



January 25, 2016



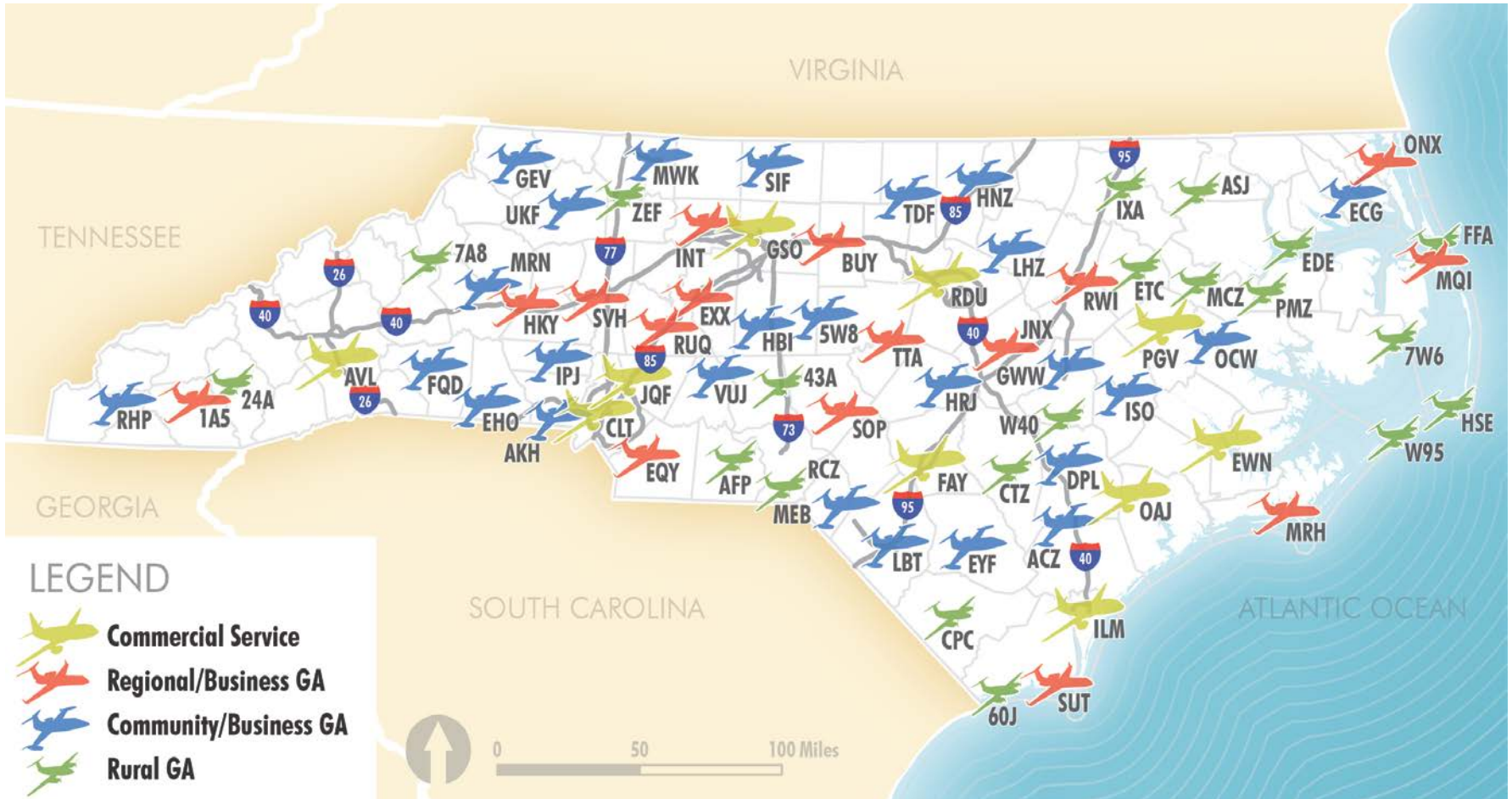
NCDOT - Division of Aviation

Bobby Walston, PE, Aviation Director



North Carolina's Aviation System

72 Publicly Owned Airports in North Carolina



Economic Contribution of NC Airports

- Commercial and General Aviation Airports provide more than **\$25.9 billion in economic impact** each year.
- Commercial and General Aviation Airports support over **108,000 jobs** throughout North Carolina.



Source: NC State University, Institute for Transportation Research and Education, 2012



Benefits of Aviation in NC

- State and local governments received more than \$770 million in sales, property, corporate, and personal taxes due to airport activity.
- Local property tax related to airport activities is about \$277 million.
- North Carolina airports support more than \$4 billion in personal income for aviation-related jobs.



Source: NC State University, Institute for Transportation Research and Education, 2012



Division of Aviation Core Functions

Provide:

- Aviation safety and education programs
- State and Federal Airport Project Grants
- Air transportation, operations, and support for state agencies
- Management of the state's Unmanned Aircraft System Program



FY 2016 State Funding

Total SFY2016 Aviation Budget
\$38,260,952

Legislative Directed Projects

\$3,500,000 for Airport Improvement at Cape Fear Regional Jetport

\$2,000,000 toward a new Air Traffic Control Tower at Albert J Ellis Airport

Legislative Directed Programs

\$2,500,000 in support of the NC Unmanned Aerial Systems (UAS) Program



Source: 2016 State Budget

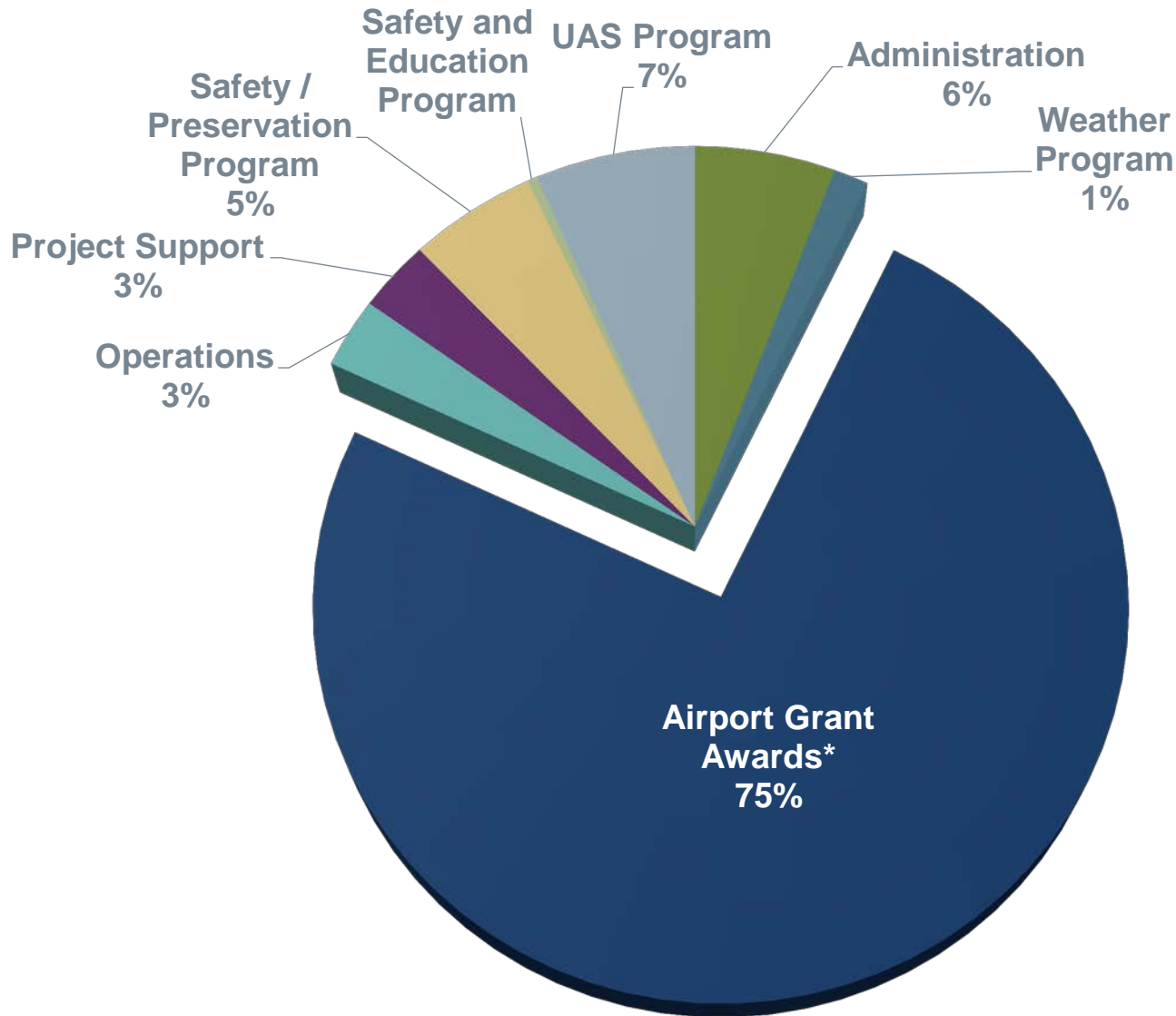
Aviation Operations and Programs

Administration	\$2,200,000
Operations	\$1,115,000
AWOS Program	\$550,000
Project Support	\$1,145,000
Safety / Preservation Program	\$2,000,000
UAS Program	\$2,500,000
Safety and Education Program	\$155,000
Airport Grant Awards	\$ 28,600,000

