

Appendix A:

Letters in Support of the Airport Commission's Appeal of
the Proposed Contract Tower Closure at Smith Reynolds

BOARD OF COMMISSIONERS

RICHARD V. LINVILLE, Chairman
GLORIA D. WHISENHUNT, Vice Chair
MARK BAKER
WALTER MARSHALL
DAVID R. PLYLER
BILL WHITEHEART
EVERETTE WITHERSPOON



J. DUDLEY WATTS, JR.
County Manager
A. EDWARD JONES
Deputy County Manager
DAMON SANDERS-PRATT
Deputy County Manager
CARLA D. HOLT
Clerk to the Board
JANE F. COLE
Director, External Communications

FORSYTH COUNTY, NORTH CAROLINA

March 11, 2013

Mr. Michael P. Huerta
Administrator
U.S. Department of Transportation
Federal Aviation Administration
800 Independence Ave., SW
Washington, DC 20591

Dear Mr. Huerta:

We, the undersigned members of the Forsyth County Board of Commissioners, respectfully request reconsideration of the decision to close the tower, operated under contract, at Smith Reynolds Airport in Winston-Salem, North Carolina.

In May 2012, Smith Reynolds Airport was designated as "National" Airport by the FAA in the study called "*General Aviation Airports: A National Asset*". According to the study, National Airports are located in metropolitan areas near major business centers and support flying throughout the nation and the world. The 18-month study was conducted to assist policy makers in investing wisely in the aviation system. We believe it would be unwise to ignore these findings and close Smith Reynolds.

On behalf of the citizens of Forsyth County, please continue to operate the contract tower at Smith Reynolds.

Forsyth County Board of Commissioners



City of Winston-Salem

OFFICE OF THE MAYOR ~ ALLEN JOINES

Mr. Michael P. Huerta, Administrator
U.S. Department of Transportation
Federal Aviation Administration
800 Independence Ave., SW.
Washington, DC 20591

March 13, 2013

Dear Mr. Huerta:

In May 2012, Smith Reynolds Airport was designated as "National" Airport by the FAA in the study called "General Aviation Airports: A National Asset". According to the study, National Airports are located in metropolitan areas near major business centers and support flying throughout the nation and the world. The 18-month study was conducted to assist policy makers in investing wisely in the aviation system. It would be hasty to ignore the findings and include Smith Reynolds with a cross the board cut of towers.

Smith Reynolds supports mostly sophisticated aircraft in the general aviation fleet including B737-900s, B757s, business jets, military, fractional ownership and air charters.

The unique mix of aircraft and businesses on the Airport necessitates sequencing and separation by a control tower. The various businesses on the field include maintenance repair and overhaul (MRO), corporate flight departments, fractional ownerships, and flight school.

Closing the tower at Smith Reynolds could jeopardize aviation safety and efficiency and will definitely have a negative economic impact because of its effect on our two large and growing air craft maintenance companies in Winston-Salem. These companies depend on being able to have commercial airlines to safely and quickly be able to bring planes into Smith Reynolds, in all types of weather and times of day.

This letter supports the appeal request to not close the FAA Contract Tower at Smith Reynolds Airport due to the negative impact it will have on jobs, safety and our ranking as a "national" airport.

Sincerely,

J. Allen Joines
Mayor

cc:
NC Representative E. Terry



Trustees

March 13, 2013

Chairperson

Rebecca R. Smothers
High Point TAC

Vice-Chairperson

Paul Johnson
Surry County

Treasurer

Don Truell
Davidson County

Secretary

T. Dianne Bellamy-Small
Greensboro

Leonard Williams
Burlington-Graham TAC

Robbie Perkins
Greensboro TAC

Larry Williams
Winston-Salem TAC

Ronnie K. Wall
Burlington

Bernita Sims
High Point

Allen Joines
Winston-Salem

Tom Manning
Alamance County

Carolyn Coleman
Guilford County

Terry Renegar
Davie County

Gloria Whisenhunt
Forsyth County

Darrell Frya
Randolph County

C. Zene Cardwell
Rockingham County

Leon Inman
Stokes County

Kevin Austin
Yadkin County

Thomas F. McKim
Airport Commission of FC

Vacant
Piedmont Triad Airport

Michael Fox, NCOOT
Andrew Perkins, NCOOT
Ralph Wamble, NCOOT
Ex Officio Board Members

