Report to Congress

National Plan of Integrated Airport Systems (NPIAS)

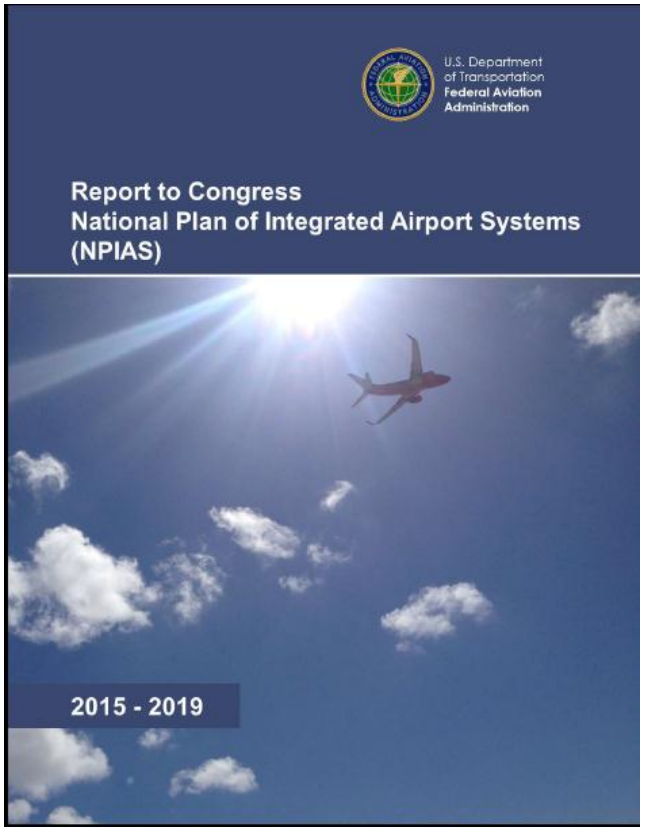
2015 - 2019

Federal Aviation Administration

Office of Airport Planning and Programming

September 2014

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

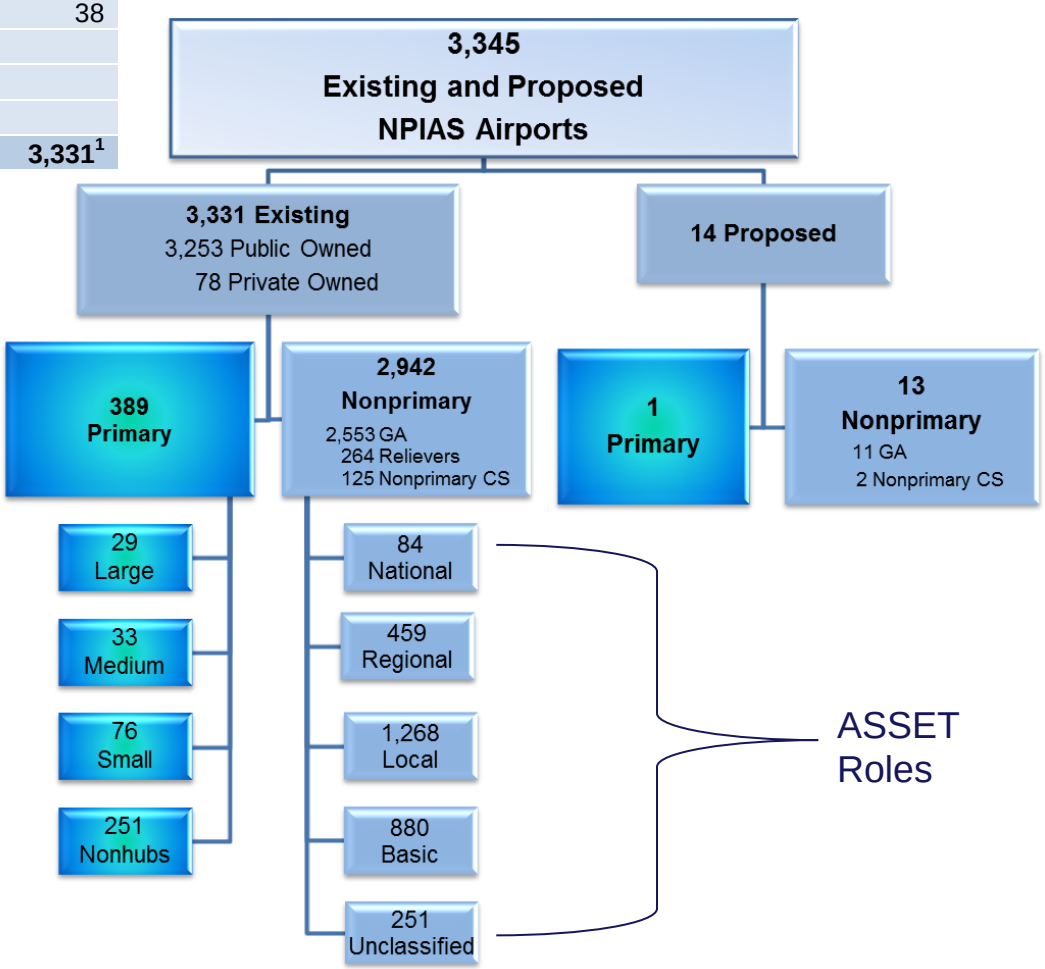
The Plan:

- 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)

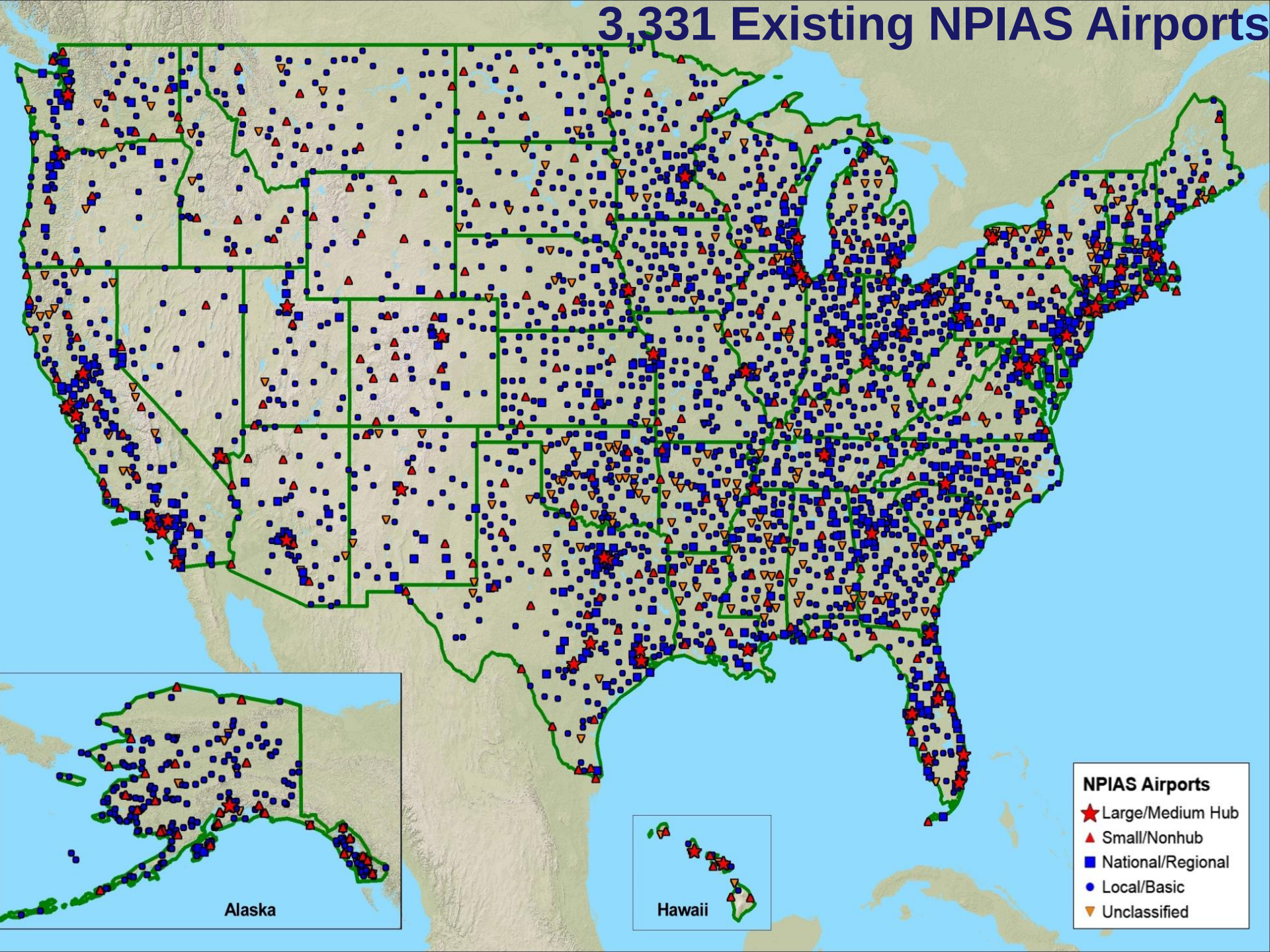
Last 6 reports available at: http://www.faa.gov/airports/planning_capacity/npias/