Source: NCDOT – Division of Aviation



Division of Aviation Budget



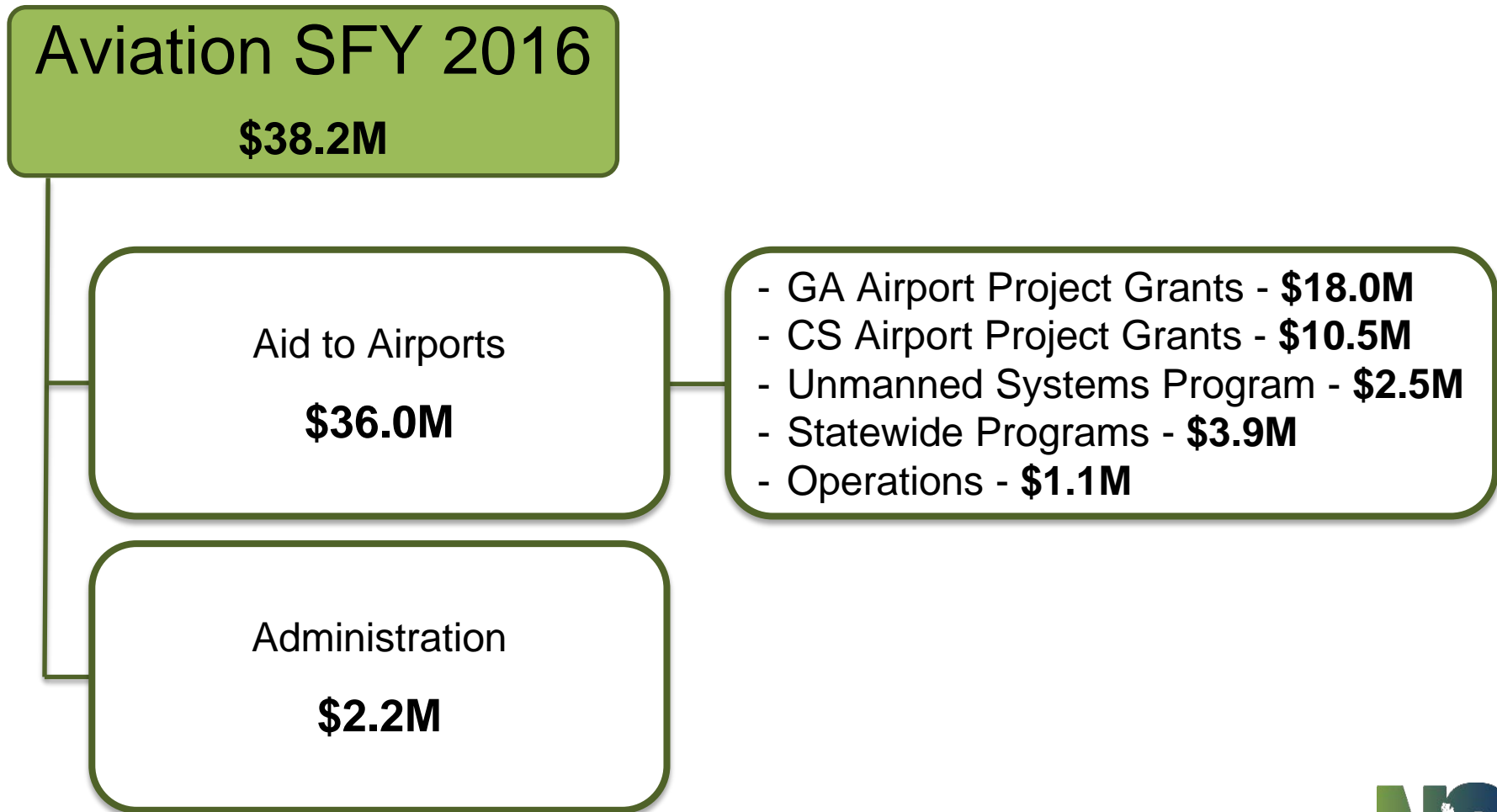
Source: NCDOT – Division of Aviation



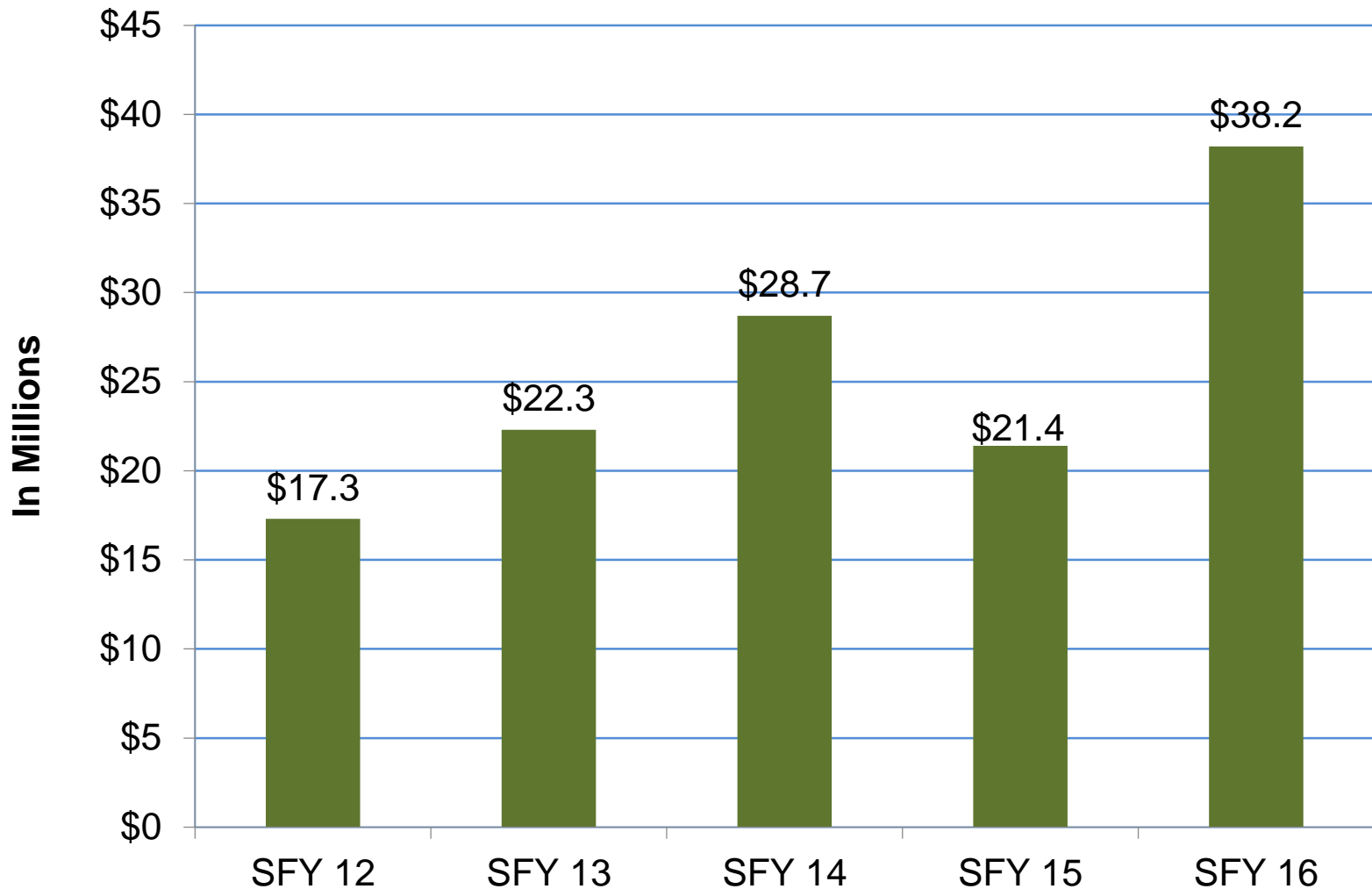
Airport Safety Preservation (Maintenance Program)



State Funding



State Funding (in millions) SFY 2012-2016



STI Legislation

- All capital expenditures, regardless of mode, will be funded from Highway Trust Fund.
- All modes must compete for the same funds.
- Projects (regardless of mode) will be scored on a 0-100 point scale.
- Local Input will be part of the scoring criteria for all Regional Impact and Division Needs projects.
- Operations and Maintenance expenditures will be funded from the Highway Fund.