Mr. Michael P. Huerta
Administrator
U.S. Department of Transportation
Federal Aviation Administration
800 Independence Ave., SW.
Washington, DC 20591

Dear Administrator Huerta;

The Piedmont Authority for Regional Transportation (PART) Board of Trustees was made aware of the pending closer of the FAA Contract Tower at Smith Reynolds Airport; located in Forsyth County, North Carolina.

The PART Board is not in support of this pending closure of the FAA Contract Tower at Smith Reynolds Airport, and has taken formal action by way of a Board Resolution (attached) that we trust will be taken under consideration when determining the safety and security needs at Smith Reynolds Airport and the decisions that are a pending on supporting what is in the Nation's best interest.

If you have any questions, or require any additional information please contact me at your earliest opportunity.

Respectfully yours,

Scott W. Rhine
Executive Director

Cc: Tom McKim, PART Board Member, Smith Reynolds Airport
Mark R. Davidson, A.A.E., Airport Director, Airport Commission of Forsyth County

RESOLUTION IN SUPPORT OF DESIGNATING A
FAA CONTRACT TOWER AT SMITH REYNOLDS AIRPORT
FORSYTH COUNTY, NORTH CAROLINA

WHEREAS, the Piedmont Authority for Regional Transportation (PART) Board of Trustees represent the four (4) Metropolitan Planning Organizations, four (4) largest Cities, ten (10) Counties, two (2) NCDOT divisions, and the two (2) largest Airports of the Piedmont Triad Region of North Carolina; and

WHEREAS, Smith Reynolds Airport in Forsyth County, North Carolina is a member of the PART Organization and critical in providing the transportation options for the citizens of our ten County Territorial Jurisdiction; and

WHEREAS, our Nation's Transportation Infrastructure and Mobility options are imperative to the quality of life and economic vitality for all citizens and local business to achieve success and family contentment; and

WHEREAS, Smith Reynolds Airport was designated a "National" Airport by the FAA in May 2012 by virtue of a study called General Aviation Airports: A National Asset with report findings that support our Nations recognized needs for airports such as Smith Reynolds near major business centers; and

WHEREAS, Smith Reynolds supports sophisticated aircraft in the general aviation fleet with a unique mix of aircraft and business activities that necessitate sequencing and separation by a control tower; and

WHEREAS, closing the FAA Contract Tower at Smith Reynolds Airport could jeopardize aviation safety and efficiency while negatively impacting jobs in the Winston-Salem Urbanized Area.

NOW THEREFORE BE IT RESOLVED, The PART Board of Trustees recognizes the need to foster mobility options and choices of business and passenger travelers and supports the designation of a FAA Contract Tower (FCT) at Smith Reynolds Airport, Forsyth County, North Carolina.

NOW THEREFORE BE IT FURTHER RESOLVED, the Federal Aviation Authority (FAA) should maintain the FAA Contract Tower at Smith Reynolds Airport to prevent the adverse affects of a pending closure and immediate impacts to the national interest.

A motion was made by Kevin Austin and seconded by Ronnie Wall for adoption of the above resolution, and upon being put to a vote was duly adopted on this 13th day of March, 2013.

.....
I, Rebecca R. Smothers, PART Chairperson do hereby certify that the above is a true and correct copy of an excerpt for the minutes of a meeting of the Piedmont Authority for Regional Transportation duly held on the 13th day of March, 2013.

