# Iowa Aviation System Plan

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# Project Background

- Develop a system plan to advance an already outstanding airport system
- 10 years since last system plan
- Get fresh data set and review current conditions
- Assemble Advisory Committee

## A state plan builds on FAA's National Plan

### National Plan of Integrated Airport Systems - NPIAS
- Commercial Service – Enplanement based
- General Aviation – Based AC, operations, and other factors
  - National
  - Regional
  - Local
  - Basic
  - Unclassified

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## System Planning 101

## How Does a System Plan benefit Iowa?

✈ Identify current and future levels of aviation demand

Determine if local projects are supporting state needs

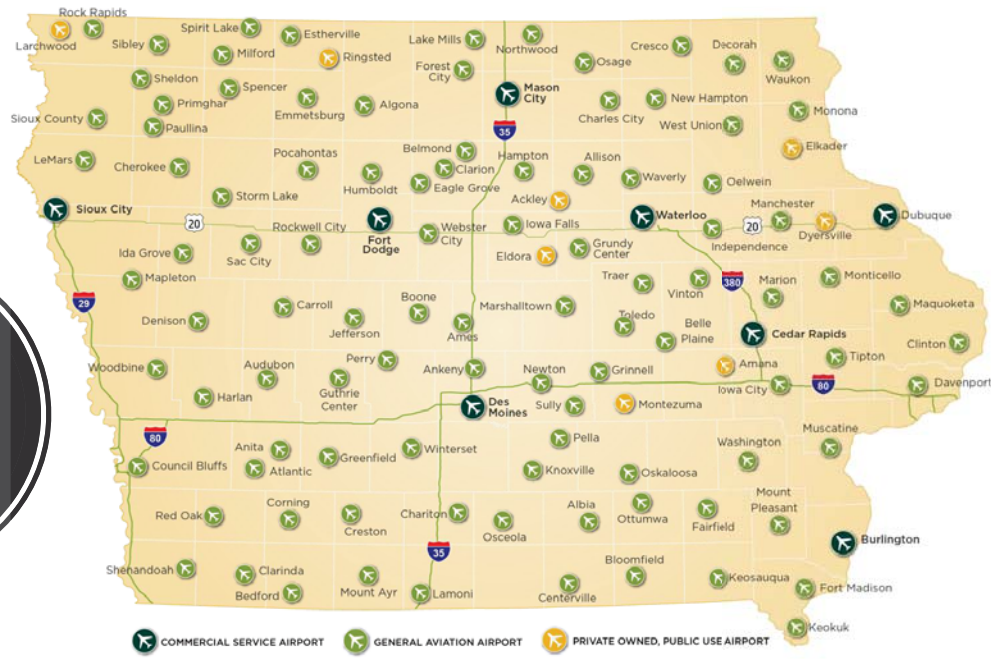Study the interrelationships of airports included in the system

Support informed decision making leading to the effective allocation of financial resources

Identify a balanced, viable, and integrated airport system

Iowa's Airport System

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## Iowa's 2010 Aviation System Plan



- Will serve as the basis for the 2020 Plan
- Conditions have changed significantly in last 10 years
- Identified 5 classifications of airports
  - Commercial Service
  - Enhanced Service (5,000 ft rwys, jets)
  - General Service (4,000 ft rwys, mid-sized jets)
  - Basic Service (3,000 ft rwys, fuel)
  - Local Service (turf, limited services)

**Iowa's Airports – 2010 System Roles**



COMMERCIAL SERVICE AIRPORT
ENHANCED SERVICE
GENERAL AVIATION AIRPORT
LOCAL
BASIC SERVICE

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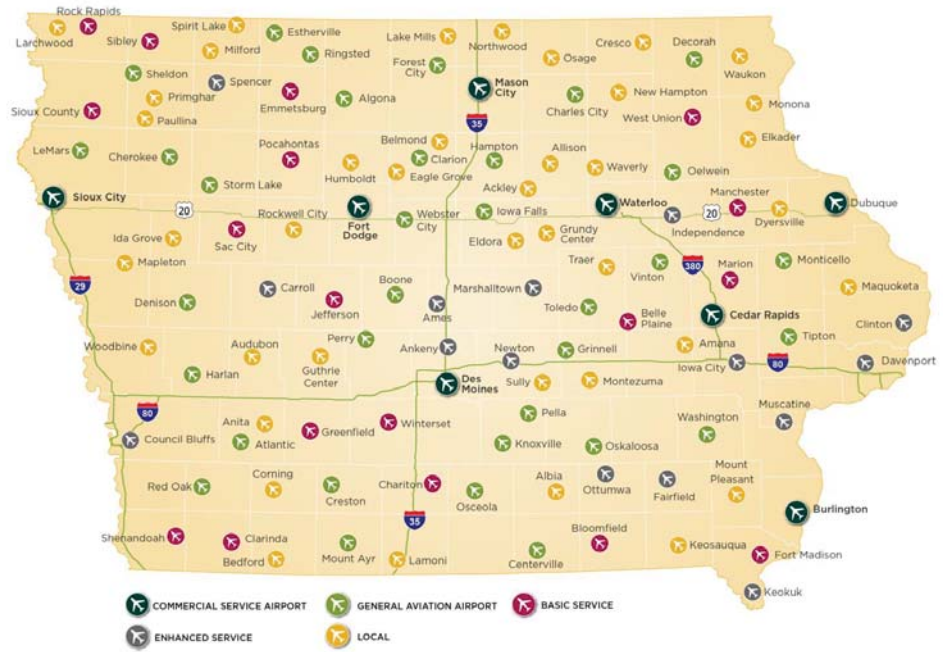
## Task 1 – Review/Update Planning Framework

