




# ADVISORY COMMITTEE MEETING #1

## DECEMBER 11, 2019

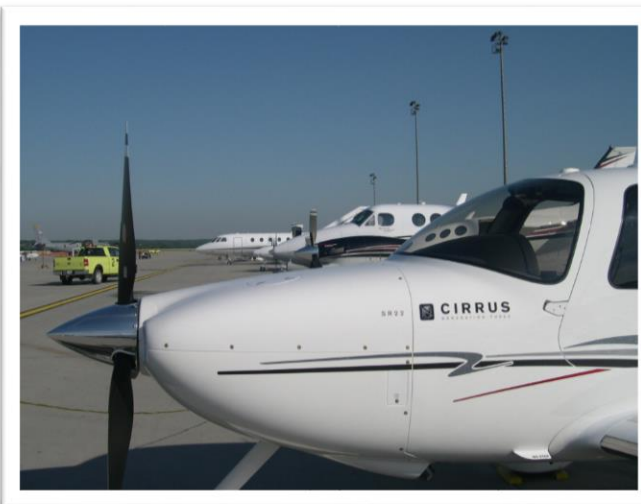
# Agenda

- Introductions of Aviation Bureau, Advisory Committee, and Consultant Team
  - Role of the Advisory Committee
  - System Planning 101 and the need for an Updated Iowa Plan
  - Iowa System Plan Overview
    - Scope
    - Schedule
    - Deliverables
  - Study Goals and Objectives Discussion
  - Data Collection Efforts
  - Next Steps
  - Other Items and Wrap-Up
- 

# Project Background

- Develop a system plan to advance an already outstanding airport system
- 10 years since last system plan
- Project Team
  - Aviation
  - McClure Engineering
  - Marr Arnold Planning





# 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

# 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

# How Will Iowa's Airports Benefit from a System Plan?



Provides for the prioritization of limited state aviation funding for airport system improvements



Results help to educate state and local elected officials



Recommendations help to steer local airport planning decisions



Plans provide a platform for coordinating airport development needs with other state agencies, regional/metropolitan planning organizations, and aviation groups in neighboring states



Results inform system changes needed to address current and emerging aviation issues

# How Can a System Plan Assist Local Airport Planning?

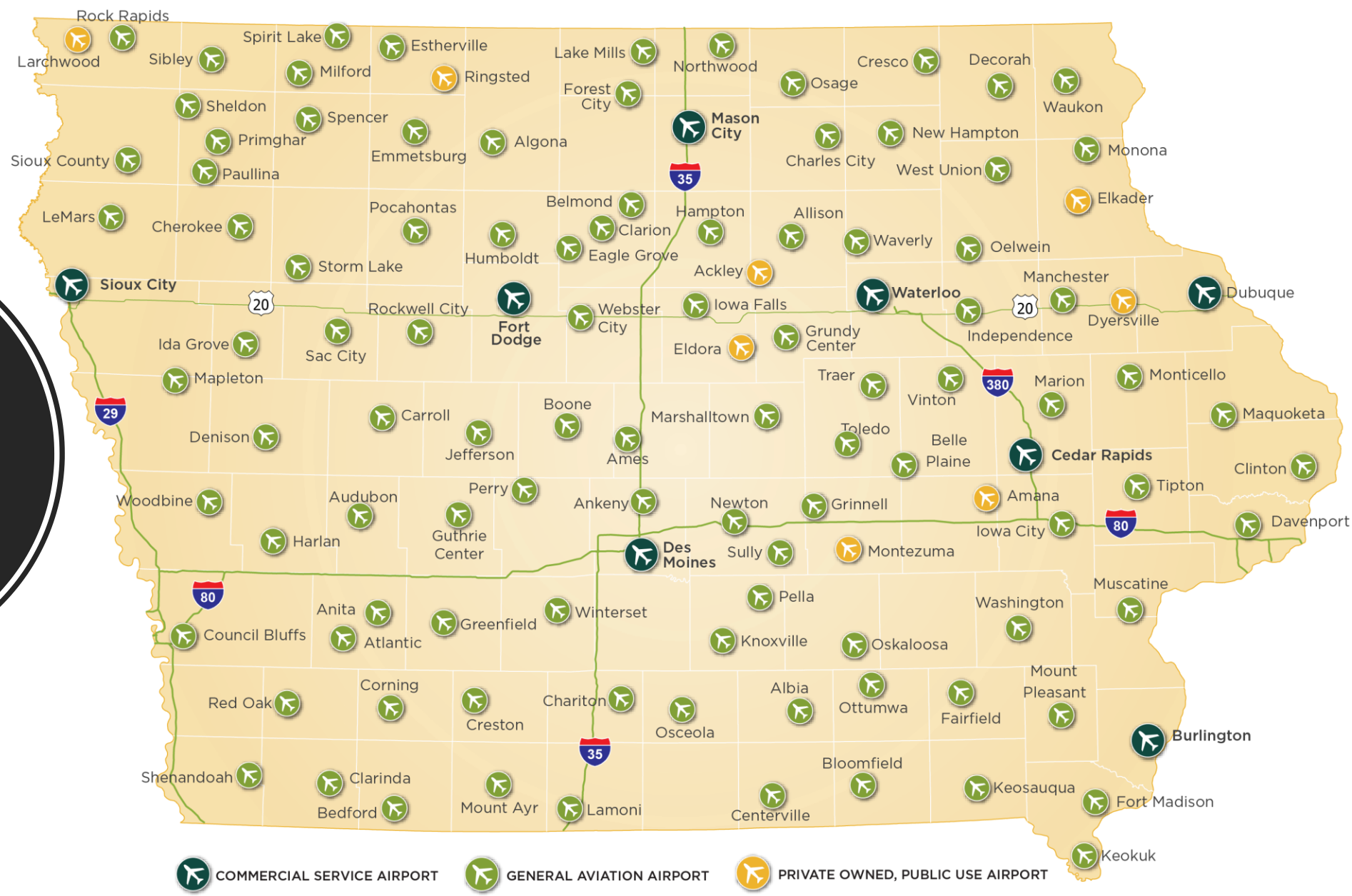
Providing a bridge between local planning and state planning efforts