Approved: Rebecca R Smothers
Rebecca R. Smothers
PART Board Chairperson

Witnessed: Thomas E Terrell, Jr.
Thomas E. Terrell, Jr.
PART Legal Counsel

Certified: Alphanie Y. McCall
Alphanie Y. McCall
Clerk to the Board



March 11, 2013

Mr. Michael P. Huerta
Administrator
U.S. Department of Transportation
Federal Aviation Administration
800 Independence Ave., SW.
Washington, DC 20591

Dear Mr. Huerta:

I am writing to highlight the national importance of Smith Reynolds Airport (INT) and to suggest that closing the FAA tower there will adversely affect the national interest of the United States.

Smith Reynolds supports some of the most sophisticated aircraft in the general aviation fleet including B737-900s, B757s, business jets, military, fractional ownership and air charters. These aircraft and operations connect the Piedmont Triad and western North Carolina with national and international destinations, which in turn creates economic ties and interests which support jobs in the United States.

In May, 2012, the FAA released *General Aviation Airports: A National Asset*. This reported the results of an 18-month study of the impacts of our nation's General Aviation airports. Smith Reynolds was deemed a 'national' airport, indicating that its role was to connect the southeast to national and international markets. The numbers of aircraft operations and the complexity of the air traffic requirements were factors in naming INT a 'national' airport. National airports also play a role in emergency preparedness and response.

In light of Smith Reynolds' contribution to these national interests, please reconsider your plans to close the contract tower.

Sincerely,



David M. Powell
President & CEO



CHAMBER IN BUSINESS FOR BUSINESS.

March 8, 2013

Mr. Michael P. Huerta, Administrator
U.S. Department of Transportation
Federal Aviation Administration
800 Independence Ave., SW.
Washington, DC 20591

Dear Mr. Huerta:

Smith Reynolds Airport is identified as a tower to be closed because it falls below the activity threshold for operations and passenger counts. Negative impact on the national interest is the criterion the FAA will use for deciding to continue services to an airport that falls below the activity threshold. Smith Reynolds Airport, by definition, is a "National" Airport. This designation was given on May 12, 2012 by the FAA. A study titled "General Aviation Airports: A National Asset", states that National Airports are located in metropolitan areas near major business centers and support flying throughout the nation and the world. The 18-month study was conducted to assist policy makers in investing wisely in the aviation system. It would be hasty to ignore the findings and include Smith Reynolds with an across the board cut of towers.

Smith Reynolds supports mostly sophisticated aircraft in the general aviation fleet including B737-900s, B757s, business jets, military, fractional ownership and air charters. The unique mix of aircraft and businesses on the Airport necessitates sequencing and separation by a control tower. The various businesses on the field include maintenance repair and overhaul (MRO), corporate flight departments, fractional ownerships, and flight school. Closing the tower at Smith Reynolds could jeopardize aviation safety and efficiency and will definitely kill jobs.

We ask for fairness in these budget cuts. Closing 189 contract towers represents a 75 percent cut in the 251 contract towers nationwide while the rest of FAA's budget faces a five to eight percent reduction. A 75 percent cut is highly disproportionate compared to other FAA programs and unjustly discriminates against a program that the DOT Inspector General has repeatedly says is a cost-effective program for taxpayers

The Winston-Salem Chamber of Commerce fully supports the efforts to keep the tower open. Closing our tower could jeopardize the safety and efficiency of Smith Reynolds. DOT and FAA must find other savings before shutting down almost 40 percent of all control towers nationwide.

Sincerely,

Wendy Mailey
Director of Government Affairs

March 11, 2013

Triad Air, Inc. dba Piedmont Flight Training
3815 N. Liberty Street
Winston Salem, NC 27105

Mr. Michael P. Huerta, Administrator
U.S. Department of Transportation
Federal Aviation Administration
800 Independence Ave., SW.
Washington, DC 20591

Dear Mr. Huerta,

We are the owners of one of the largest and longest running FAA Certified Part 141 flight schools in North Carolina. Just starting our 23rd year, we are proud to be successfully running a small business in the aviation industry. The cooperation between the flight training business and the control tower has been a large part of that success. Safety and efficiency are two major points to consider in favor of saving the control tower at Smith Reynolds Airport. Sequencing and separation are of paramount importance for students learning to become safe pilots and then continuing on to become airline pilots down the road. We take pride in being a huge participant in the number of daily operations to have supported the control tower so far. I understand that average costs to operate contract control towers in 2010 were about 26.5% of the costs required to operate similar FAA staffed control towers. This point clearly supports that contract control towers are one of the most cost-efficient programs in the government.