- Review Goals and Objectives from 2010

- Develop evaluation measures for data collection effort

- Develop project branding and project website
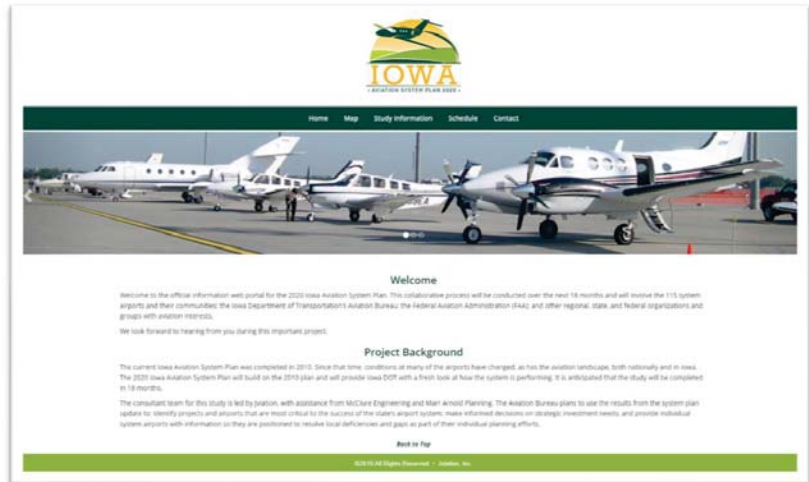


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## GOALS

**Safety and Security –** Provide a safe and secure system of airports

**Infrastructure and User Support –** Provide an airport system that meets existing and future user needs

**Accessibility –** Provide a system of airports that is adequately accessible from both the ground and the air

**Economic Support –** Support economic development through the air transportation system.

**Planning –** Establish airport related local planning to guide the development and operation of airports in Iowa

**Education and Outreach –** Provide local aviation education opportunities that promote understanding, safety, utilization, and career development

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## Task 2 - Inventory

- Collected data on 114 Airports
- Visited 60 airports
- Extensive follow up and fact checking
- Nearly all airports responded
- Outstanding database for use in rest of study

### IOWA
**· AVIATION SYSTEM PLAN 2020 ·**

### IOWA AIRPORT INVENTORY SURVEY

The Iowa Department of Transportation - Aviation Bureau is undertaking a Statewide Aviation System Plan for all public-use airports in Iowa. This study seeks input on current facilities and services offered at your airport. Your timely participation in this survey is critical to the accurate assessment of your airport and the success of the study.

THANK YOU FOR ASSISTING US WITH THIS IMPORTANT EFFORT! This survey can also be completed online at: **https://jviation.wufoo.com/forms/iowa-airport-inventory-survey/** Please complete and return this survey **within 10 days.**

## Iowa System Inventory

- Collected data on a wide variety of information at the System airports
    - Runway and Taxiway dimensions and lighting
    - Instrument approaches
    - Terminal building condition
    - Air ambulance and ag aircraft activity
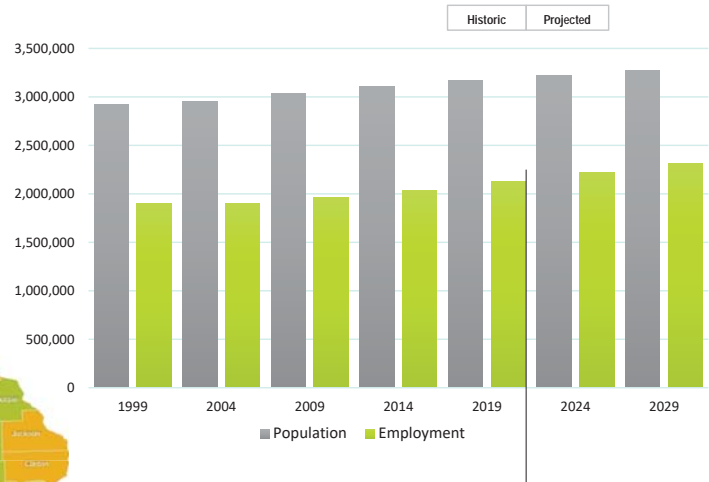    - Fuel systems



