

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

JAMES H. TROGDON, III  
SECRETARY

February 19, 2019

Michael Riesman  
Deputy Executive Director  
Asheville Regional Airport  
61 Terminal Dr. Suite 1  
Fletcher, NC 28732

Mr. Riesman,

Thank you for informing the NCDOT – Division of Aviation about the potential for a residential development under the approach surface to Runway 35 at the Asheville Regional Airport. The Division shares your concerns about the land use compatibility of the Tap Root subdivision in the proposed location identified by the enclosed Tap Root Subdivision Master Plan. The encroachment of incompatible land use poses a major threat to the long-term viability of our airports in North Carolina.

While the proposed location of the Tap Root subdivision appears to be outside of the Runway Protection Zone, it is located approximately 4,500 feet from the Runway 35 threshold and directly under the extended runway centerline. This location places the Tap Root subdivision directly beneath the approach surface for Runway 35 and within the area of "Limited Development" per the 2015 North Carolina Airport System Plan Update.

Enclosed is an Airport Influence Areas map excerpt from the 2015 North Carolina Airport System Plan Update for the Concord Regional Jetport to provide you with a graphical depiction of what the limited development area looks around an airport of similar size. I provided this specific example because this study did not generate these drawings for the commercial service airports, only the GA airports. Your airport would have comparable areas based on your similar runway characteristics to Concord.

Residential development within the limited development area is generally discouraged due to the potential for quality of life reduction caused by the noise impacts of aircraft using the airport and, in this case, flying directly overhead. A residential development in this location can also undermine the Asheville Regional Airport's growth opportunities and increase the risk of potential litigation.

*Mailing Address:*  
NC DEPARTMENT OF TRANSPORTATION  
DIVISION OF AVIATION  
1560 MAIL SERVICE CENTER  
RALEIGH, NC 27699-1560

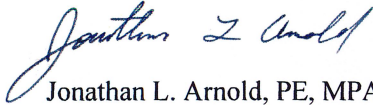
*Telephone:* 919-814-0550  
*Fax:* 919-840-9267

*Location:*  
1050 MERIDIAN DRIVE  
MORRISVILLE, NC 27560

*Website:* [www.ncdot.gov/aviation](http://www.ncdot.gov/aviation)

The Division of Aviation encourages the Asheville Regional Airport staff to continue to engage with the local communities, counties, and planning organizations in an effort to ensure appropriate land use decisions and zoning ordinances are implemented to protect all stakeholders involved.

Sincerely,

A handwritten signature in black ink that reads "Jonathan L. Arnold". The signature is written in a cursive style with a large initial 'J'.

Jonathan L. Arnold, PE, MPA  
Deputy Director  
NCDOT – Division of Aviation

Enclosures



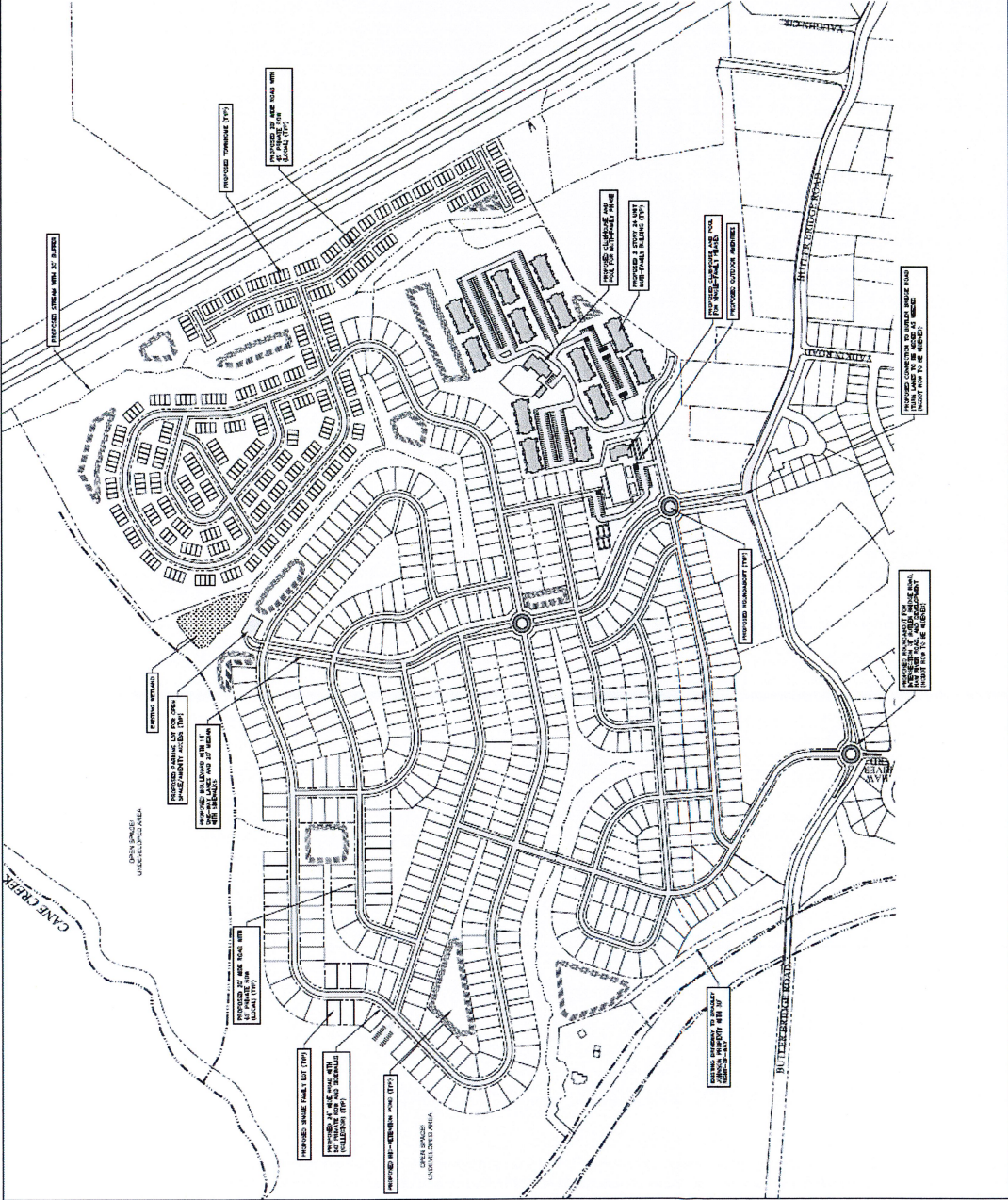
**VICINITY MAP**  
 (Map showing location of the site within the city of Philadelphia)

