



# **National Plan of Integrated Airport Systems**

**March 2005**

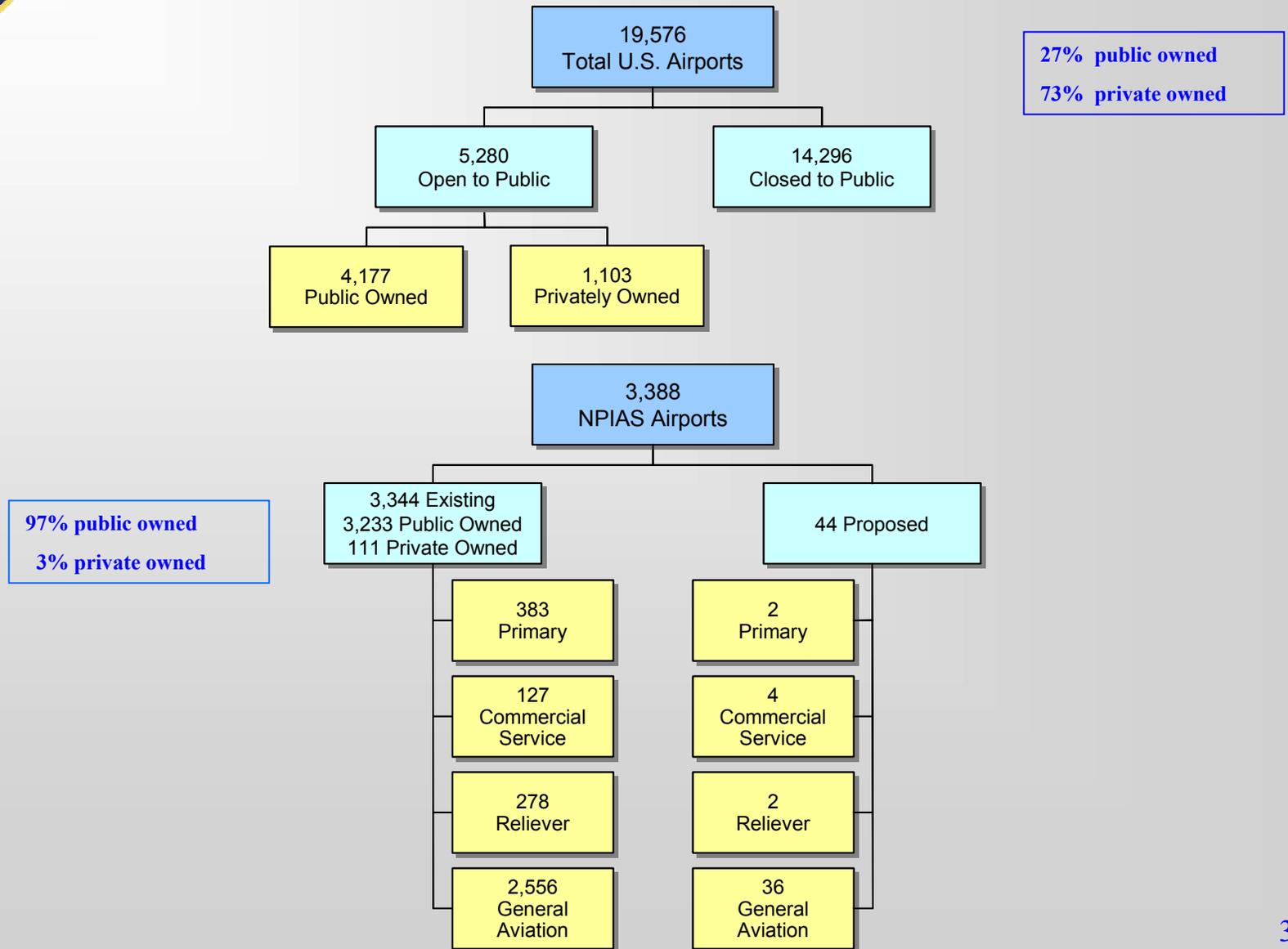


# Principles for the National Airport System

- ) **Safe/Efficient**
- ) **Flexible/Expandable**
- ) **Permanent**
- ) **Compatible with surrounding communities**
- ) **Developed in concert with improvements to Air Traffic Control**
- ) **Support national objectives for defense, emergency readiness, and postal delivery**
- ) **Accessible/Affordable**
- ) **Contribute to economy and international competitiveness**



