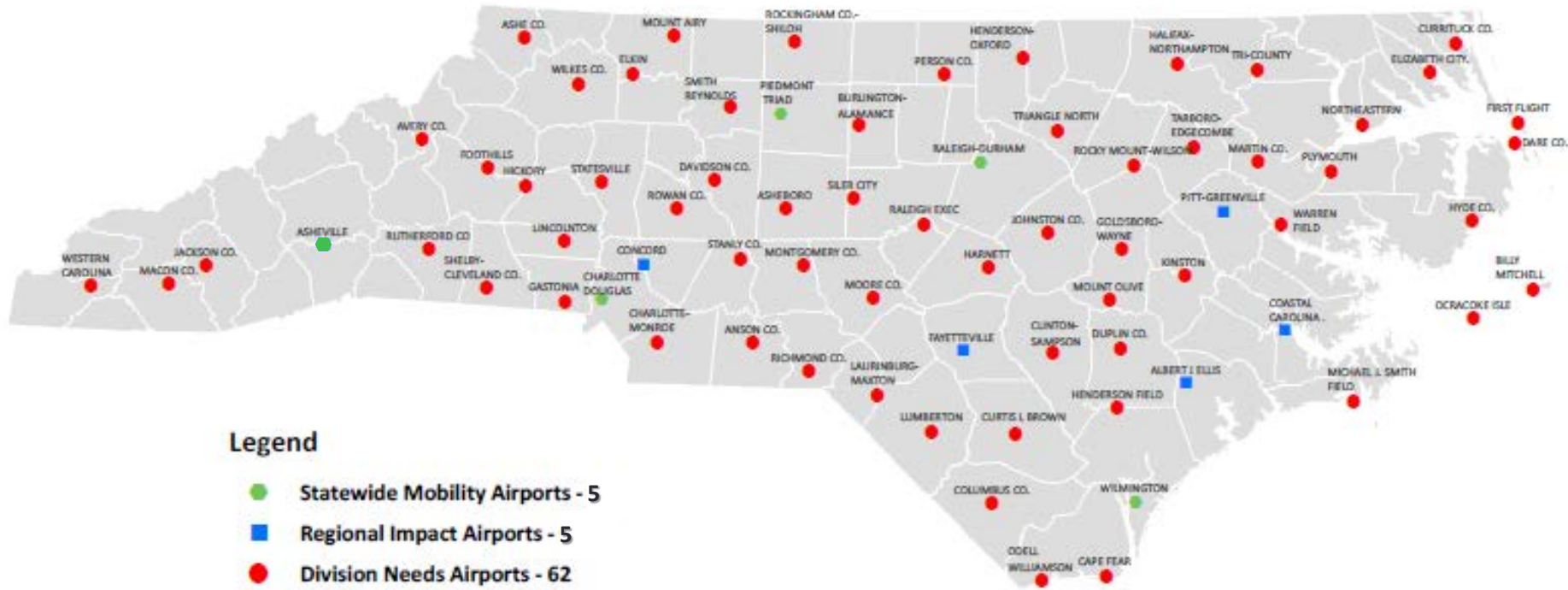
Statewide Programs

Safety Preservation, AWOS, Wildlife, etc.

Economic Development Fund for GA Airports

Time-sensitive capital projects funded out of aviation gasoline & jet fuel

N.C. Airports by STI Category



Legend

- Statewide Mobility Airports - 5
- Regional Impact Airports - 5
- Division Needs Airports - 62

Statewide Mobility Airports



- Five largest commercial service airports
 - Asheville Regional Airport
 - Charlotte Douglas International Airport
 - Piedmont Triad International Airport (Greensboro)
 - Raleigh-Durham International Airport
 - Wilmington International Airport
- \$500,000 funding cap per project per year

Regional Impact Airports



- Five commercial service airports not in Statewide Mobility:
 - Albert J. Ellis Airport (Jacksonville)
 - Coastal Carolina Airport (New Bern)
 - Concord Regional Airport
 - Fayetteville Regional Airport
 - Pitt-Greenville Airport
- \$300,000 funding cap per project per year