Eligibility Definitions – Highways

	Statewide	Regional	Division
Highway	<ul style="list-style-type: none">• Interstates and Future Interstates• Routes on the NHS as of July 1, 2012• Routes on Department of Defense Strategic Highway Network (STRAHNET)• Appalachian Development Highway System Routes• Uncompleted Intrastate projects• Designated Toll Facilities	<ul style="list-style-type: none">• Other US and NC Routes	<ul style="list-style-type: none">• All SR Routes



Eligibility Definitions – Non Highways

	Statewide	Regional	Division
Aviation	Large Commercial Service Airports. Funding not to exceed \$500K per airport project per year	Other Commercial Service Airports not in Statewide. Funding not to exceed \$300K per airport project per year	All Airports without Commercial Service. Funding not to exceed \$18.5M for airports within this category
Bicycle-Pedestrian	N/A	N/A	All routes
Public Transportation	N/A	Service spanning two or more counties and serving more than one municipality. Funding amounts not to exceed 10% of regional allocation.	Service not included on Regional. Multimodal terminals and stations serving passenger transit systems
Ferry	N/A	State maintained routes, excluding replacement vessels	Replacement of vessels
Rail	Freight Capacity Service on Class I Railroad Corridors	Rail service spanning two or more counties not included on Statewide	Rail service not included on Statewide or Regional



STI – Classification of Airports

Statewide Mobility– Commercial Service Airports

- International Service or 375,000 enplanements
- Federal Aviation Administration's National Plan of Integrated Airport Systems (NPIAS)
- \$500,000 per airport per project per year
- Charlotte Douglas International Airport, Raleigh Durham International Airport, Piedmont Triad International Airport, Wilmington International Airport

Regional Impacts – Commercial Service Airports

- NPIAS airports that are not included in subdivision (1) of this section
- \$300,000 per airport per project per year
- Asheville Regional Airport, Albert J. Ellis Airport, Coastal Carolina Airport, Concord Regional Airport, Pitt-Greenville Airport, Fayetteville Regional Airport

Division Needs – General Aviation Airports

- NPIAS airports that are not included in subdivision (1) or (2)
- General Aviation airports
- Statewide total funding not to exceed \$18,500,000



Aviation STI Projects 2016-2020

Tier	Quantity	Cost
Statewide Mobility	9	\$4.5 M
Regional Impact	5	\$1.5 M
Division Needs	15	\$22.2 M
Total	29	\$28.2 M

Note: STI funds Capital Projects only



Federal Funding

FFY 2015 Funding

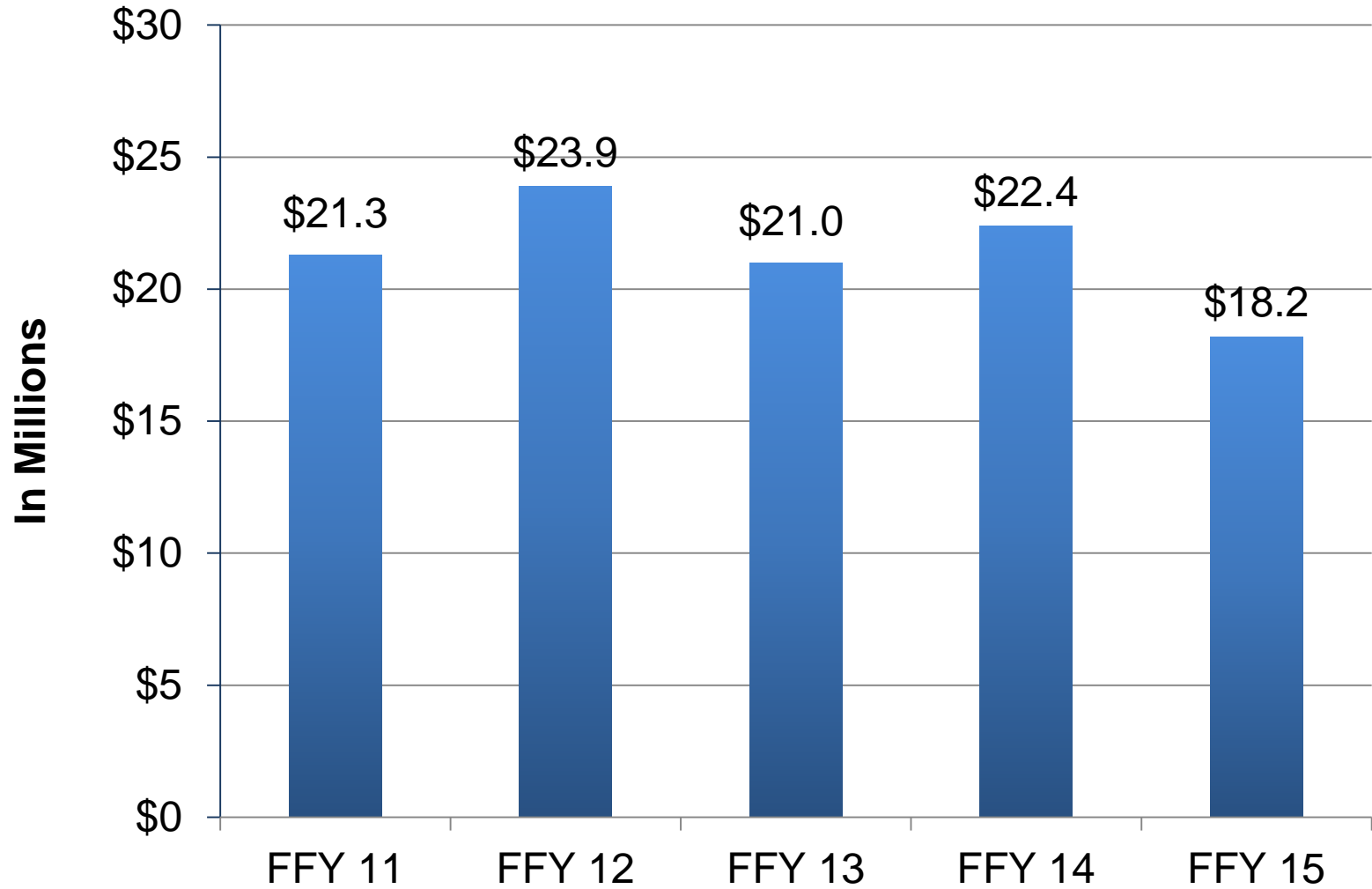
NC Block Grant Program
administered by the Division of
Aviation to 62 GA Airports:
\$18.3M

- Apportionment - **\$5.7M**
- Discretionary - **\$3.4M**
- Non-Primary Entitlement - **\$9.2M**

Airport Improvement Program
(AIP) administered by FAA to 10
Commercial Service Airports:
\$83.8M



FAA State Block Grants FFY 2010-2015



Airport Project Funds

Source	Highway Funds	Highway Trust Funds
Project Types	Operations and Maintenance	Capital
Project Purpose(s)	Maintain Safety, Regulatory, and Standards Requirements	Expand and Increase Capacity of Facility beyond System Objectives
Project Example	Approach Obstruction Removal - Includes planning, land, permitting, and clearing	Runway Expansion Project Includes planning, design, land, permitting, and construction
Projects Prioritized Using	Airport Development Plan	Strategic Transportation Investment (STI) Formula

Note: FAA State Block Grant Funds are expended on O&M type projects, unless directed by FAA or the airport.