In addition to the flight training conducted here at the airport in Winston Salem, NC many other sophisticated aircraft depend on the control tower to safely and efficiently conduct business in and out of Smith Reynolds Airport on a daily basis. Various businesses on this field including maintenance repair and overhaul (MRO) facilities, corporate flight departments, fractional ownerships and the flight training school would be greatly impacted by closing the control tower at Smith Reynolds Airport. Aviation Safety and efficiency would be jeopardized as the control tower plays a huge roll in the sequencing and separation of the unique mix of aircraft that support businesses on and near Smith Reynolds Airport. The DOT Inspector General has repeatedly said that contract towers is a cost-effective program for taxpayers. Closing 189 contract towers of the 251 contract towers nationwide represents a 75% cut in the FAA's budget. This is highly disproportionate compared to other FAA programs. This is unjust discrimination and would jeopardize the safety and efficiency of Smith Reynolds Airport in Winston Salem, NC.

The North Carolina Division of Public Safety serves as the coordinating agency for North Carolina's homeland security preparedness. In national support of Homeland Security, Winston Salem, NC is home base to several organizations that respond to national disasters. Among those, Civil Air Patrol, has a unit based at this airport and is available to respond at any time of day or night. Emergency Management is also based at Smith Reynolds Airport with offices and equipment. Also, on the list of organizations is the State Medical Assistance Team I (SMAT I) or Special Operations Response Team (SORT) which is a private, non-profit organization. This organization is a federally supported Disaster Medical Assistance Team (DMAT) that responds to events nationwide.

In May 2012, Smith Reynolds Airport was designated as a "National" Airport by the FAA in the study called "General Aviation Airports: A National Asset". According to the study, National Airports are located in metropolitan areas near major business centers and support flying throughout the nation and the world. The 18-month study was conducted to assist policy makers in investing wisely in the aviation system. It would be hasty to ignore the findings and include Smith Reynolds in the "across the board" cut of towers.

We strongly urge you to consider maintaining towered operations at Smith Reynolds Airport, Winston Salem, NC. It is truly of economic importance to the local economy and is of utmost importance as a National Public General Aviation Airport.

Sincerely,

F. Houston & Sandra Symmes

WINSTON-SALEM CONTROL TOWER

For the past 30 years I have been associated with air traffic at the Winston-Salem Smith Reynolds Airport. First as a controller at the Winston-Salem Tower, then as a controller at Greensboro Approach Control and now as a controller back at Winston-Salem Tower as a contractor. The Winston-Salem Tower has become home to me and I am still here because of my belief in the importance of the job. This airport is unique in that it offers training like few others, because of the blend of jet and general aviation aircraft using intersecting runways with an operating tower and a nearby approach control. This dynamic allows the student pilots to experience all types of situations at one facility thus producing a more complete and competent pilot. This airport and tower offers student pilots and professional pilots alike the opportunity to interact one-on-one with controllers. These VFR towers may be the last bastion for pilots and controllers to know each other on a personal basis. When we know that we alike then we are more likely to trust each other in our goal of safety for all.

The economic effect of this tower closing is obvious in how companies will view Winston-Salem as a home for new and existing businesses. A thriving airport means a thriving city with progressive educational, medical and social environments. Winston-Salem is already known for all of these qualities as an area that is conducive to a positive environment for both companies and workers. Losing the control tower will greatly erode the image that the city has worked hard to build.