Determining if local airport plans are compatible with and supportive of state identified airport needs

Comparing demand projections from the system plan and demand projections for a master plan

Preparing an integrated list of airport development projects that represents both state and local needs

# Iowa's Airport System



 COMMERCIAL SERVICE AIRPORT
  GENERAL AVIATION AIRPORT
  PRIVATE OWNED, PUBLIC USE AIRPORT

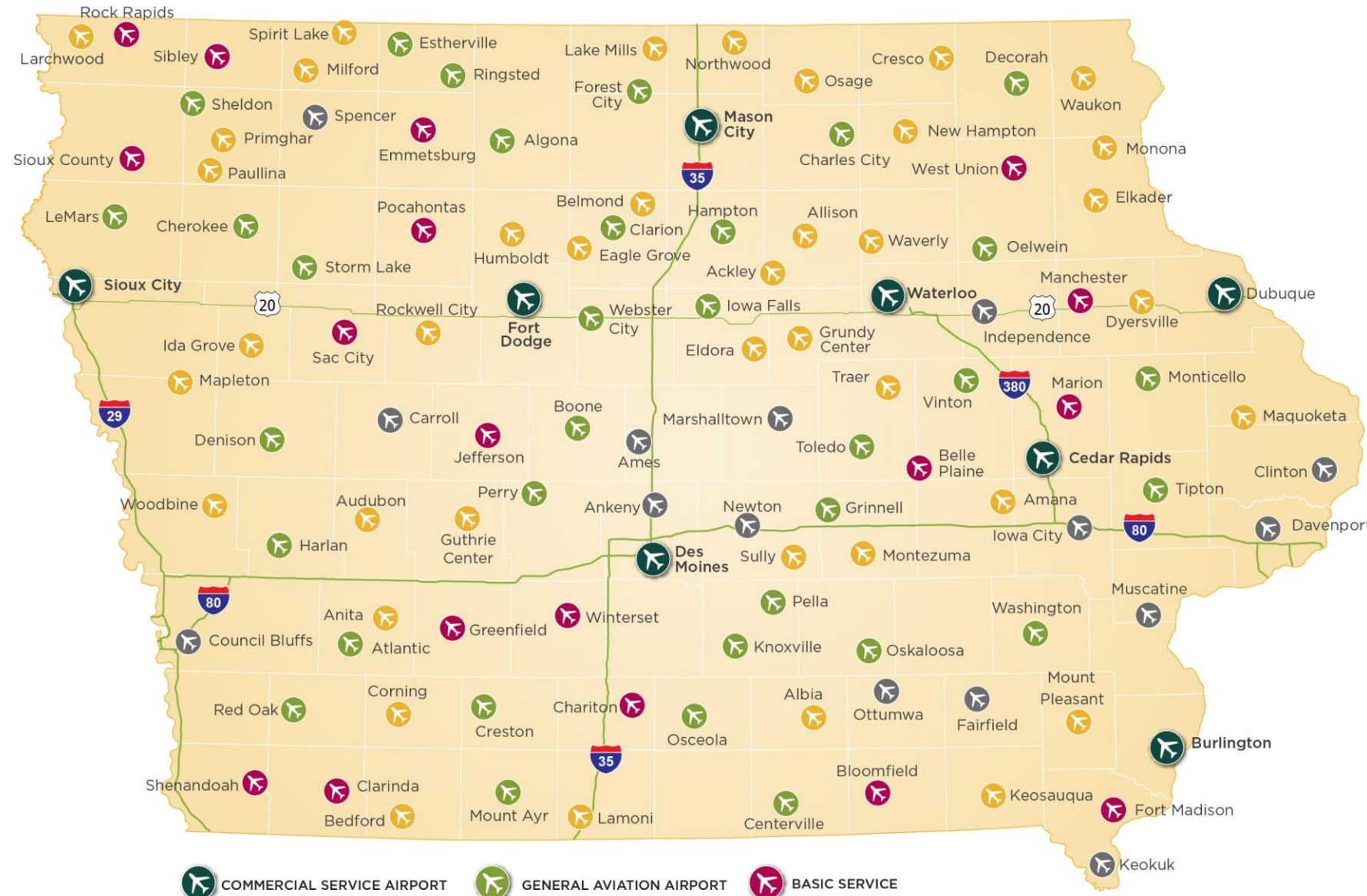