# U.S. Airports by Ownership & Use





# National Plan of Integrated Airport Systems (NPIAS)

## ) **Secretary of Transportation is required to:**

- + maintain plan for developing public-use airports in U.S.
- + Send a Report to Congress every other year

## ) **The Plan:**

- + Contains AIP eligible development considered necessary over 5 years to provide safe, efficient, and integrated system of public-use airports
- + Identifies 3,344 existing airports and 44 proposed airports that are important to the national transportation system

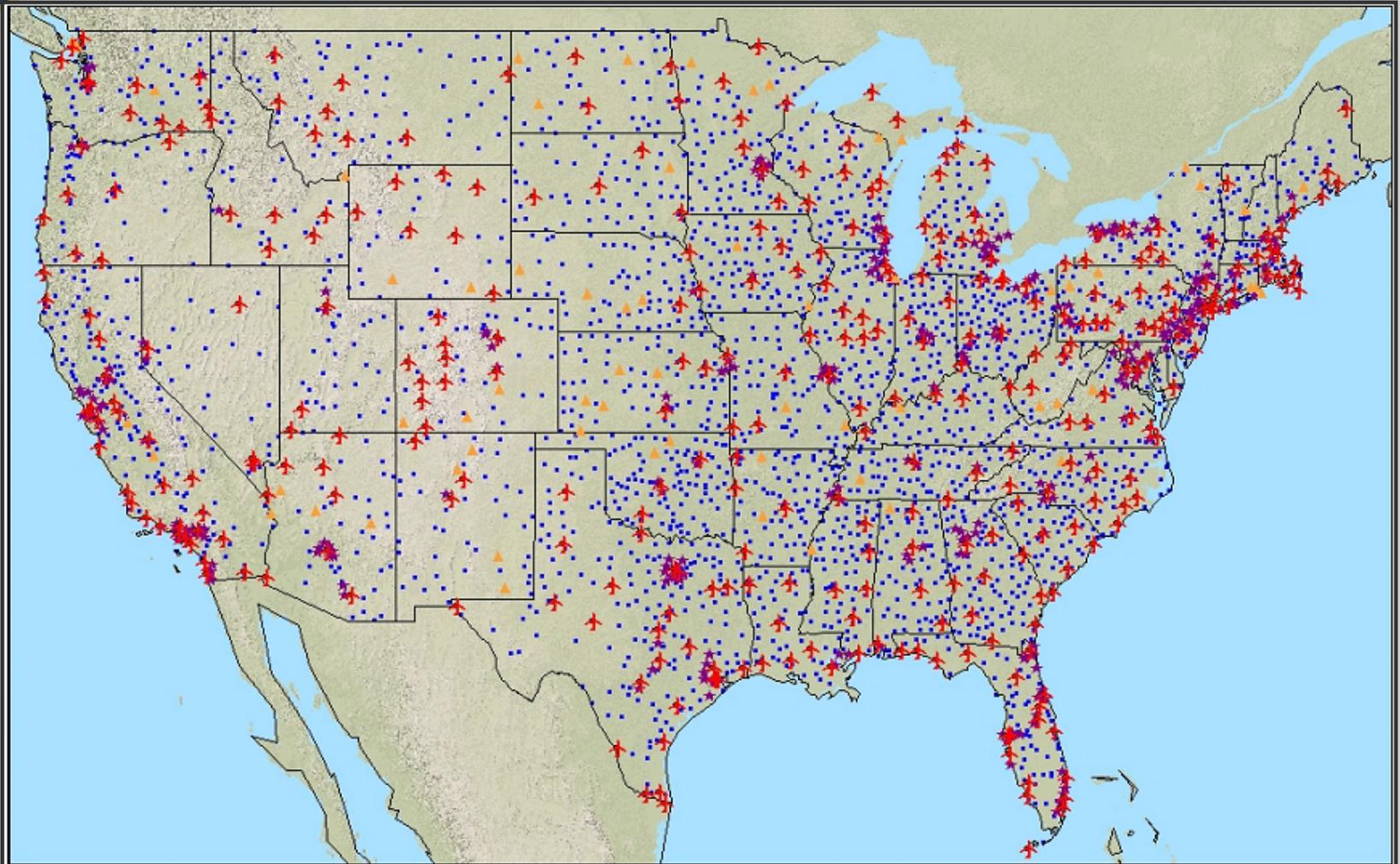


# Criteria for Inclusion in NPIAS

- ) **All Commercial Service Airports Are Included (510):**
- ) **General Aviation Airports (2,556):**
  - + Included in State or Metropolitan System Plan and
  - + Has at least 10 based aircraft and
  - + Serves a community located 30 minutes or more average ground travel time (20 miles) from nearest existing or proposed NPIAS airport
- ) **Reliever Airports (278):**
  - + 100 based aircraft or 25,000 annual itinerant operations
  - + Must relieve a commercial service airport in metropolitan area with population of at least 250,000 or at least 250,000 enplanements
  - + Relieved airport must be operating at 60% of its capacity
- ) **New Airports (44):**
  - + Replacement, Supplemental, Additional must meet criteria for type of airport