Safety will certainly be diminished for the flying public with the loss of the control tower. In fact several pilots and companies have stated that they may reconsider placement of their home base if the tower is closed citing safety as their primary concern. Likewise, student training would take a hit on the amount and quality for the next generation of pilots. Field lighting and approach instrument equipment is monitored in the tower by the controllers. Without the controllers no one will be present to report outages and failures to the pilots. Likewise, no one will be present to issue low altitude alerts to pilots after they have been switched to the unicom frequency. If safety is truly the primary goal of the FAA then this tower must remain open.

Wake Forest Medical School and Hospital fly three helicopters at multiple times daily from their pad which is inside our class "D" airspace. The control tower must work these flights in and out issuing weather and releases in IFR conditions. With the loss of this service the flight process time will be greatly increased with decreased safety. This hospital is the regional emergency center where special case patients and catastrophic emergencies are sent. This service alone merits an operating control tower at the airport.

The Winston-Salem Tower offers a cost efficient and quality product that is needed by the Airport and the city of Winston-Salem. The present staff of five controllers offers more than 100 years of combined experience. This is more than just a job to these controllers it is their profession and all of this knowledge and expertise will be lost to our flyers if the tower is closed.



Ned R. Craver

Winston-Salem Tower Manager



M E R I D I A N

March 11, 2013

Mr. Michael P. Huerta
Administrator
U.S. Department of Transportation
Federal Aviation Administration
800 Independence Ave., SW.
Washington, DC 20591

RE: FAA Contract Tower at Smith Reynolds

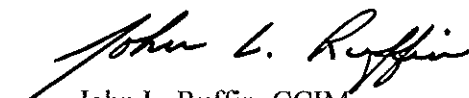
Dear Mr. Huerta:

I wish to appeal the decision to close the FAA Contract Tower at Smith Reynolds Airport in Winston-Salem, NC. Smith Reynolds Airport was designated as "National" Airport by the FAA in May of 2012 based on the "General Aviation Airports: A National Asset" study. The 18-month study was conducted to assist policy makers in investing wisely in the aviation system. I feel it would be hasty to ignore the findings and include Smith Reynolds with a cross the board cut of towers.

Smith Reynolds supports mostly sophisticated aircraft in the general aviation fleet including B737-900s, B757s, business jets, military, fractional ownership and air charter. This unique mix of aircraft and businesses necessitates sequencing and separation by a control tower. The various businesses on the field include maintenance repair and overhaul (MRO), corporate flight departments, fractional ownerships and flight school. The closing could jeopardize aviation safety and efficiency and will kill jobs in our city.

I respectfully request reconsideration in closing Smith Reynolds Contract Tower. A 75 percent cut of the nationwide contract towers is highly disproportionate compared to other FAA programs and unjustly discriminates against a program that the DOT Inspector General has repeatedly stated is a cost-effective program for taxpayers. I strongly feel the DOT and FAA could find other savings before shutting down almost 40 percent of all control towers nationwide and jeopardizing the safety and efficiency of Smith Reynolds.

Respectfully submitted,


John L. Ruffin, CCIM
/cbc

THE MERIDIAN REALTY GROUP

147 S. CHERRY STREET, SUITE 200 • WINSTON-SALEM, NC 27101
336.722.1986 • FAX 336.723.3173 • MERIDIANREALTY.GDM

Rockingham County Airport Authority

2691 Settle Bridge Road, Stoneville, NC 27048
David M. Fields, Airport Manager

March 12, 2013

Robert C. Keys, Chair
Neil Fair, Vice Chair
Greg Bray, Secretary
Brent Huss
David Price
Ray Sharp
C.L. Clark

Mr. Michael P. Huerta, Administrator
U.S. Department of Transportation
Federal Aviation Administration
800 Independence Ave., SW.
Washington, DC 20591

Dear Mr. Huerta:

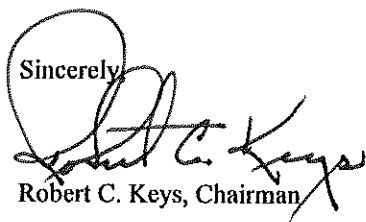
Please consider this letter in support of continuing the operation of the FAA contracted control tower at the Smith Reynolds Airport in Winston-Salem, North Carolina. The proposed closure of this control tower is scheduled for closure by the FAA on April 7. Such action presents a significant compromise of air traffic and community safety in the Winston-Salem area.