# Iowa's 2010 Aviation System Plan

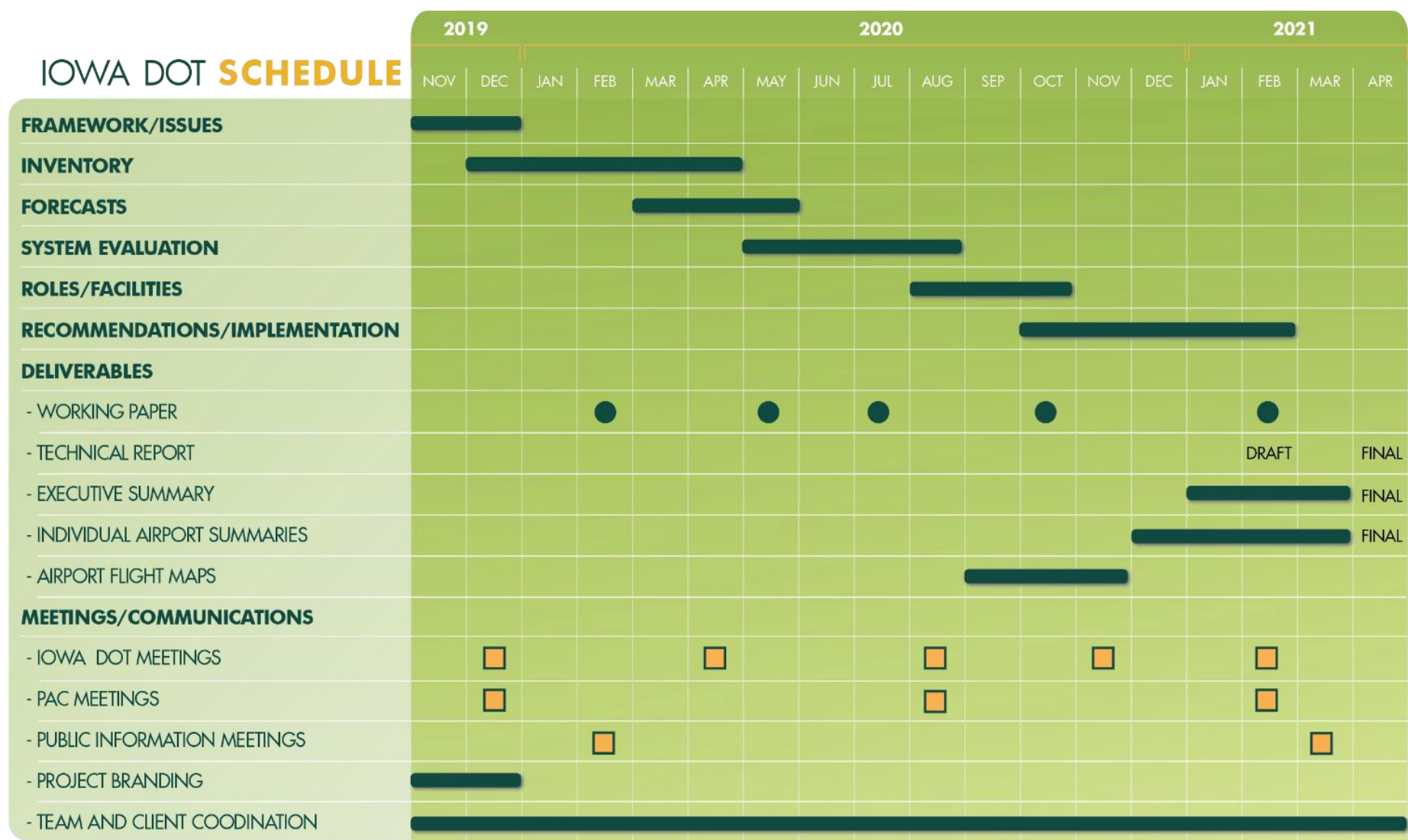
- Will serve as the basis for the 2020 Plan
- Conditions have changed significantly in last 10 years
- Identified 5 classifications of airports
  - Commercial Service
  - Enhanced Service (5,000 ft rwys, jets)
  - General Service (4,000 ft rwys, mid-sized jets)
  - Basic Service (3,000 ft rwys, fuel)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