# NPIAS Airports

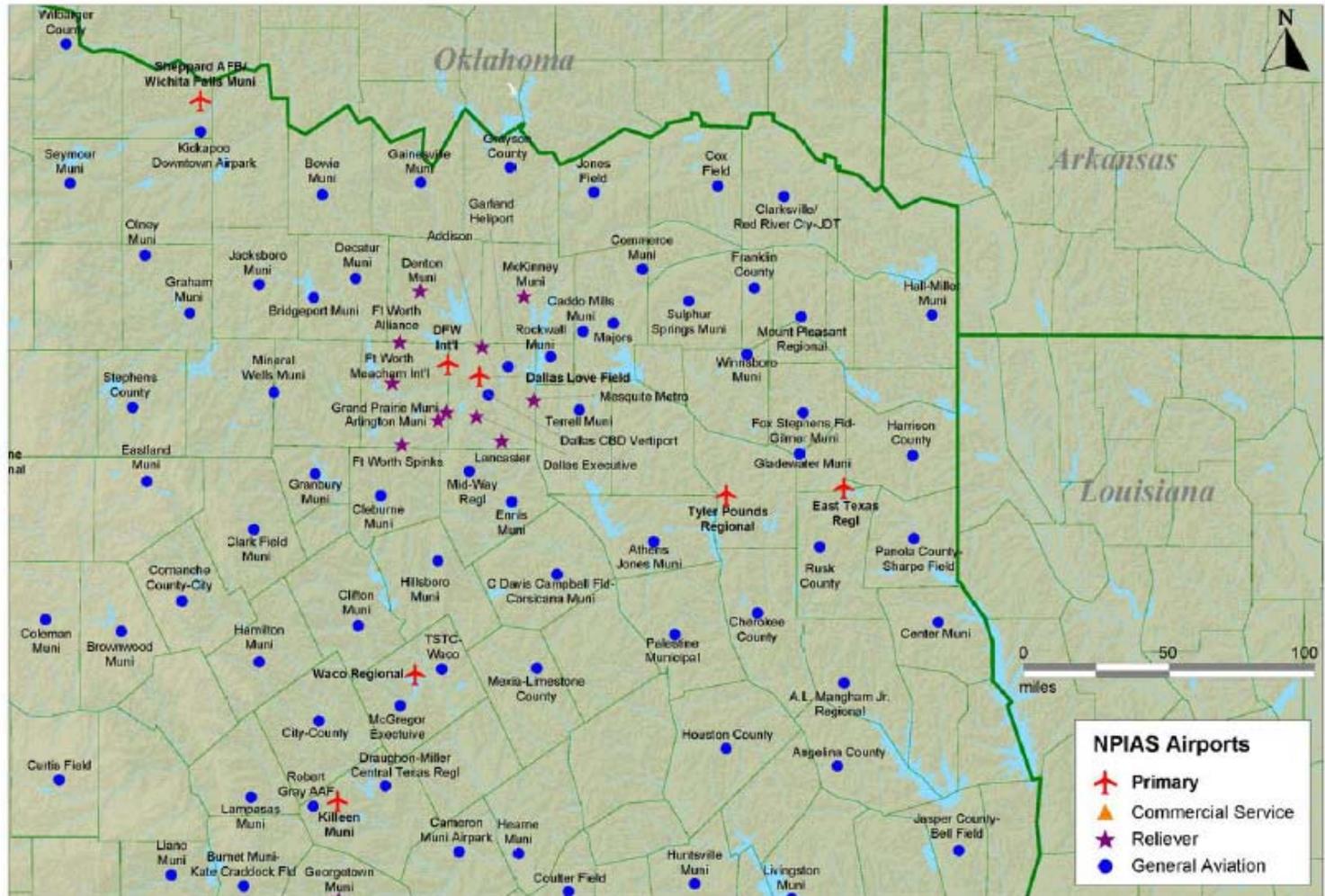


✈ Primary    ▲ Commercial Service    ★ Reliever    ● General Aviation