As chairman of the Rockingham County Airport Authority, I wish to express our objection to the proposed closing. Many local airports in the area including ours operate flying schools which train general aviation pilots. Most of the CFI's use the Smith Reynolds airport as the site for their student pilots to complete the FAA required tower controlled airport landings and take-offs. The elimination of the tower would require such student pilots to use Greensboro (GSO), Raleigh (RDU), or Charlotte (CLT) all of which are high-density commercial and business traffic airports. Introducing a heavy volume of student-pilot traffic into these crowded facilities compromises safety and is unnecessary.

In addition to the student-pilot safety issue, the volume and types of traffic in the Smith Reynolds Airport alone warrants the services and skills of FAA air traffic controllers. High levels of business turbine traffic, commercial carriers requiring maintenance and servicing, and Wake Forest medical, research, and athletic traffic all must share the airspace with general aviation aircraft. This complexity of traffic along with the presence of intersecting runways suggests that an FAA control tower is essential for ensuring the safety both of pilots and of community citizens in the area.

For these reasons as well as many others which will most certainly be cited in other sources, I am requesting FAA to reconsider its decision to close the FAA control tower at Smith Reynolds Airport. As a nationally-designated airport, Smith Reynolds must maintain the highest safety standards for its responsible operation.

Sincerely,



Robert C. Keys, Chairman

Rockingham County Airport Authority

Email: shilohairport@yahoo.com
Office: 336-573-3115 Fax: 336-573-9415

March 9, 2013

Mr. Michael P. Huerta
Administrator
U.S. Department of Transportation
Federal Aviation Administration
800 Independence Ave., SW.
Washington, DC 20591

Dear Sir:

I am a pilot and flight instructor who has been trained and based at Smith Reynolds airport in Winston-Salem, North Carolina over the last nineteen years. I am writing to you to object to the directive to close the tower at Smith Reynolds airport by April 7th as a part of the overall FAA reaction to "sequestration".

Smith Reynolds airport (KINT) is currently a Class Delta controlled airspace and needs to remain so in the interest of safety for all concerned. Unlike many of the other airports scheduled for tower closure across this great nation, Smith Reynolds has intersecting runways that complicate takeoffs, approaches, and landings. In addition, there are many business jet flights that mix with much slower piston aircraft. Large transport aircraft also use the field to access an MRO on the field, plus occasional charters.

In my view, ATC is a primary responsibility of the FAA. We all want a safe air transport system, and to date the FAA has done an admirable job of traffic control. Contract towers are an integral and cost effective part of that operation. I urge you to revisit your budget priorities to find areas that are not critical to operational safety for potential cost savings. Safety must not be compromised under any circumstances.

Sincerely,



Andrew V. Dale, ATP, CFII, MEI
Cert. # 3031551CFI
Winston-Salem, NC

March 12, 2013

Mr. Michael P. Huerta
Administrator
U.S. Department of Transportation
Federal Aviation Administration
800 Independence Ave., SW.
Washington, DC 20591

Dear Mr. Huerta:

I am writing to argue that the contract tower at the Winston-Salem, NC, airport (INT) should remain open for business and, especially, safety reasons. This airport serves a thriving local community by providing General Aviation services to a host of business and private patrons. The Winston-Salem community has a population of over 200,000, with another 150,000 residents in the unincorporated county. The community supports major operations for top national firms such as BB&T and Wells Fargo bank and GMAC insurance. Moreover, it is home to a major university (Wake Forest) as well as several smaller schools. The services provided by a tower-controlled airport are important to all of these and other institutions. In addition, the airport itself directly employs a large workforce in aircraft maintenance and training, all of which would be sharply impacted by closing the tower. In short, the tower is readily justified in terms of the tax revenue it generates; its closing would be counterproductive to both the local and national economies.