Project Selection Process

883 Project records in database

Filters

- Legislative Directed
- FAA Non-Primary Airport Entitlement Program Grants available for project costs estimated at or less than \$150,000
- Year Airport Sponsor desires project
Projects requested beyond 2020 not considered this cycle
- System Plan Objectives by airport category
STI: Projects exceeding system plan objectives will be scored in SPOT Online



291 Projects considered for FY2016 State funding

Source: NCDOT – Division of Aviation



Current Project Requests

Projects entered into NC Partner Connect

- 890 projects totaling over \$1.6 billion

Projects being submitted for consideration in STI

- 176 projects totaling over \$597 million

Projects submitted for Operations & Maintenance consideration

- 300 projects totaling over \$680 million

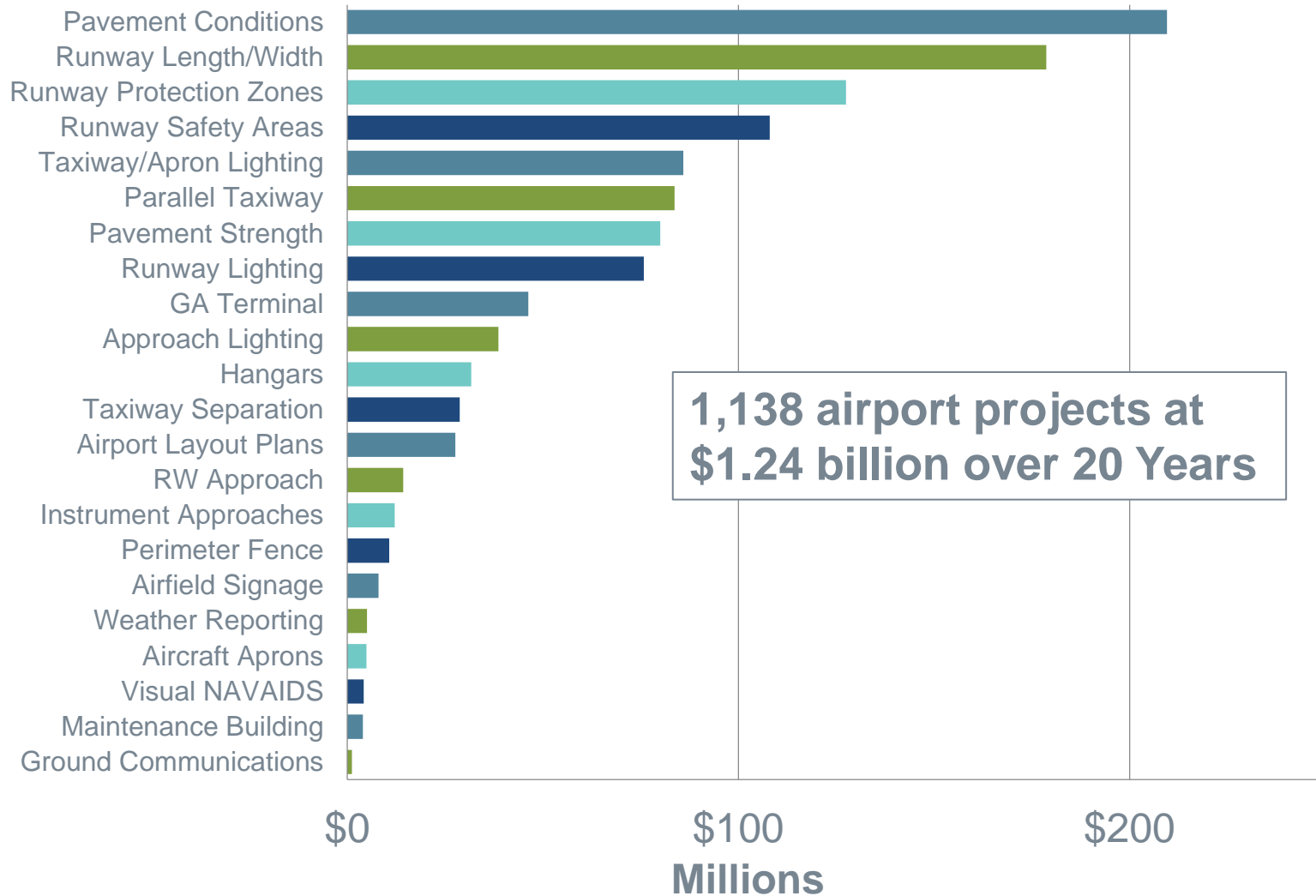


NC Airports System Plan Study

- Top-down analysis of our airport system
- Comprehensive inventory of each airport's assets in our state system
- 20-year forecast applied to all airports
- Established Performance Measures and System Objectives for all eligible project categories



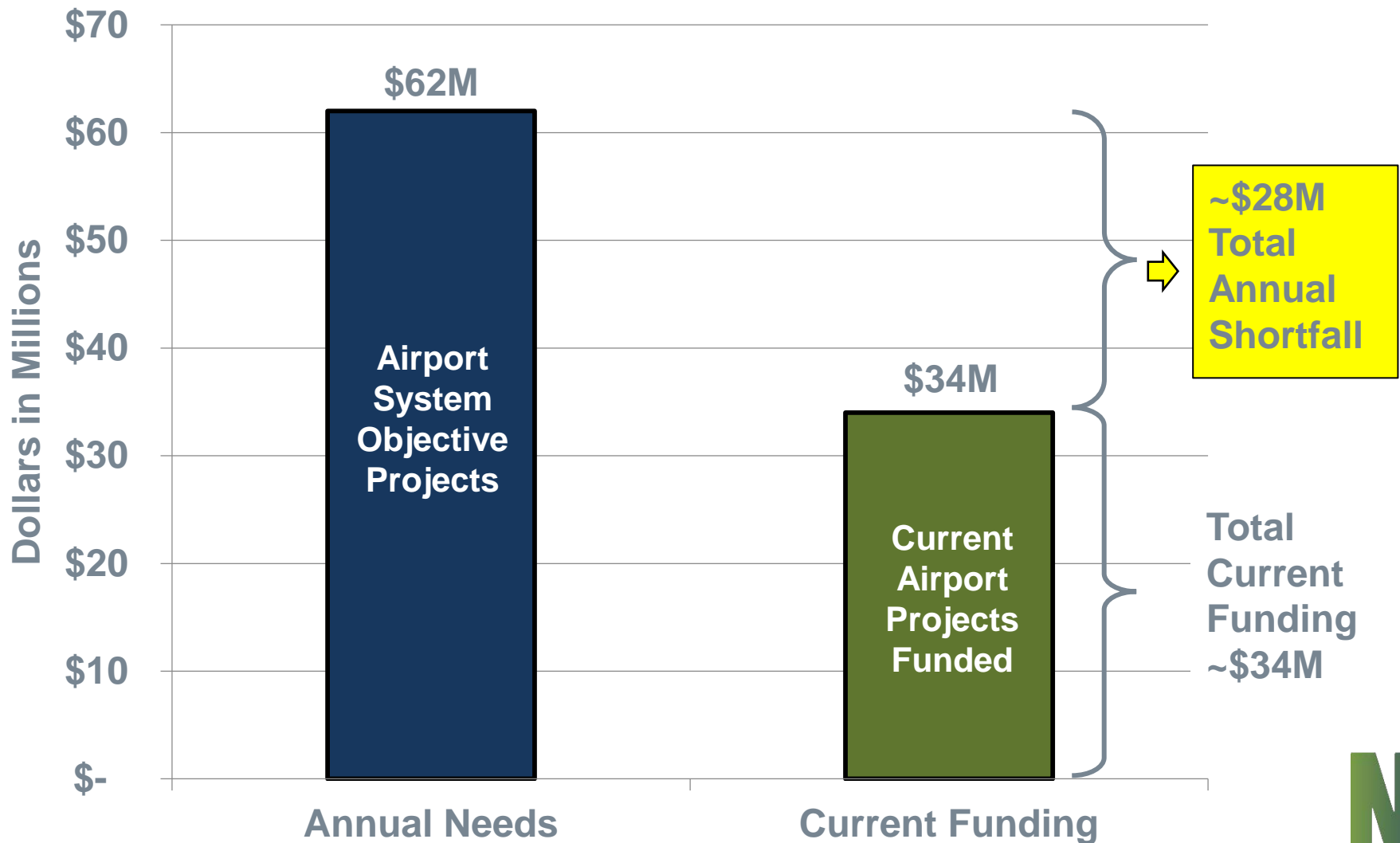
Airport System Objective Projects by Development Plan Category



Source: 2014 North Carolina Airports System Plan Update



NC Airports Annual Funding Gaps



Source: 2014 North Carolina Airports System Plan Update



Questions?

Bobby Walston, PE
Aviation Director

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*NCDOT - Division of Aviation
UAS Program Office*

Chris Gibson



Unmanned Aircraft Systems (UAS) in NC

Economic Impact

The state is poised to support an emerging private industry that would bring new jobs and related economic development.



FAA estimates that 7,500 commercial UAS will be viable within 5 years and nearly 30,000 by 2025.



Annual Market Sales of \$11B in the US



The Association for Unmanned Vehicle Systems Int'l estimates the UAS industry can create almost 1,200 jobs and \$600M in economic activity in NC by 2025.





April 2011

NCDOT established a Taskforce to evaluate UAS impact in the State.



2012- Present

Conduct UAS research, establish UAS flight activities, and recommend applications for State agencies.