# State Map from NPIAS

## Texas (North/Northeast)



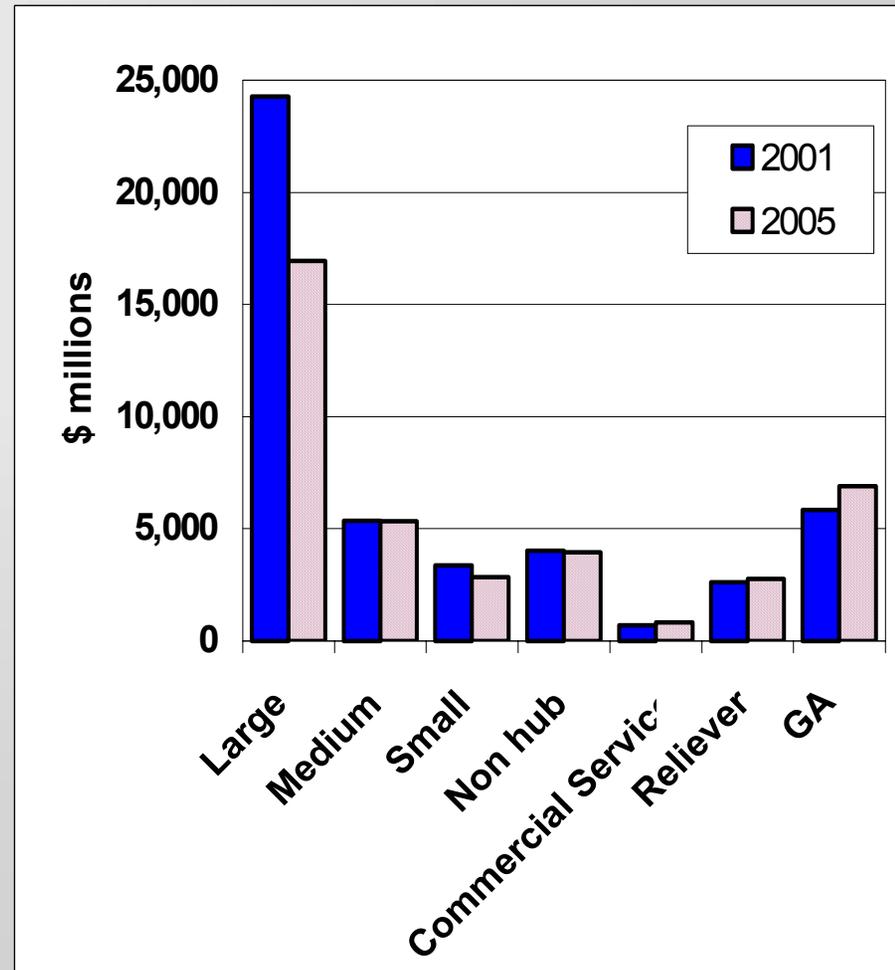
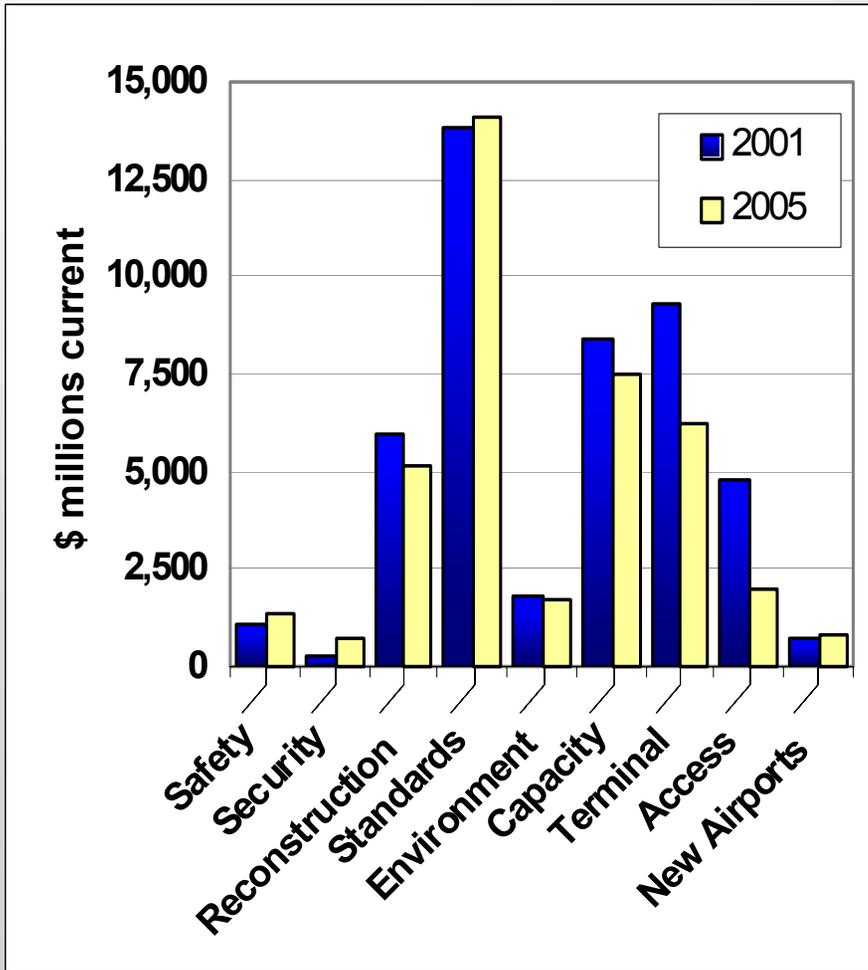