**DEVELOPMENT DATA**  
 PROJECT NAME: TAP ROOT SUBDIVISION  
 OWNER: CDCM DESIGN, PA  
 ADDRESS: 1700 MARKET STREET, SUITE 200, PHILADELPHIA, PA 19102  
 CONTACT: (215) 563-1234  
 DATE: 10/15/2023

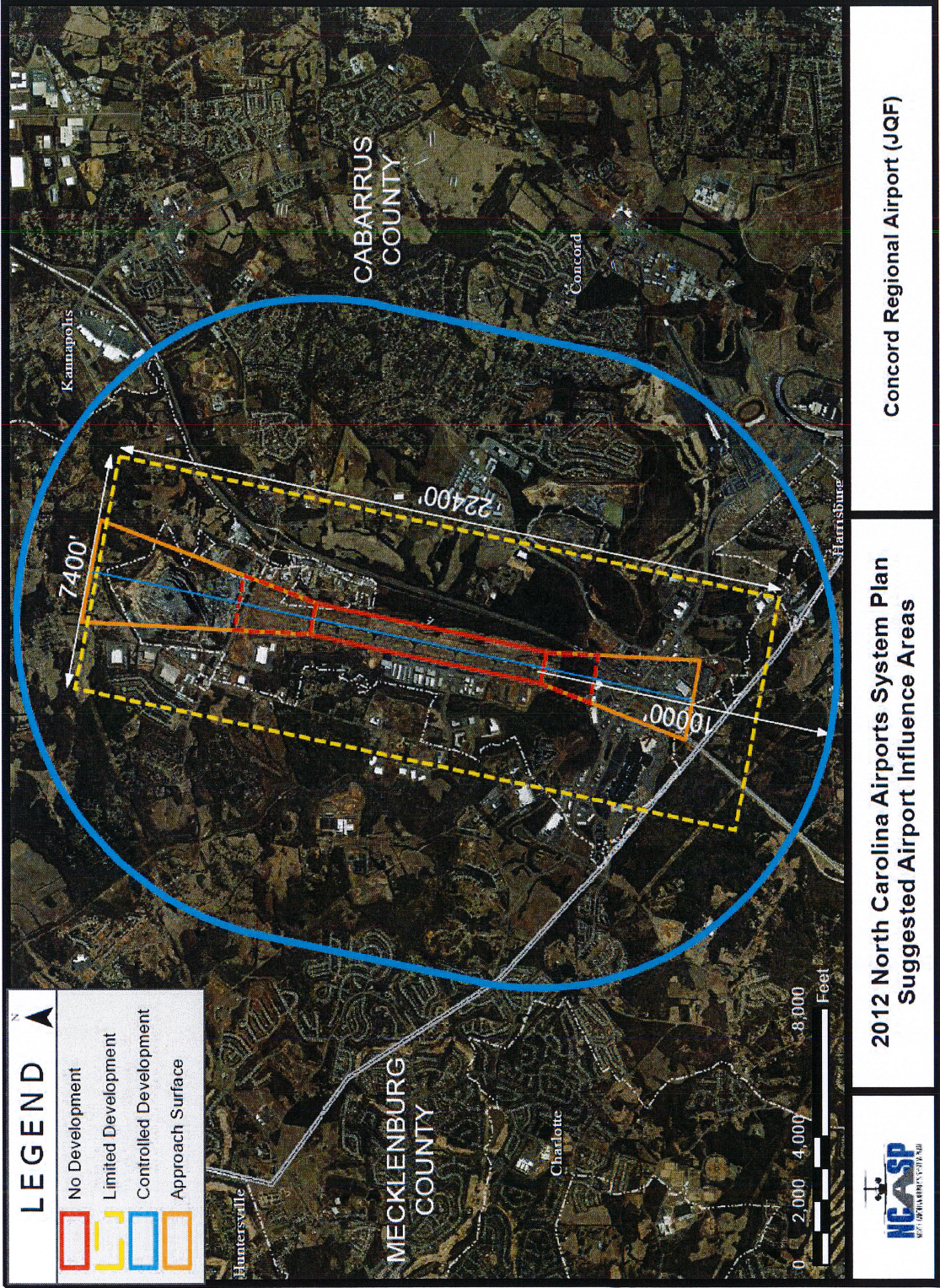
**PROJECT DATA**  
 SITE: 1700 MARKET STREET, SUITE 200  
 PHASE: PHASE I  
 SUBDIVISION: TAP ROOT SUBDIVISION  
 COUNTY: PHILADELPHIA COUNTY, PA  
 ZONING: R-1  
 PERMIT NO.: 2023-123456789  
 DATE OF PERMIT: 10/15/2023