2013-2014

UAS Program Office



2015 - Present



FAA's Role - Regulate the Airspace

Small UAS Rule
FAR Part 107
Anticipated 2016

Notice of Proposed Rule Making
Operation and Certification of Small Unmanned
Aircraft Systems
14 CFR Parts 21, 43, 45, 47, 61, 91, 101, 107, and 183
February 15, 2015

Public:
State,
County,
City,
Military -
COA

Commercial
Operator:

FAA -
Authorized
Section 333
Exemption

Aircraft Registration
Commercial & Gov't
Hobbyists – Dec 2015

Hobbyist:
Encouraged to operate using
community based standards such
as AMA Safety Guidelines.
<http://knowbeforeyoufly.org/>





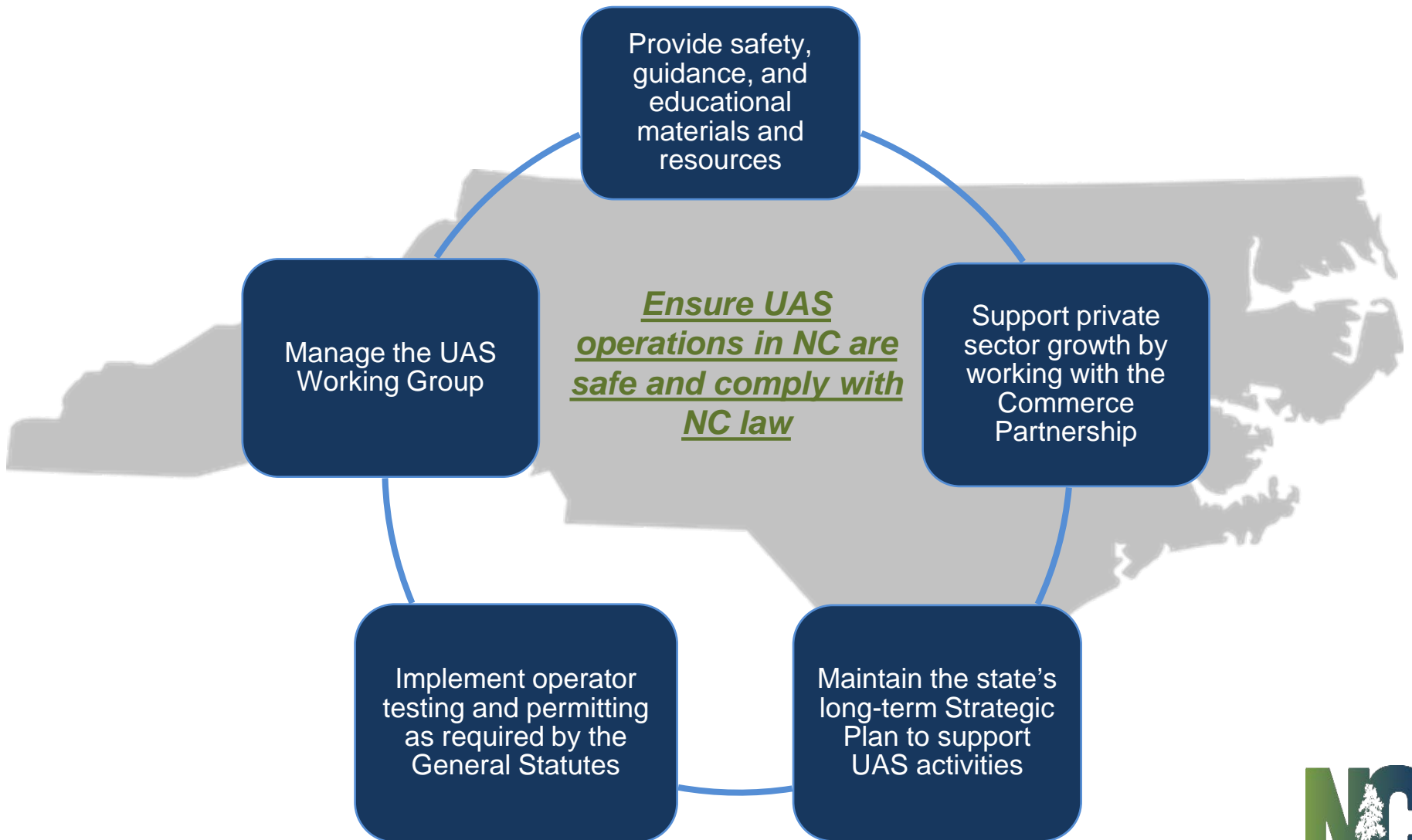
Summary of NC S.L. 2014-100 regarding UAS,

Updated by passage of NC S.L. 2015-232

Changes or additions to the following:

- Chapter 14 – Criminal Law
 - §14-7.45 Crimes committed by use of UAS
 - §14.280.3 Interference with manned aircraft by UAS
 - §14.401.24 Unlawful possession and use of UAS (Weapon attached)
 - §14.401.25 Unlawful distribution of images
- Chapter 15A – Criminal Procedure
 - §15A-300.1 Restrictions on use of UAS
 - §15A-300.2 Regulation of launch and recovery sites
- **Chapter 63 – Aeronautics**
 - **§63-95 Training required for operations of UAS (Knowledge Testing)**
 - **§63-96 Permit required for commercial operation of UAS**
- Chapter 113 – Conservation and Development
 - §113-295 Unlawful harassment of persons taking wildlife resources

NC UAS Program Office



NC UAS Program Office

**Unmanned Aircraft Systems in
NORTH CAROLINA**

**NORTH CAROLINA
GENERAL STATUTES**

Session Law 2014-100
Updated in Session Law 2015-232

While this is a summary of Session Law 2014-100 & 2015-232 relating to UAS operations, other General Statutes apply to UAS operations within North Carolina.

- Surveillance:** It is illegal to use UAS to take or distribute images of a person or their home without their consent. (NC GS § 15A-300.1 and NC GS § 14-401.2b)
- Special Imaging:** Special imaging technology can only be used for specific missions, including but not limited to scientific research, surveying, and agricultural uses. (NC GS § 15A-300.1 and NC GS § 14-401.2b)
- Weapons:** Attaching a weapon to a UAS is a class E felony. (NC GS § 14-401.24)
- Hunting and Fishing:** You may not use a UAS to disrupt wildlife resources or the lawful taking of wildlife. It is also against the law in NC to use a UAS in the process of taking wildlife resources. (NC GS § 14-280.3)
- Interference with Manned Flights:** You may not damage, disrupt the operation of, or otherwise interfere with manned flights. (NC GS § 14-280.3)
- Launch/Recovery Sites:** It is illegal to launch or recover your UAS from either private or public property without explicit consent of the property's owner. (NC GS § 15A-300.2)
- Knowledge Test:** To fly in North Carolina, you must pass the NCDOT's UAS Knowledge Test to ensure your safety and the safety of those around you. (NC GS § 63-96)
- Permits:** With the passing of the Knowledge Test as a prerequisite, commercial operators may request an NC UAS permit from the NCDOT Aviation Division. (NC GS § 63-96)

For more information, visit
www.ncdot.gov/aviation/uas

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

**Unmanned Aircraft Systems in
NORTH CAROLINA**

HOBBYIST GUIDELINES
Rules for flying hobbyist or recreational drones

- ✓ Must fly below 400 feet
- ✓ Must fly within your line of sight
- ✓ Do not fly within 5 miles of an airports, above stadiums, or above other public events
- ✓ Do not fly for compensation
- ✓ Aircraft must weigh less than 55 lbs
- ✓ Do take lessons before flying

For more information, visit
www.ncdot.gov/aviation/uas
www.faa.gov/uas
www.knowbeforeyoufly.org

DIVISION OF AVIATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION



ncdot.gov/aviation/uas/

New NC UAS Website

- Online administration of NC UAS Operators Knowledge Test
- Commercial and Government UAS Operator's Permits can be acquired online
- UAS Safety Guide and NC Statutes
- Helpful Links

ncdot.gov/aviation/uas/

UAS Operator Permitting
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

UAS Home Page | Division of Aviation

Business DMV Newsroom Programs Projects Travel & Maps

Division Of Aviation » Unmanned Aircraft Systems » Knowledge Test & Operator Permitting

Start Knowledge Test

Do you know the requirements to fly a drone in North Carolina?

Download the Study Guide to learn North Carolina's rules and regulations. Take the Knowledge Test to challenge yourself (recreational operators) or to apply for an operator permit (commercial and government operators).