# Iowa's Airports – 2010 System Roles



- COMMERCIAL SERVICE AIRPORT
- ENHANCED SERVICE
- GENERAL AVIATION AIRPORT
- LOCAL
- BASIC SERVICE

# Project Schedule





# Task 1 - Review/Update Planning Framework (Underway)

- Review Goals and Objectives from 2010
- Develop evaluation measures for data collection effort
- Develop project branding and project website

2020-iowa-aviation-system-plan.com

**IOWA**  
• AVIATION SYSTEM PLAN 2020 •

Home Map Study Information Schedule Contact

## Welcome

Welcome to the official information web portal for the 2020 Iowa Aviation System Plan. This collaborative process will be conducted over the next 18 months and will involve the 115 system airports and their communities; the Iowa Department of Transportation's Aviation Bureau; the Federal Aviation Administration (FAA); and other regional, state, and federal organizations and groups with aviation interests.

We look forward to hearing from you during this important project.

## Project Background

The current Iowa Aviation System Plan was completed in 2010. Since that time, conditions at many of the airports have changed, as has the aviation landscape, both nationally and in Iowa. The 2020 Iowa Aviation System Plan will build on the 2010 plan and will provide Iowa DOT with a fresh look at how the system is performing. It is anticipated that the study will be completed in 18 months.

The consultant team for this study is led by Jviation, with assistance from McClure Engineering and Marr Arnold Planning. The Aviation Bureau plans to use the results from the system plan update to: identify projects and airports that are most critical to the success of the state's airport system; make informed decisions on strategic investment needs; and provide individual system airports with information so they are positioned to resolve local deficiencies and gaps as part of their individual planning efforts.

[Back to Top](#)

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# Task 2 - Inventory

Visit approximately 60 airports

Collect data on all 115 Airports

- Compatible land use
- Pavement management
- Terminal facilities/conditions
- Fuel services/facilities
- Hangar adequacy



## 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 success of this study.

**THANK YOU FOR ASSISTING US WITH THIS IMPORTANT EFFORT!**

This survey can also be completed online at: **Survey Link**

Please complete and return this survey by **Date**.