# **NPIAS Development**

- ) Development derived from locally prepared & approved airport master plans and regional & state system plans.**
- ) Includes development that is eligible for Federal grants under AIP. Does not include ineligible projects such as automobile parking structures or revenue producing portions of passenger terminal buildings.**
- ) Includes unfunded development. Once funding (AIP, PFC, bonds, local) is identified it is no longer a need.**
- ) Costs are categorized by purpose of development and type of airport.**



# Comparison of Development (2005 to 2001)





# System Performance

- ) **Safety – Aviation system remains safest in world.**
  - + AIP funds have been targeted to enhance safety and reduce accidents, fatalities, and incursions.
- ) **Capacity – Demand for air travel recovering.**
  - + New runways produce largest capacity increases. Eight runways scheduled to open in next 5 years and 16 runway projects under consideration.
  - + Added measures that will be used to evaluate performance of the 35 OEP airports.
- ) **Noise – Substantial improvement.**
  - + In 1976, estimated 6 to 7 million people resided near airports exposed to significant noise. Today, approximately 500,000 people residing near airports exposed to significant noise.
  - + Added annual performance measure showing number of people in residential areas that will benefit from AIP noise set-aside program. Exceeded FY 04 goal.



# System Performance

## ) **Surface Accessibility – Good.**

- + 98% of population live with 20 miles of a NPIAS airport
- + Private automobile still primary mode of ground access, but increasing interest in improving public transportation in urban areas.