## Task 3 - Forecast of Aviation Activity





- Based aircraft
- General aviation (GA) operations
- Commercial enplanements
- Air cargo
- Discuss aviation technology and industry changes
- Assumes two year rebound to 2019 base levels due to COVID

# Forecast - Trends to Consider

- Iowa Population and Employment
  - Increasing, though at a slightly lower rate than US average
  - Growth in urban areas, declines in many rural counties



**2019 - 2039**
**Population Growth**
- -0.09% - 0.00%
- 0.01% - 0.04%
- 0.05% - 0.88%
- 0.89% - 2.11%



Historic | Projected

Population | Employment

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# Forecast – National GA Trends to Consider

- FAA projects no growth in national active fleet
  - Jet and rotorcraft are expected to increase
  - Flight training was up in 2019, though nationally pilots aging
  - GA aircraft cost have increased significantly
    - Cessna 172 - $230,000 in 2005; $379,000 in 2018

# Task 4 - System Performance Evaluation

- GIS analysis of existing airport system coverage by:
  - Population
  - Geographic land area
  - Air ambulance
  - Agricultural spraying
  - Fuel, weather, and approaches
  - Neighboring state airports considered



# System Performance – Commercial Service Airports

- Iowa has very good coverage
- Population - 96 percent
- Geographic– 90 percent
- Out-Of-State airports provide additional coverage

90-Minute Drive Time
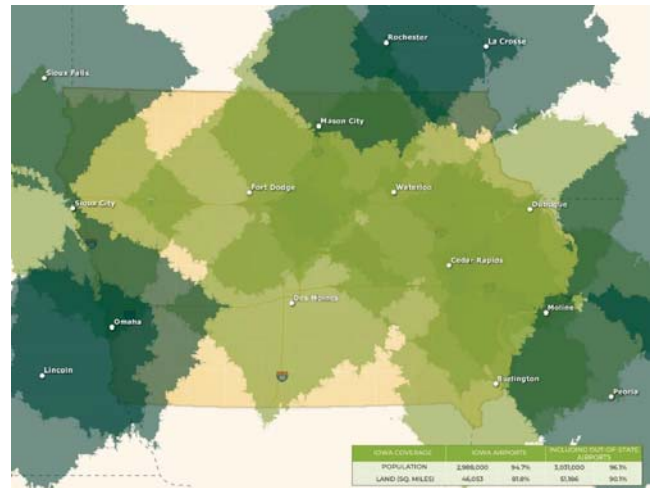
## System Performance – General Aviation Airports

- Iowa has outstanding coverage
- Population - 97 percent
- Geographic– 90 percent
- Out-Of-State airports provide additional coverage along states borders

30-Minute Drive Time



## System Performance – Published Approaches

- Robust network of approaches
- Population - 95 percent
- Geographic– 82 percent
- Out-Of-State airports provide additional coverage along states borders

30-Minute Drive Time

## System Performance – Aerial Applicator Locations

- 29 airports - based operations
- 102 airports – reported based/transient users

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## Task 5 – Review Airport Roles and Facility Objectives

- Reviewing current airport roles
  - FAA NPIAS/ASSET
  - Current Iowa system roles
- 5 airport classifications
  - Commercial Service
  - Enhanced Service (5,000 ft rwys, jets)
  - General Service (4,000 ft rwys, mid-sized jets)
  - Basic Service (3,000 ft rwys, fuel)
  - Local Service (turf, limited services)
- Distinct facility and service objectives (i.e. runway, taxiway, approach, lighting, weather, etc.)

# Task 6 – Recommended Plan and Implementation

- Develop list of recommended projects
- Develop costs and compare to anticipated funding levels
- Identify possible changes in airport role
- Recommend how to continue to monitor system

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# Project Deliverables

- Technical Report
- Executive Summary Report
- Individual Airport Reports
- Website

FACT SHEET

EXECUTIVE SUMMARY

INDIVIDUAL REPORT

## Next Steps

- Complete Roles and Facility/Service Assessment (Now through December)
- Recommendations and Cost Estimates (October through February)
  - Public Private Partnership evaluation
- Prepare various deliverables (Begin in January)
- Prepare Flight Maps (Underway)