## Task 3 - Forecast of Aviation Activity

- Based aircraft
- General aviation (GA) operations
- Critical aircraft
- Commercial enplanements
- Air cargo
- Discuss aviation technology and industry changes



## Task 4 – System Performance Evaluation

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- GIS analysis of existing airport system coverage by:
  - Population
  - Geographic land area
  - Air ambulance needs
  - Agricultural facility/service needs
  - Fuel, weather, and ADS-B, approach
  - Neighboring state airports considered





## Task 5 – Review Airport Roles and Facility Objectives

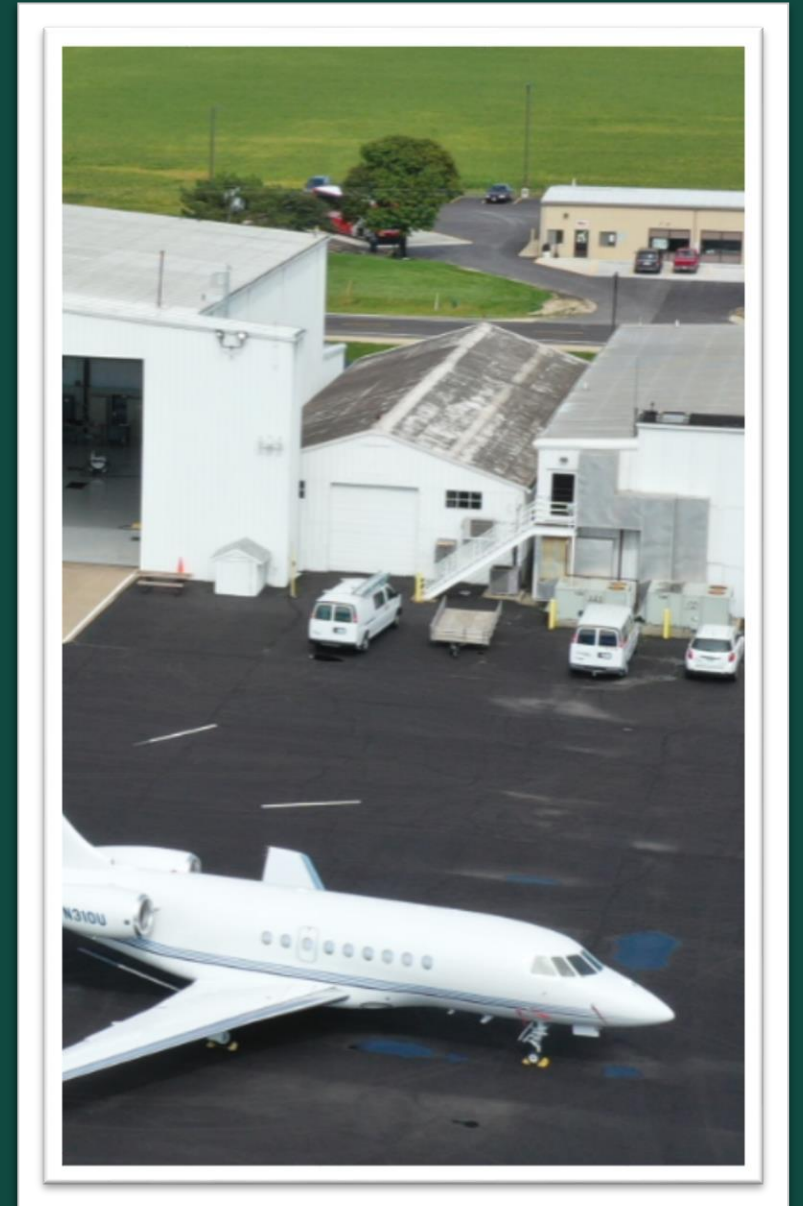
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- 5 airport classifications
  - Commercial Service
  - Enhanced Service (5,000 ft rwys, jets)
  - General Service (4,000 ft rwys, mid-sized jets)
  - Basic Service (3,000 ft rwys, fuel)
  - Local Service (turf, limited services)
- Distinct facility 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



# Project Deliverables

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

**SOUTH CAROLINA AERONAUTICS COMMISSION**  
*Executive Summary*

**FACTS ON ECONOMIC IMPACTS FOR South Carolina**

AIRPORTS IN SOUTH CAROLINA SUPPORT \$16.3 BILLION IN ANNUAL STATEWIDE ECONOMIC ACTIVITY

The South Carolina Aeronautics Commission (SCAC) completed research to estimate airport-related economic impacts. Details on the study can be obtained on the Commission's website: [WWW.SCARAERONAUTICS.COM](http://WWW.SCARAERONAUTICS.COM)

South Carolina's Economic Impact Report is a "snapshot" in time reflecting conditions at study airports when the analysis was completed. All impacts start with direct impacts: quantified employment, payroll, and spending. Check direct impacts under the airport's economy. They continue to multiply, creating additional indirect and induced impacts. Combined, direct, indirect, and induced impacts equal each airport's and the state's total airport-related economic impact. For the SCAC project, INPLAN, an FAA-recognized model, was used to estimate indirect and induced impacts.