Division Needs Airports



- 62 general aviation airports
- Statewide total funding not to exceed \$18,500,000 annually

P 5.0 Aviation Criteria

Aviation	Bicycle & Pedestrian	Ferry	Public Transportation	Rail
NCDOA Project Rating	Safety	Asset Condition	Impact	Benefit-Cost
FAA ACIP Rating	Access	Benefits	Demand/Density	System Opportunities
Non-State Contribution Index	Demand/Density	Accessibility/Connectivity	Efficiency	Safety
Benefit/Cost	Connectivity	Asset Efficiency	Cost Effectiveness	Capacity and Diversion
	Cost Effectiveness	Capacity/Congestion		Economic Competitiveness



Prepping for P 6.0

- Aviation P 6.0 Workgroup
 - Division, MPO, RPO, STI, general aviation, commercial service aviation and local government representatives
- Focus
 - Recommendations for changes to use in P6.0, particularly to support general aviation airports
 - Recommended strategies for airports to engage with staff at MPOs, RPOs, and Division Engineers

Recommendations to P6.0 Workgroup

ISSUE	RECOMMENDATION
Some STI projects cannot get FAA approval	Division of Aviation prescreening/vetting of STI project submissions
Vetting may not leave enough projects for STI	Expand eligibility to include projects that increase capacity and modernize airport
Aviation Non-state Contribution Index Criterion skew scores because GA airports do not provide	Remove this criterion with a funding leverage component in the Benefit-Cost criteria, similar to Highways and Rail
Need new criterion to replace non-state contribution index	Develop new Constructability Index

Promoting Airport Communication and Collaboration with MPOs & RPOs

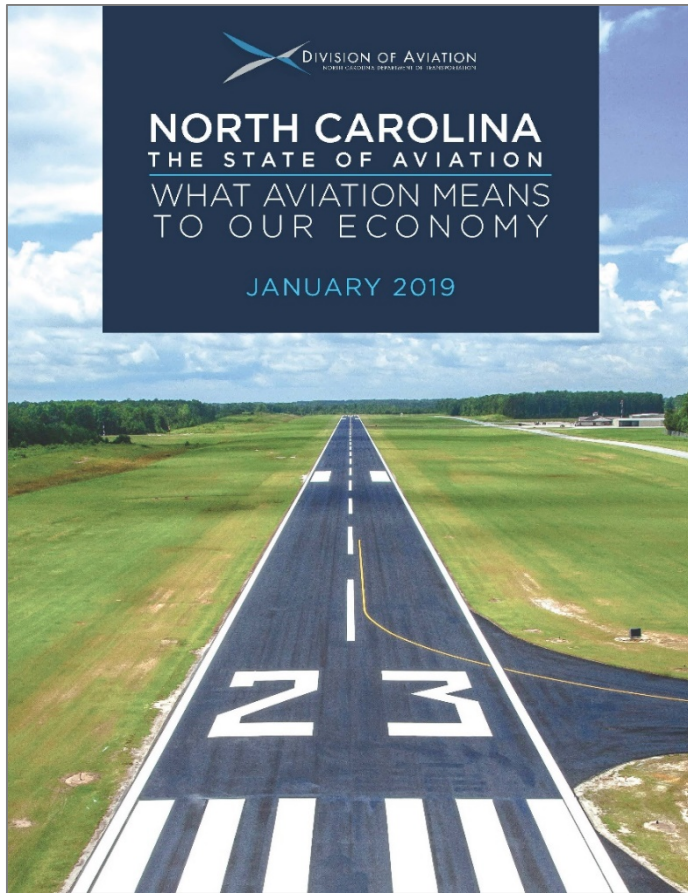
- Encouraging airports to:
 - Attend and get involved in MPO and RPO meetings
 - Meet with Division Engineers about project requests
 - Coordinate closely with their Airport Project Manager in our office on project requests

- Educating airports on:
 - STI Funding

- Reaching out to collaborate and educate:
 - MPOs, RPOs, Division Engineers
 - Planning, Legal, Economic Development and Management Staff of Cities and Counties

- **We welcome feedback and ideas....**

Questions? Comments?



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