Safety would also be jeopardized by closing the tower. The airport has intersecting runways that are typically in use at the same time and, due to changes in elevation and to airport structures; it is not possible to see the runway 33 threshold from those of either 4 or 22. Runway 33 is the primary IFR runway because it has the only ILS and because of its location relative to the GSO VOR. The shorter, 4-22 runway is the common VFR runway due to its proximity to services. Those factors, coupled with extensive training operations makes sequencing by the tower a critical safety component. Its closing would thus have major adverse effects on all airport operations, especially safety.

I hope that these comments are helpful to you. Thanks for your time.

Sincerely,

James Curran
Private, Instrument Pilot and
co-owner of Piper Arrow N55345

March 12, 2013

Mr. Michael Huerta, Administrator
U.S. Department of Transportation
Federal Aviation Administration
800 Independence Ave., SW.
Washington, D.C. 20591

Dear Mr. Huerta:

As a volunteer pilot for Angel Flight Mid-Atlantic and Commercial Rated general aviation pilot based at Smith Reynolds Airport in Winston-Salem, NC, I respectfully ask you to reconsider plans for closing the air traffic control tower at Smith Reynolds Airport (KINT). I offer the following reasons not to close the tower at Smith Reynolds Airport:

- In May 2012, Smith Reynolds Airport was designated as "National" Airport by the FAA in the study called "General Aviation Airports: A National Asset". According to the study, National Airports are located in metropolitan areas near major business centers and support flying throughout the nation and the world. The 18-month study was conducted to assist policy makers in investing wisely in the aviation system. It would be hasty to ignore the findings and include Smith Reynolds with a cross the board cut of towers.
- Smith Reynolds supports mostly sophisticated aircraft in the general aviation fleet including B737-900s, B757s, business jets, military, fractional ownership, air charters, plus a plethora of small private aircraft.
- Crossing runways and a unique mix of aircraft and businesses on the Airport necessitates sequencing and separation by a control tower. The various businesses on the field include maintenance repair and overhaul (MRO), corporate flight departments, fractional ownerships, and a flight school. The Civil Air Patrol, volunteer organizations such as Angel Flight, as well as fixed wing and helicopter air ambulance companies also use Smith Reynolds Airport numerous times per week.
- Closing the tower at Smith Reynolds would increase the risk of an aircraft collision, thus compromising aviation safety. Lengthened traffic patterns and holding times would decrease efficiency and increase fuel consumption. Jobs will definitely be eliminated in our fair city of Winston-Salem.
- Closing 189 contract towers represents a 75 percent cut in the 251 contract towers nationwide while the rest of FAA's budget faces a five to eight percent reduction. A 75 percent cut is highly disproportionate compared to other FAA programs and unjustly discriminates against a program that the DOT Inspector General has repeatedly says is a cost-effective program for taxpayers.

So, Mr. Huerta, closing our tower at Smith Reynolds Airport could have a significant negative impact on safety, efficiency, and jobs in Winston-Salem. DOT and FAA must find other savings before shutting down our control tower and almost 40 percent of all control towers nationwide.

Sincerely,



Robert L. Oglesby
1259 Old Salem Rd.
Kernersville, NC 27284

copy MR Davidson

4175 Hubbard Road
Winston-Salem, NC 27101

March 11, 2013

Mr. Michael P. Huerta, Administrator
U.S. Department of Transportation
Federal Aviation Administration
800 Independence Ave., SW.
Washington, DC 20591

RE: FAA to Cease Funding of KINT Control Tower

Dear Mr. Huerta:

Towered operations at Smith Reynolds Airport (INT) in Winston-Salem, NC are scheduled to cease on April 7, 2013 due to the forced spending cuts attributable to Sequestration. Although the 43,332 aircraft landings and takeoffs at Smith Reynolds in 2012 fell below the 150,000 annual operations threshold the FAA established for closure, it is ironic that the FAA classified INT as a National Public General Aviation Airport in May of 2012 based on an 18 month study completed by the FAA. As noted by the FAA in this study, locals and nationals alike appreciate the economic benefits a towered airport in Winston-Salem provides to both the business community and to GA as a whole.

