The National Plan

DOT-FAA is required to:

• Maintain a plan for developing public-use airports that are important to national transportation system
• Publish the National Plan every other year

The Plan:

• Identifies the airports that are eligible for AIP funding
• Identifies the AIP-eligible project costs necessary to provide a safe, efficient, and integrated system of airports over 5 fiscal years (2015 – 2019)
• Used to calculate nonprimary entitlements by airport
• Includes 70 Page Narrative and 2 Appendices (List of Airports and State Maps)

Last 6 reports available at: http://www.faa.gov/airports/planning_capacity/npias/
Composition of U.S. Airport System

<table>
<thead>
<tr>
<th>Type of Facility</th>
<th>Total U.S. Facilities</th>
<th>Private-Use Facilities</th>
<th>Public-Use Facilities</th>
<th>Existing NPIAS Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airport</td>
<td>13,112</td>
<td>8,266</td>
<td>4,857</td>
<td>3,283</td>
</tr>
<tr>
<td>Heliport</td>
<td>5,579</td>
<td>5,513</td>
<td>66</td>
<td>10</td>
</tr>
<tr>
<td>Seaplane Base</td>
<td>488</td>
<td>272</td>
<td>216</td>
<td>38</td>
</tr>
<tr>
<td>Balloonport</td>
<td>13</td>
<td>12</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Gliderport</td>
<td>35</td>
<td>30</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Ultralight</td>
<td>122</td>
<td>119</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>19,360</strong></td>
<td><strong>14,212</strong></td>
<td><strong>5,148</strong></td>
<td><strong>3,331</strong></td>
</tr>
</tbody>
</table>

The 14 Proposed NPIAS airports are not included in this table.

- **3,345 Existing and Proposed NPIAS Airports**
  - **3,331 Existing**
    - 3,253 Public Owned
    - 78 Private Owned
  - **14 Proposed**

- **389 Primary**
  - **29 Large**
  - **33 Medium**
  - **76 Small**
  - **251 Nonhubs**

- **2,942 Nonprimary**
  - 2,553 GA
  - 264 Relievers
  - 125 Nonprimary GS

- **1 Primary**
  - **84 National**
  - **459 Regional**
  - **1,268 Local**
  - **880 Basic**
  - **251 Unclassified**

ASSET Roles

Federal Aviation Administration

NPIAS 2015-2019
September 2014
NPIAS Development Estimates

• Compiled using information available in 2013 and early 2014:
  → Planning documents such as airport master plans and regional & state system plans
  → Information provided by sponsor’s capital improvement plans
  → Information from airport inspections

• Reviewed by FAA planners and engineers to ensure project is:
  → AIP eligible
  → Justified by forecast or design standards
  → Feasible development for the airport

• Unfunded development only

• Categorized by type of project type and airport type
  (see slides 6 and 7, respectively)
How development totals have changed over time

<table>
<thead>
<tr>
<th>Base Year of Published Report</th>
<th>Development Cost ($Billions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1980</td>
<td>8.7</td>
</tr>
<tr>
<td>1990</td>
<td>24</td>
</tr>
<tr>
<td>1993</td>
<td>29.7</td>
</tr>
<tr>
<td>1998</td>
<td>35.1</td>
</tr>
<tr>
<td>2001</td>
<td>46.2</td>
</tr>
<tr>
<td>2005</td>
<td>39.5</td>
</tr>
<tr>
<td>2007</td>
<td>41.2</td>
</tr>
<tr>
<td>2009</td>
<td>49.7</td>
</tr>
<tr>
<td>2011</td>
<td>52.3</td>
</tr>
<tr>
<td>2013</td>
<td>42.5</td>
</tr>
<tr>
<td>2015</td>
<td>33.5</td>
</tr>
</tbody>
</table>
79% of project costs are to rehabilitate existing infrastructure and keep airports up to current standards.
21% of project costs are to accommodate growth in aeronautical activity.
Development By Type of Airport

Primary Airports account for 12% of airports and 62% of costs.
Nonprimary Airports equal 88% of airports and 38% of cost.
Summary

- 3,345 public-use airports are estimated to have $33.5 Billion in AIP-eligible development needs between 2015-2019
  - Cost estimates are 21% lower ($9 Billion) than the previous report
- Airport system is in a state of good repair and remains safe
- Airports continue to work on environmental issues and promote sustainable airport development
- Airports and Federal Government continue preparing for future demand by improving infrastructure and implementing the Next Generation Air Transportation System (NextGen)
- Airports provide 98% of population with access to air transportation
- Airports remain in stable financial condition
Highlights from Chapters 2 and 3
Performance: Safety and Environment

Safety – Aviation system remains one of safest in world. AIP is used to fund development that maintain safe airport conditions:

- Runway Safety Areas
- Other projects to bring older airfields into compliance with current standards
- Wildlife Hazard Assessments & Management Plans
- Safety Management Systems

Environment – Continuing improvement.

- Noise – continuing progress through voluntary program (Part 150)
- Air Quality – reducing local emissions through:
  - Voluntary Airport Low Emission (VALE) Program at commercial airports
  - Zero-Emission Airport Vehicles (ZEVs) and Infrastructure
- Water Quality – working with industry to address water quality issues
- Airport Sustainability – promoting sustainable airport planning & development
Performance: Capacity and Pavement

**Capacity** – Delays are down overall nationwide.
- Small group of largest airports with chronic delays
- Continued efforts to enhance capacity and reduce delays through infrastructure development
- Supplemental Capacity Enhancement Measures
  - Next Generation Air Transportation (NextGen)
    - Navigation and Access
    - Surface Traffic Management and Collaborative Decision-making
    - Closely Spaced Parallel Runway Operations
  - Congestion Management (New York, Chicago, San Francisco)

**Pavement** – adequate and safe.
- 97.5% of runways at NPIAS airports are in good/fair condition
Performance: Accessibility and Financial

Surface Accessibility — Good.

- 98.5% of population live within 20 miles of a NPIAS airport
- 29% of commercial service airports served by public transportation
- Every large hub has at least one transportation mode other than a car
- 28 busy airports served by rail and plans for rail to serve 4 more airports

Financial Status — Airports are stable.

- Carefully managing expenses (operating, financing, and capital)
- Creditworthiness for large and medium hub airports remains strong
Aviation Forecast and Other Factors Impacting Airports

- **Passenger** Growth will continue to slowly grow over the long-term.
  - Carriers continue matching flight frequencies and aircraft size with demand, eliminating unprofitable routes, and grounding older, less fuel efficient aircraft.
  - Load factors expected to remain at historic high levels

- **General Aviation** Aircraft saw moderate to modest growth in 2013.
  - Deliveries up 6.4% from 2012. Third year of increased aircraft shipments.

- **Cargo** concentrated at busy commercial airports.
  - President’s National Export Initiative

- **Other Issues** such as:
  - Unmanned Aircraft Systems – 6 research and test sites
  - Commercial Space Launch Sites - 8 sites and 3 are NPIAS locations (Mojave, CA; Clinton, OK; Cecil, FL)
View the full report online at:
http://www.faa.gov/airports/planning_capacity/npias/reports/

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