**MULTIPLIER IMPACTS**

**ANNUAL ECONOMIC IMPACT FROM STUDY AIRPORTS**

The 17 public airports in South Carolina may have economic impacts associated with one or more of the following: airport management, airport tenants, capital investment, and general aviation or commercial visitor spending. Annual economic impacts in each of these four categories are measured considering employment, payroll, spending, and total economic activity. For this study, economic activity is one of annual payroll and annual spending for each activity group.

**South Carolina & ECONOMIC IMPACT**

**\$16.3 BILLION**

**— SUMMARY OF STUDY FINDINGS FOR — HAMPTON COUNTY AIRPORT**  
Hampton, South Carolina

Airports are essential to South Carolina transportation infrastructure and economic growth. To guide the South Carolina Aeronautics Commission (SCAC) in its efforts to improve the state's aviation infrastructure, the SCAC completed studies to its Economic Impact System Plan and a series of airport economic impact studies. Details on both reports are available at [www.scaraerona.com](http://www.scaraerona.com). This report provides a summary of key findings and highlights the contributions that the Hampton County Airport makes to the overall statewide economic impact. This is the airport's economic impact as measured by the SCAC's INPLAN model. The report also provides a summary of the airport's economic impact as measured by the SCAC's INPLAN model.

FACT SHEET

**IOWA AVIATION SYSTEM PLAN 2020**

Home Map Study Information Schedule Contact

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[Back to Top](#)

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**OKLAHOMA AVIATION AND AEROSPACE**

**— THE ECONOMIC IMPACT OF —**  
ALTLUS/QUARTZ MOUNTAIN REGIONAL AIRPORT  
ALTUS, OKLAHOMA

**— THE ECONOMIC IMPACT OF —**  
HAMPTON COUNTY AIRPORT  
HAMPTON, SOUTH CAROLINA

**— SUMMARY OF STUDY FINDINGS FOR —**  
HAMPTON COUNTY AIRPORT  
Hampton, South Carolina

**FACTS ON THE ECONOMIC IMPACT OF AVIATION & AEROSPACE IN OKLAHOMA**

The Aviation and Aerospace Industries in Oklahoma Support \$43.7 Billion in Annual Statewide Economic Activity

The Oklahoma Aeronautics Commission (OAC) completed a study to estimate the economic benefits of aviation and aerospace in Oklahoma. Details of the study can be obtained on the Commission's website: [WWW.OAC-OKLAHOMA.COM](http://WWW.OAC-OKLAHOMA.COM). This study estimated economic impacts associated with these key contributors:

- 109 public general aviation and commercial airports
- 600,000 employees engaged in aviation/aerospace
- 10 million visitors

Total annual statewide economic impacts for each of these three groups are shown here.

Category	Employment	Payroll	Spending	Total Economic Impact
ALL 109 Public Airports	74,000	\$2.6 B	\$2.9 B	\$5.5 B
600,000 Employees	567,000	\$2.9 B	\$13.9 B	\$16.8 B
Military Aviation	72,648	\$47.8 B	\$44.8 B	\$133.3 B

**Annual Economic Impact from Study Airports**

The 109 public airports in Oklahoma may have economic impacts associated with one or more of the following categories: airport management, airport tenants, total investments, general aviation, and commercial visitor spending. Combined, direct, indirect, and induced impacts equal each airport's and the state's total airport-related economic impact. For this study, economic activity is one of annual payroll and annual spending for each activity group.

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**EXECUTIVE SUMMARY**

**INDIVIDUAL REPORT**

# Study Goals & Objectives Discussion



# Goals, Objectives, & Performance Measures



Goals – Key focus areas to guide the plan toward meeting overall vision (What should the system look like)



Objectives – Define what is needed to achieve goals (Means to achieve)



Performance Measures – Specific measures to evaluate systems progress (Metrics to evaluate)

# 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



Discuss  
Objectives for  
Each Goal



# Next Steps

- Finalize Goals and Objectives
  - Finalize airport sponsor survey
  - Distribute airport sponsor survey
  - Schedule and conduct airport visits and calls (January – April)
  - Public Outreach Meeting (February ?)
  - Next Advisory Committee meeting (Summer 2020)
- 



Thank you for participating on the Iowa Aviation System Plan's  
Advisory Committee!