[Download Study Guide](#)

[Start Knowledge Test](#)

BEFORE YOU BEGIN

Requirements for Operator Permitting in North Carolina

Commercial	Government Operations	Recreational
<ul style="list-style-type: none">✓ Obtain a Section 332 Exemption from the Federal Aviation Administration (FAA).✓ Alternatively, a Special Airworthiness Certificate can be obtained from the FAA.✓ Operator must pass the NCDOT UAS Knowledge Test.✓ Operator must have a valid Driver License.✓ Operator must have a valid Airman Certificate or a sponsor with valid Airman Certificate. <p>More Information</p>	<ul style="list-style-type: none">✓ Obtain a Certificate of Authorization from the Federal Aviation Administration (FAA).✓ Operator must pass the NCDOT UAS Knowledge Test.✓ Operator must have a valid Driver License. <p>More Information</p>	<ul style="list-style-type: none">✓ Recreational UAS-drone operators are not required to obtain a permit from the Division of Aviation.⚠ Recreational operators are required to register their UAS through the FAA's UAS Registration Service. <p>More Information</p>

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New NC UAS Website – One Stop Shop

Take the Test

Get Permit

Learn Different types of UAS operations

Help Access FAQs, Fact Sheets, NC Statues

NCDOT NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Connecting people, products, and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina.

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Home » Division of Aviation » Operating Unmanned Aircraft Systems (UAS) in North Carolina

Operating Unmanned Aircraft Systems (UAS) in North Carolina

Do you know the requirements to fly a drone in North Carolina?

Flying safely is the responsibility of every UAS operator. Download the Study Guide and learn all the rules & regulations in North Carolina.

[Download Study Guide](#)

[Start Knowledge Test](#)

UAS Operator Permits

A permit is required for [commercial](#) & [government](#) drone operations in North Carolina. Passing the [UAS Knowledge Test](#) is a requirement for obtaining a permit.

[Start Permitting Process](#)

About UAS Program

The Division of Aviation's main goal is to ensure that drones flying within North Carolina are flown safely and responsibly. [Read more...](#)

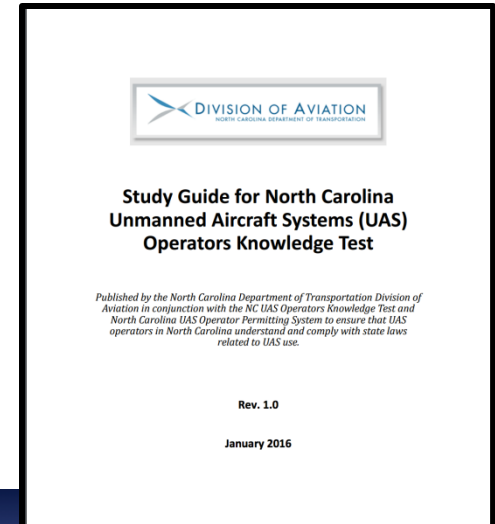
Types of UAS Operation

Detailed information, guidelines and restrictions for drone pilots.

[Commercial](#) [Government Operations](#) [Recreational](#)

NC UAS Operators Knowledge Test

- Ensures understanding of NC laws related to UAS Operations
- Download Study Guide, Take test and receive score immediately
- 25 questions, randomly selected from a 71 potential questions
- All UAS operators encouraged to take it
- Commercial and Government UAS Operators Required to Pass

The screenshot shows a web-based test interface. At the top is a blue header with the text "Operating a UAS / drone in N.C." and the North Carolina Department of Transportation logo. Below the header is a yellow navigation bar with links: Business, DMV, Newsroom, Programs, Projects, Travel & Maps. Below the navigation bar is a breadcrumb trail: "Division Of Aviation > Unmanned Aircraft Systems > Knowledge Test & Operator Permitting". The main heading is "Knowledge Test" in bold, with a page indicator "1/25" in the top right corner. The test content area contains a question: "1. After obtaining all required certifications and/or authorizations from the FAA and the State of North Carolina, a commercial or government UAS operator must do which of the following before conducting flight operations in North Carolina:". There are four radio button options: A) Request and receive permission from the landowner for planned takeoff and recovery locations. B) Receive a certificate of airworthiness from a designated aviation engineer for each aircraft to be operated. C) Announce to the local community intentions of conducting flight operations. D) Request a temporary flight restriction (TFR) designation to close the airspace for any other operations. At the bottom of the test area are two buttons: "Cancel" (light blue) and "Next" (green).

Operator Permits



Ts&Cs on Reverse

Initially 1-year Expiration



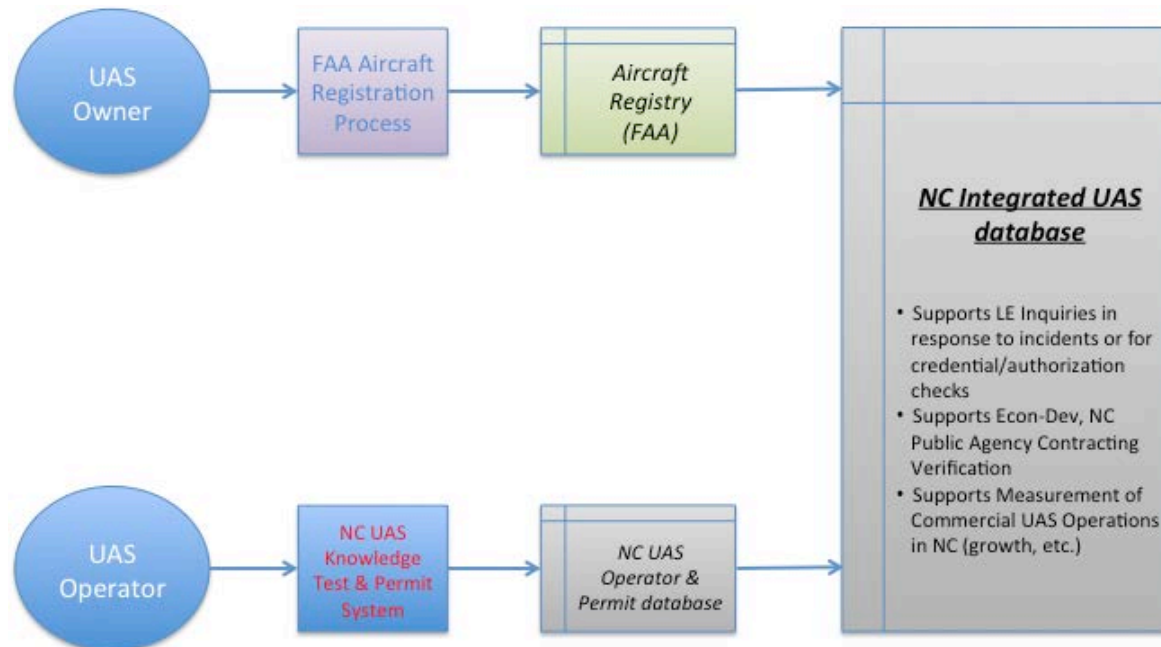
Ts&Cs on Reverse

Certificate for Recreational Operators



Next Steps & Ongoing

- Permitting System Version 2
 - Save, Manage & Update Profiles
 - Link with FAA Aircraft Registration, FAA Airman's Certificate and US Driver's License Databases
 - Searchable database for credentials verification – support Law Enforcement
 - Fee for Commercial Permits



Next Steps & Ongoing

- Education:
 - Publish set of Recommended Best Practices for NC Government Agencies and Commercial Operators
 - Public Outreach
- Support: NC Public Agencies manage and navigate through Federal and State regulatory requirements
 - COA Application Support
 - Program, Team Stand-up
- UAS Operations Research
 - Beyond Line of Sight Operations
 - Smart, Interconnected Traffic Management



NGAT Overview for NC House Select Committee on Strategic Transportation Planning Meeting



January 2016



NC STATE UNIVERSITY





Presentation Overview

- NGAT History
- UAS Program Overview
 - UAS Activities To Date
 - Program Funding Review
 - Future Plans
- Aviation Planning
 - NextGen in NC
 - The NC “Aeroscape”
 - Opportunities





NGAT Program History

- Launched in 2012 under NCDOT Division of Aviation Leadership
 - **Primary Goal:** Develop NC UAS Ecosystem
 - **Long term Goal:** Prepare NC for Modern Aviation!
 - **Home:** Institute for Transportation Research and Education (ITRE)
- Began UAS flight operations March 2013 at Hyde County Airport, now weekly operations across the state
- Established as an NC State Consortium in 2015
 - NGAT Consortium at NC State University- *a consortium of academia, industry, and government agencies created to provide a research and application-oriented, technology transfer-focused organization for conducting aviation technology development, investigations, and field trials*
- Core member of ASSURE Alliance selected May 2015 for the FAA UAS Center of Excellence research program for 5 years.