## ) **Runway Pavement – Adequate and safe.**

- + 96% of runways at NPIAS airports in good/fair condition

## ) **Financial Performance – Airport finances impacted by downturn in traffic.**

- + No major airport has defaulted on bonds
- + Most large hubs continue to run profitably



# Summary

- ) **Total 5-year development needs in NPIAS decreased by 15% from last Report (from \$46.2 Billion to \$39.5 Billion)**
  - + Cost estimates for hub airports (large, medium, small, and non-hubs) decreased while needs for commercial service, reliever, and general aviation airports increased.
    - § Decrease at hub airports is in response to decreases in airline revenue and passenger activity and funding of large development programs through the PFCs
    - § Increase for commercial service, reliever, and general aviation airports reflects a continued focus, largely as a result of nonprimary entitlement funding, on identifying development at these airports.
- ) **Demand for air travel is showing improvement**
- ) **As demand recovers and delays increase we anticipate airports will re-examine deferred development**



# Non Primary Entitlements

## ) **FY 04 NPE\$ (\$341 M)**

- + **Based on 2001-2005 NPIAS issued August 2002**
- + **Snapshot taken Dec 2001**

## ) **FY 05 NPE\$ (\$390 M)**

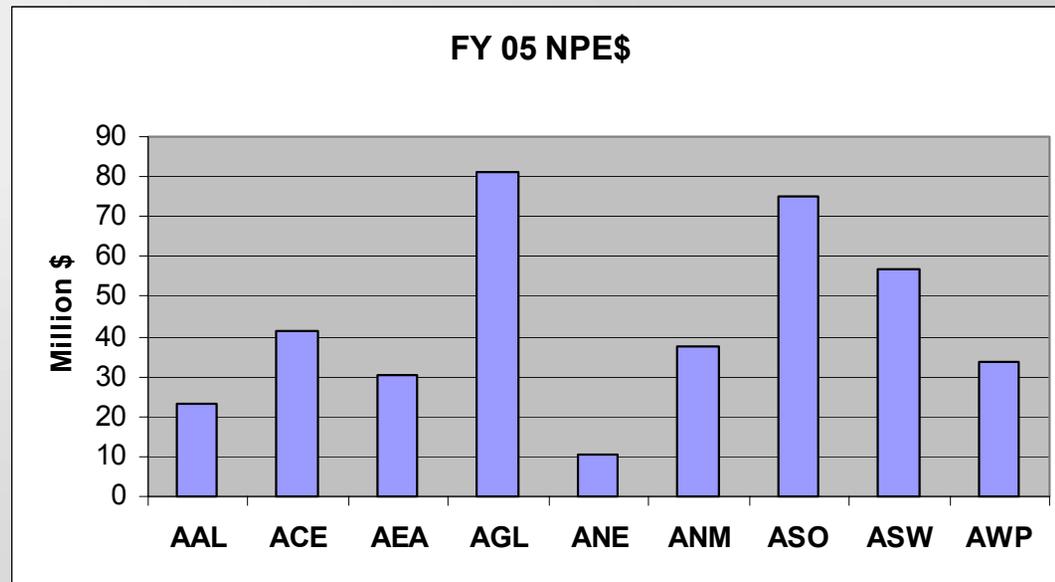
- + **Based on 2005-2009 NPIAS issued September 2004**
- + **Snapshot taken Dec 2003**