Smith Reynolds airport clearly provides significant economic benefits to Winston-Salem as well as to the aviation community nationwide. Businesses located at this airport include maintenance repair and overhaul (MRO) facilities, several corporate flight departments, fractional aircraft ownerships, and a flight school. In addition to GA aircraft, Smith Reynolds supports some of the most sophisticated aircraft in the general aviation fleet including B737-900s, B757s, business jets, military, and air charters.

Obviously aviation safety is a paramount consideration at any airport and Smith Reynolds, with its unique blend of aviation traffic landing and departing on two intersecting runways, is no exception to this rule. Because of this unique blend of traffic and the particularly restrictive topography that limits visibility between these intersecting runways, towered operations at Smith Reynolds are essential for continued safety to maintain proper sequencing and separation of this aviation traffic.

Towered operations at Smith Reynolds are contracted through Robinson Aviation Inc., based in Oklahoma City, Oklahoma. According to a 2012 audit report from the U.S. Department of Transportation, Office of the Inspector General, average costs to operate contract control towers in 2010 were about 26.5% of the costs required to operate similar FAA staffed control towers. Clearly, contract control towers are one of the most cost-efficient programs in the government. The Airport Commission of Forsyth County leverages this cost-efficiency in its contracted tower operations to maximize aviation safety at Smith Reynolds while enhancing economic benefits to the Winston-Salem business community and benefiting firms through its MRO facilities that support flying throughout the nation and the world. General Aviation also benefits from these these efficient operations, as Smith Reynolds Airport hosts the most experienced flight school in North Carolina.

I strongly urge you to maintain towered operations at Smith Reynolds Airport, which is a truly local treasure endowed with a National Public General Aviation Airport pedigree. Thank you for your consideration and support.

Best regards,

Kevin Blakely

March 11, 2013

Robert Scott Seekins
FAA Certified Flight Instructor
Triad Air, Inc. dba Piedmont Flight Training
3815 N. Liberty Street
Winston-Salem, NC 27105

Mr. Michael Huerta, Administrator
U.S. Dept. of Transportation
Federal Aviation Administration
800 Independence Ave. S.W.
Washington, DC 20591

Dear Mr. Huerta:

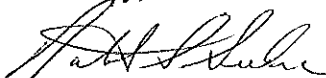
Aviation has now become part of the bedrock of this country. Any operations that support or are supported by aviation is of national importance. Any action that either curtails, impedes, or threatens the safety of this nation's general aviation will have both short and long term negative effects on this country's economy and national and international worth. A "healthy, viable" airport is, by definition, a necessity for a strong local economy, which is part of the fabric of a strong nation.

As a retired U.S. Air Force officer with over 21 years of flying to include combat operations and flight training and evaluation, and now as a general aviation instructor at Winston-Salem, NC, I am deeply concerned of the impact of this tower's closure. Its closure will definitely jeopardize the safety, efficiency and viability of this airport. Obviously, safety and efficiency are key to a flight school's operation. They are core parts to graduating quality pilots who will make up the near and far term pool of commercial and military pilots.

Melding young low-time student pilots with commercial jet operations without the safety net of a tower not only increases the time and costs needed to train pilots but decreases the inherent and obvious safety for all airfield operations. This also includes supporting the local helicopter medical flights through our airspace as well as the Civil Air Patrol and the Special Operations Response Team operating from this airport.

Piedmont Flight Training is one of the longest running, largest and most cost effective flight schools in North Carolina. Closing the tower at this airport will have a severe effect on this school's output of quality pilots that this nation needs. I urge you to reconsider closure of this control tower at Smith Reynolds Airport in Winston-Salem, NC.

Sincerely,



Robert S. Seekins
FAA Certified Flight Instructor
Lt. Col., U.S. Air Force (ret.)