“NextGen”

- Satellite Based Navigation and Surveillance (not radar)
- Digital Data Exchange (not voice)
- Automation Assisted Air Traffic Management (not Air Traffic Control)
- Improved Weather Decision Tools
- Reduced Aircraft Environmental Footprint
- System Wide Information Management and Automation Modernization
- Increased Airspace Capacity
 - More airport utilization
 - Rise of personal aircraft
 - UAS integration

NextGen Program Timeline

Research began as AGATE and SATS Programs in late 1990s

Officially launched in 2007

ADS-B baseline complete in 2014

Foundational infrastructure in 2015

ADS-B equipage mandate in 2020

2025 Original Milestone Goal

... in NC

- Built here



- Needed here



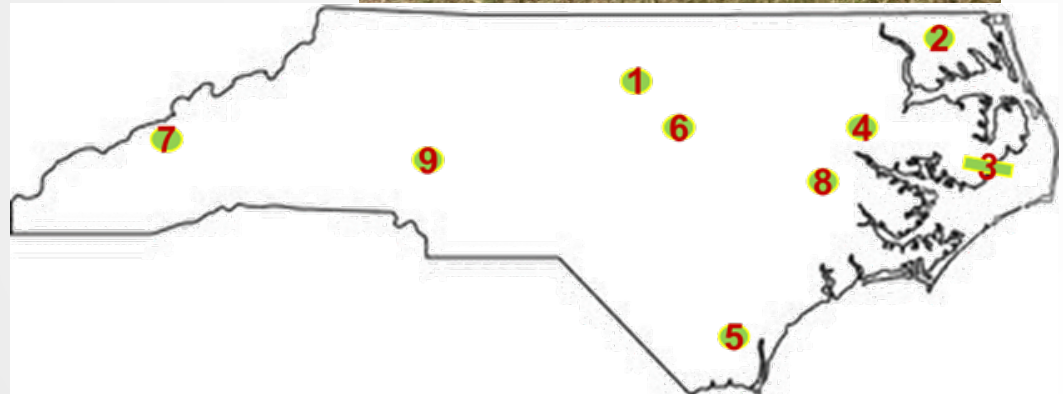
- Will fly here





NGAT UAS Activities: To Date

- Flight summary
 - Started 3/21/2013
 - 20 approved COAs (8 more pending)
 - At least one flight per week
 - 600+ flights
 - ~140 hours of flight time
- Research:
 - Control and Communications
 - Surveillance Criticality
 - Airspace Integration
 - Statewide Integration
 - Agriculture
 - Surveying
 - Airworthiness Analysis
- Data Management
 - Structure
 - Reporting





NGAT Imagery from Hyde County



NGAT Imagery from Lake Wheeler Farm



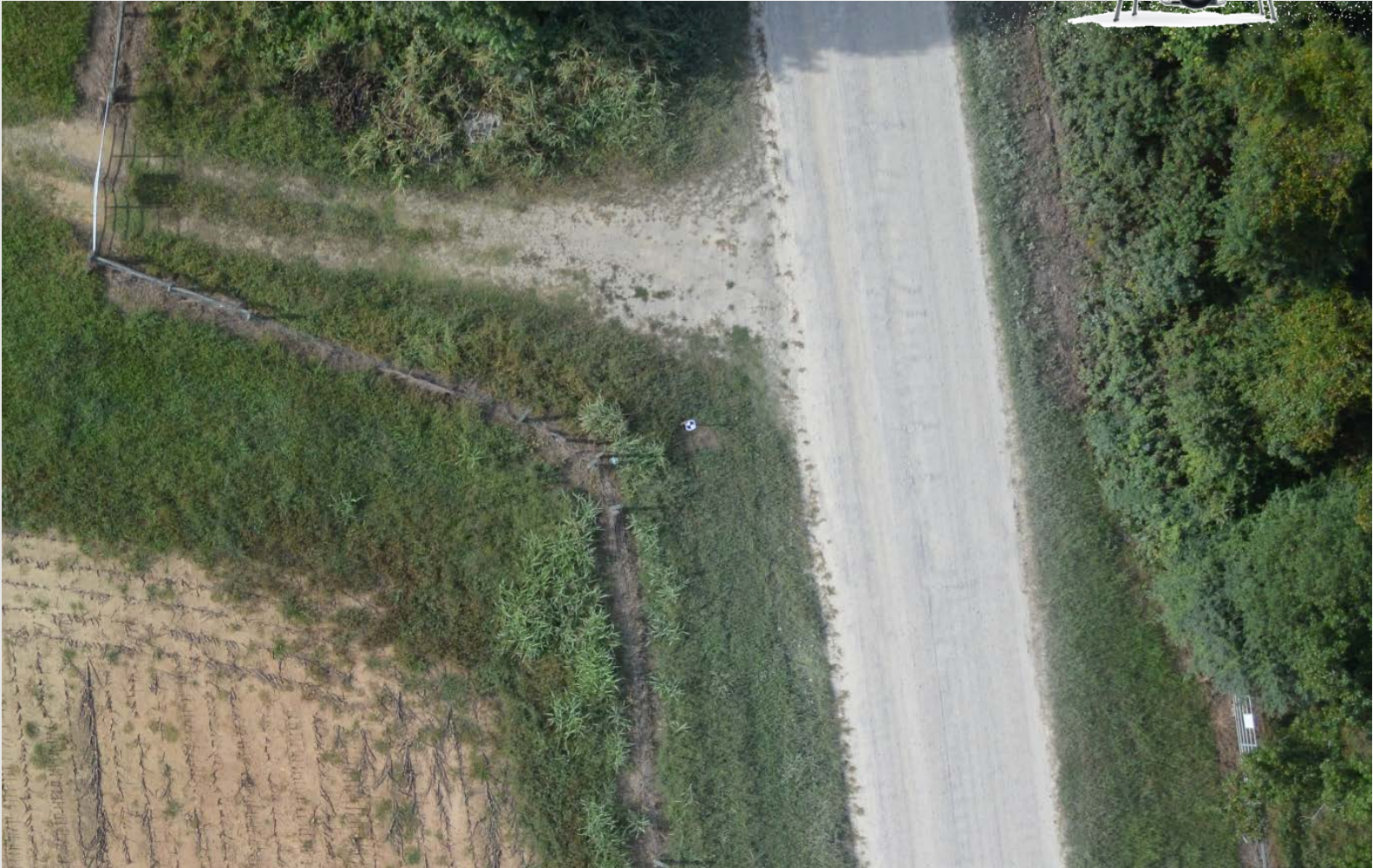
NGAT Imagery from Vernon James N2 Research

NC STATE





NGAT Survey Imagery



UAS Data Assessment

NC STATE

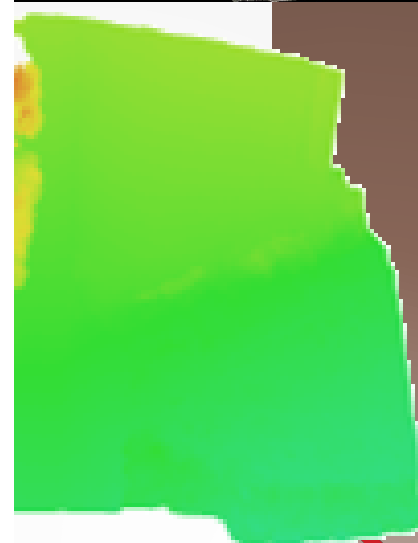
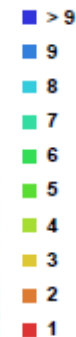
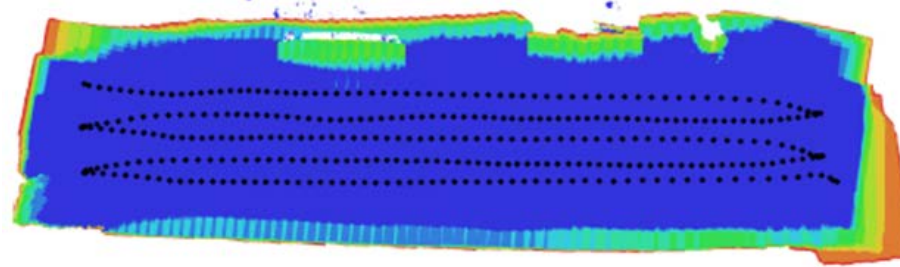
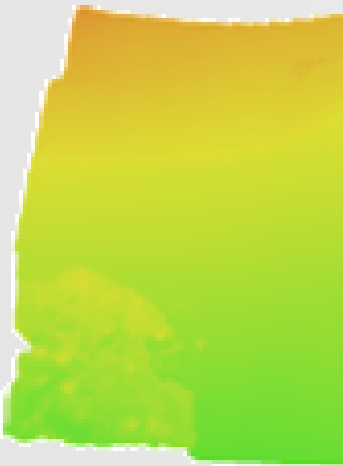


Fig. 1. Camera locations and image overlap.