## ) **FY 06 NPE\$**

- + **Based on 2005-2009 NPIAS**

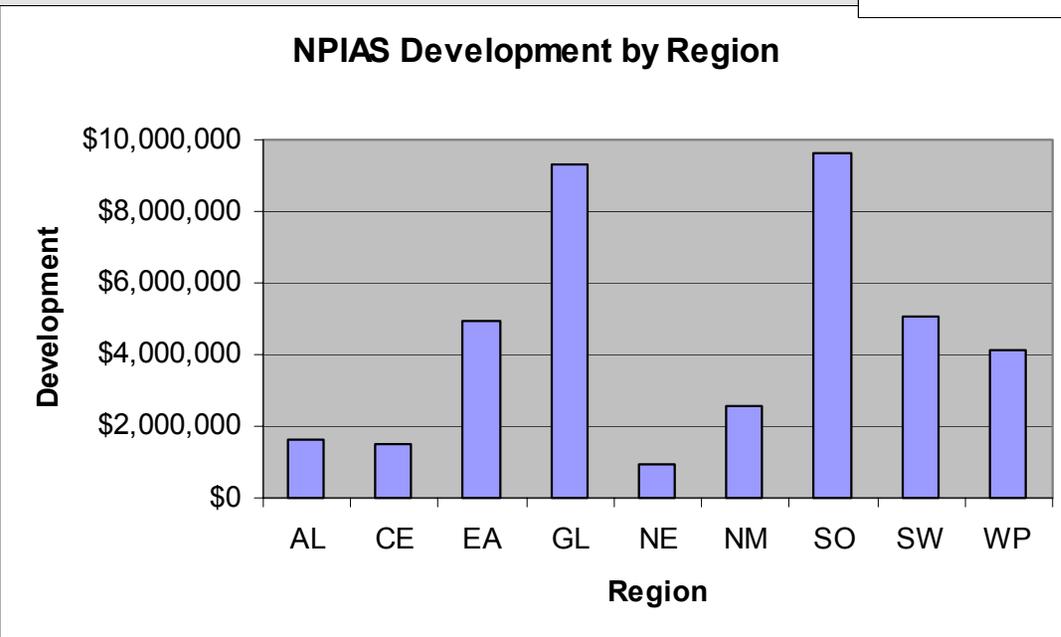
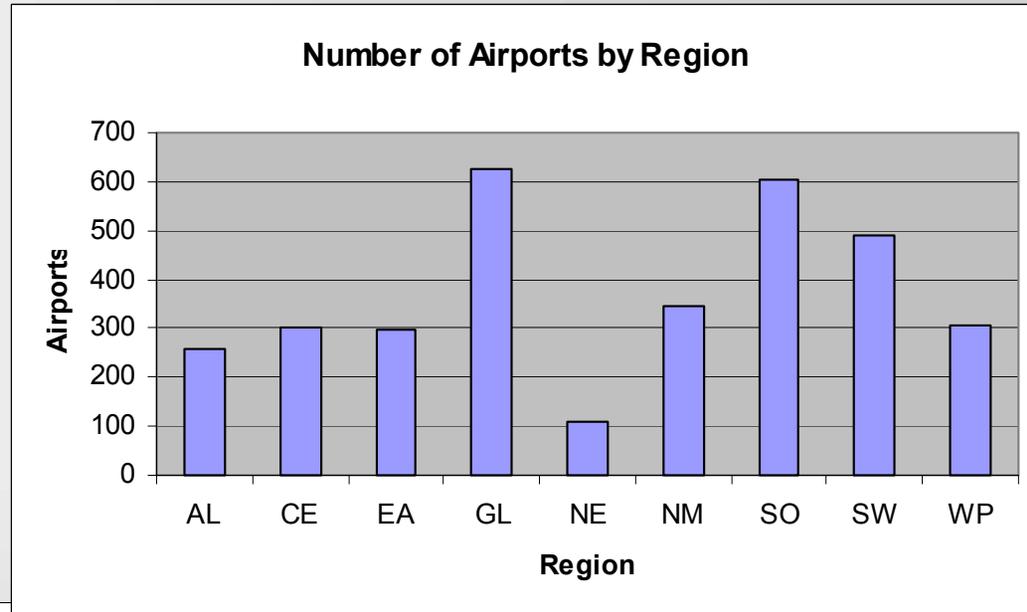
## ) **FY 07 NPE\$**

- + **Based on 2007-2011 Report using SOAR**
- + **Snapshot to be taken Dec 2005**





# Regional Comparison





# Southwest Region

- ) **FY-2005 Regional Emphasis on Review of Needs in our Database (SOAR)**
  - + March - November
- ) **Goal: Ensure All Eligible/Justified/Feasible needs are Captured**
  - + Near-Term (1-5 years), Mid-Term (6-10 years) and Long-Term (11+ Years)
  - + Safety & Security Items, RPZ's, Standard, Rehabilitation, Capacity, Environmental & Noise
  - + Planning-Level Estimates
  - + Electronic Overall Development Objective Upload
- ) **PM's Can Provide you with Current Inventory**
- ) **Don't let us Under Identify Your Needs!**