**GENERAL NOTES**  
 1. ALL DIMENSIONS ARE IN FEET AND INCHES.  
 2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.  
 3. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.  
 4. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE ROAD UNLESS OTHERWISE NOTED.  
 5. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE RAILROAD UNLESS OTHERWISE NOTED.  
 6. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE CANAL UNLESS OTHERWISE NOTED.  
 7. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE TRENCH UNLESS OTHERWISE NOTED.  
 8. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE CURB UNLESS OTHERWISE NOTED.  
 9. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE SIDEWALK UNLESS OTHERWISE NOTED.  
 10. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE DRIVEWAY UNLESS OTHERWISE NOTED.  
 11. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE WALKWAY UNLESS OTHERWISE NOTED.  
 12. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE BIKEWAY UNLESS OTHERWISE NOTED.  
 13. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE TRAIL UNLESS OTHERWISE NOTED.  
 14. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE PATH UNLESS OTHERWISE NOTED.  
 15. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE PATHWAY UNLESS OTHERWISE NOTED.  
 16. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE WALKWAY UNLESS OTHERWISE NOTED.  
 17. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE BIKEWAY UNLESS OTHERWISE NOTED.  
 18. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE TRAIL UNLESS OTHERWISE NOTED.  
 19. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE PATH UNLESS OTHERWISE NOTED.  
 20. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE PATHWAY UNLESS OTHERWISE NOTED.

**PROPOSED IMPROVEMENTS**  
 PHASE I: PHASE I IMPROVEMENTS  
 PHASE II: PHASE II IMPROVEMENTS  
 PHASE III: PHASE III IMPROVEMENTS  
 PHASE IV: PHASE IV IMPROVEMENTS  
 PHASE V: PHASE V IMPROVEMENTS  
 PHASE VI: PHASE VI IMPROVEMENTS  
 PHASE VII: PHASE VII IMPROVEMENTS  
 PHASE VIII: PHASE VIII IMPROVEMENTS  
 PHASE IX: PHASE IX IMPROVEMENTS  
 PHASE X: PHASE X IMPROVEMENTS  
 PHASE XI: PHASE XI IMPROVEMENTS  
 PHASE XII: PHASE XII IMPROVEMENTS  
 PHASE XIII: PHASE XIII IMPROVEMENTS  
 PHASE XIV: PHASE XIV IMPROVEMENTS  
 PHASE XV: PHASE XV IMPROVEMENTS  
 PHASE XVI: PHASE XVI IMPROVEMENTS  
 PHASE XVII: PHASE XVII IMPROVEMENTS  
 PHASE XVIII: PHASE XVIII IMPROVEMENTS  
 PHASE XIX: PHASE XIX IMPROVEMENTS  
 PHASE XX: PHASE XX IMPROVEMENTS  
 PHASE XXI: PHASE XXI IMPROVEMENTS  
 PHASE XXII: PHASE XXII IMPROVEMENTS  
 PHASE XXIII: PHASE XXIII IMPROVEMENTS  
 PHASE XXIV: PHASE XXIV IMPROVEMENTS  
 PHASE XXV: PHASE XXV IMPROVEMENTS  
 PHASE XXVI: PHASE XXVI IMPROVEMENTS  
 PHASE XXVII: PHASE XXVII IMPROVEMENTS  
 PHASE XXVIII: PHASE XXVIII IMPROVEMENTS  
 PHASE XXIX: PHASE XXIX IMPROVEMENTS  
 PHASE XXX: PHASE XXX IMPROVEMENTS







Concord Regional Airport (JQF)

2012 North Carolina Airports System Plan  
Suggested Airport Influence Areas