Number of images:	357	Camera stations:	356
Flying altitude:	24.807 m	Tie-points:	11214
Ground resolution:	0.00417587 m/pix	Projections:	165767
Coverage area:	0.00722576 sq km	Error:	1.57411 pix

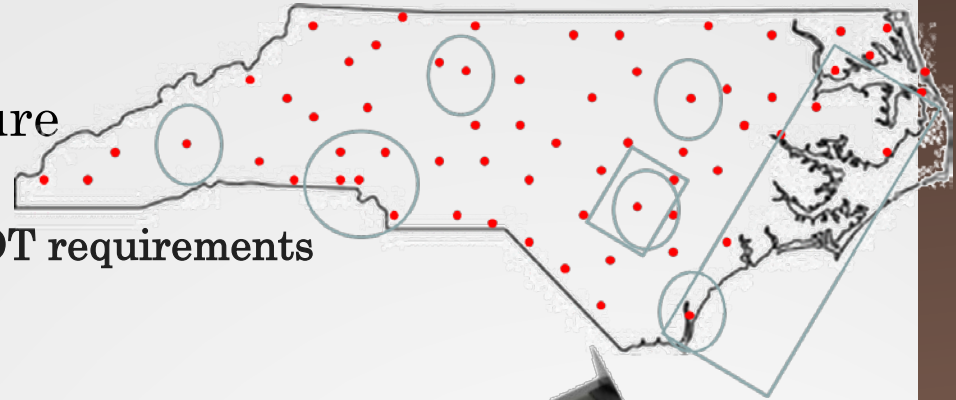


NGAT Funding History

- NCDOT Division of Aviation
 - \$400K- 2012-2013- Launch NGAT
 - \$1.5M- 2014-April 2016- UAS Test Facility Program Management
- ASSURE Center of Excellence (*requires \$1:1 matching*)
 - \$250K- Sept 2015-Nov 2016- Surveillance Criticality Project
- NCDOT Photogrammetry and Surveys
 - \$200K- Oct 2014-March 2016- UAS as an Inspection Tool Research
- Golden Leaf Foundation
 - \$200K- 2013- Establish UAS Flight Research for Agriculture
- NCSU
 - \$140K- 2014-2015- Director salary matching, statewide COA development support
- NGAT Consortium Membership
 - \$50K – 2015- 25 memberships (including industry, university, government agency)
 - \$15K – 2015- UAS services for consortium members-only
 - \$19K- 3 day MITRE Airworthiness Workshop with NCSU MAE Department
- ParsonsBrinckerhoff
 - \$13K- Sept 2015- Dec 2015- Washington State DOT UAS Plan
- TOTAL - \$2,787,000

Statewide UAS Operations: Goal 2016

- NGAT/NCSU Provides structure
 - FAA mechanism/reporting
 - **Training to meet NCSU and NCDOT requirements**
 - SOPs/Best Practices
 - Data Management
 - SMARTeams = SMall Aircraft Research Teams
- FAA coordination
 - Section 333 Exemption is expected in Feb
 - Statewide COA request to be submitted before the end of January- Class G Airspace, 400' altitude, 8 aircraft types (all less than 20 lbs), daylight ops only
- Enables
 - Applied researchers to conduct approved operations
 - Safe airspace integration in NC
 - More performance data for researchers (ASSURE)



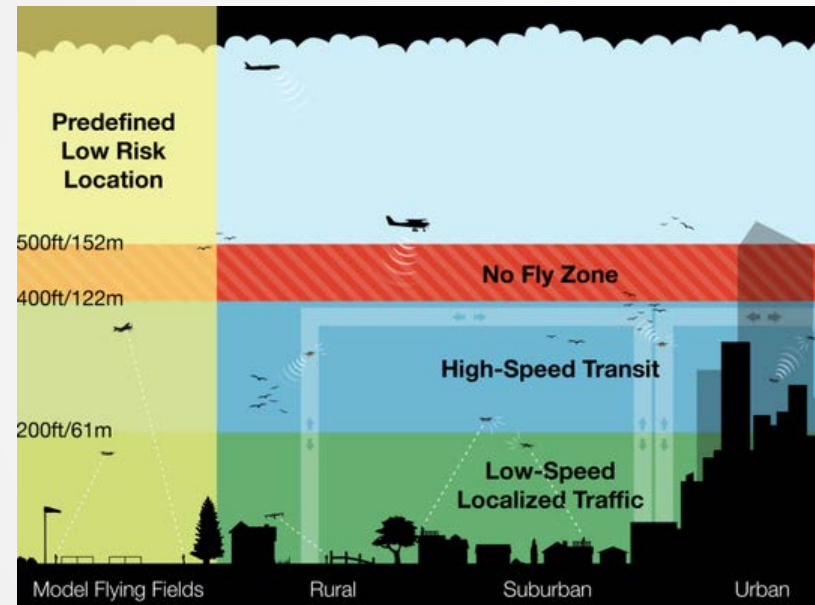


NGAT ASSURE Research

- Command and Control Research Leadership
 - UAS C2 Testbed
 - Including use of Optionally Pilot aircraft
 - ADS-B Sense and Avoid Performance Analysis
 - Spectrum Management Research
- Disaster Response Research
- Airworthiness Research
- Air Traffic Integration Research



N442LT | Copyright by Torsten Hoff | 2009-01-31 | SMO | Airport-Data.com





NextGen in North Carolina

- 7/1/2010- Spirit Aerosystems announces opening of composites manufacturing facility in Kinston to produce Airbus A350 fuselage and wing components.
- 10/15/2014- GE Engines manufacturing plant in Asheville opened
- 12/8/2015- Honda aircraft receives final type certification for HondaJet
- 12/23/2015- Honda aircraft begins deliveries
- 1/9/2016- “Charlotte is really the first NextGen city, because every major NextGen initiative is coming or already is in Charlotte.” FAA
 - DataComm
 - ERAM (En Route Automation Modernization)
- Olaeris is here for autonomous emergency response
- Big Data is something NC is very prepared for...
 - ‘Big Data’ From Aircraft? Great. But For What? (AvWeek, 12/11/2015)
 - Internet Of Aircraft Things: An Industry Set To Be Transformed (AvWeek, 1/18/16)





The NC “Aeroscape”

Aerospace Employment in NC*

- Air Transportation- 54.5%
- Support for Air Transportation- 23.1%
- Manufacturing- 22.5

Education

- Universities
- Community Colleges
- Private Flight Schools

DOD Installations

- Ft Bragg
- Cherry Point, New River
- Seymour Johnson
- Elizabeth City Coast Guard Air Station
- NC National Guard

Community

- NC AAIA
- NC Aerospace
- NC DBA
- ASA
- AUVSI
- NCAAA

Dozens of Companies

- Large
- Small
- Nontraditional Aerospace

72 Public Airports**

- 100,000+ jobs
- \$26B annual impact

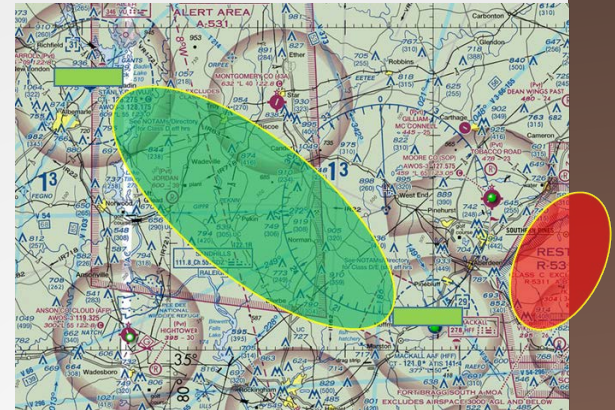
*- Aerospace in the Southeast, SC Aerospace Conference, August 2015

** - Economic Contribution of Airports in North Carolina Report, ITRE, 2012



Aerospace/Aviation Opportunities

1. Need a Long Term Aviation Strategic Plan ASAP (“Wrights+125”)
 2. Advanced Aviation Command and Control (A2C2) Test Area
 - MacKall AAF to Stanly County
 - Supports- DOD, ASSURE/FAA, NASA (UTM), Industry
 3. Statewide UAS Agency Common Practices
 - SOPs, training, reporting, management
 4. UAS Integration Exercises
 - Disaster response
 - Planned event response
 - Routine operations
 - Supports- NCEM, NCDOT, DHS, FEMA, NOAA, local communities, industry
 5. Autonomous Vehicle Integration
 - Leadership in adoption and integration of UAS, driverless cars with research, policy, and recruitment strategies
 6. Line between manned and unmanned aviation (especially GA) is going to get blurry fast. Build the infrastructure to connect the NC aviation network (airports, heliports, potential drone warehouses) ahead of the competition
- Risks
 - National need for a Aerospace/Aviation Strategic Plans (Aviation Week, January 18, 2016)
 - Other neighbor states are committing resources to Aerospace industry- SC, VA





For More Information

Send me a note:

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It is not really necessary to look too far into the future; we see enough already to be certain it will be magnificent. Only let us hurry and open the roads.

- Wilbur Wright



In-Flight Operations