Composition of U.S. Airport System

Type of Facility	Total U.S. Facilities	Private-Use Facilities	Public-Use Facilities	Existing NPIAS Facilities
Airport	13,112	8,266	4,857	3,283
Heliport	5,579	5,513	66	10
Seaplane Base	488	272	216	38
Balloonport	13	12	1	
Gliderport	35	30	5	
Ultralight	122	119	3	
Total	**19,360**	**14,212**	**5,148**	**3,331**[1]



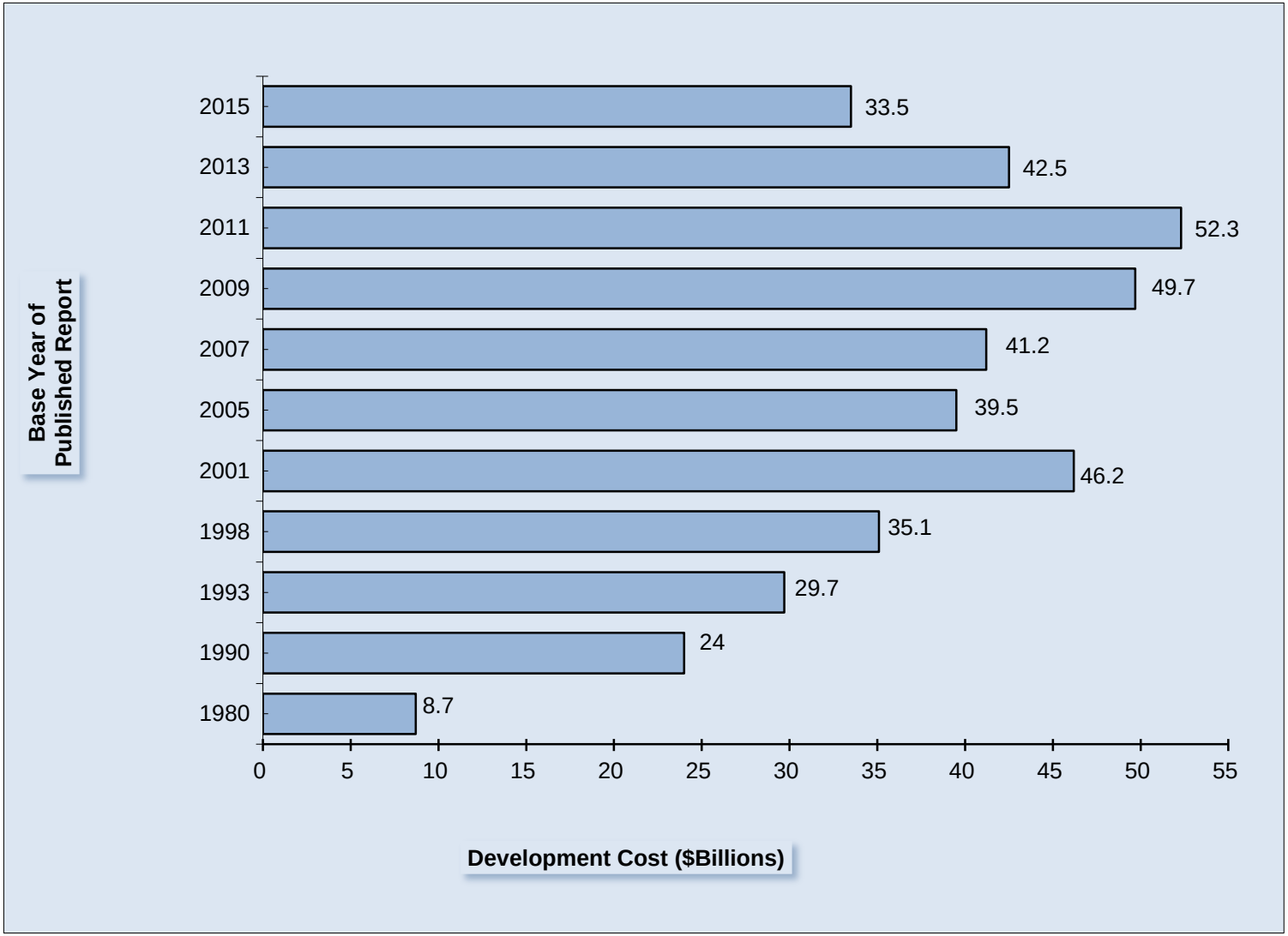
3,331 Existing NPIAS Airports



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)

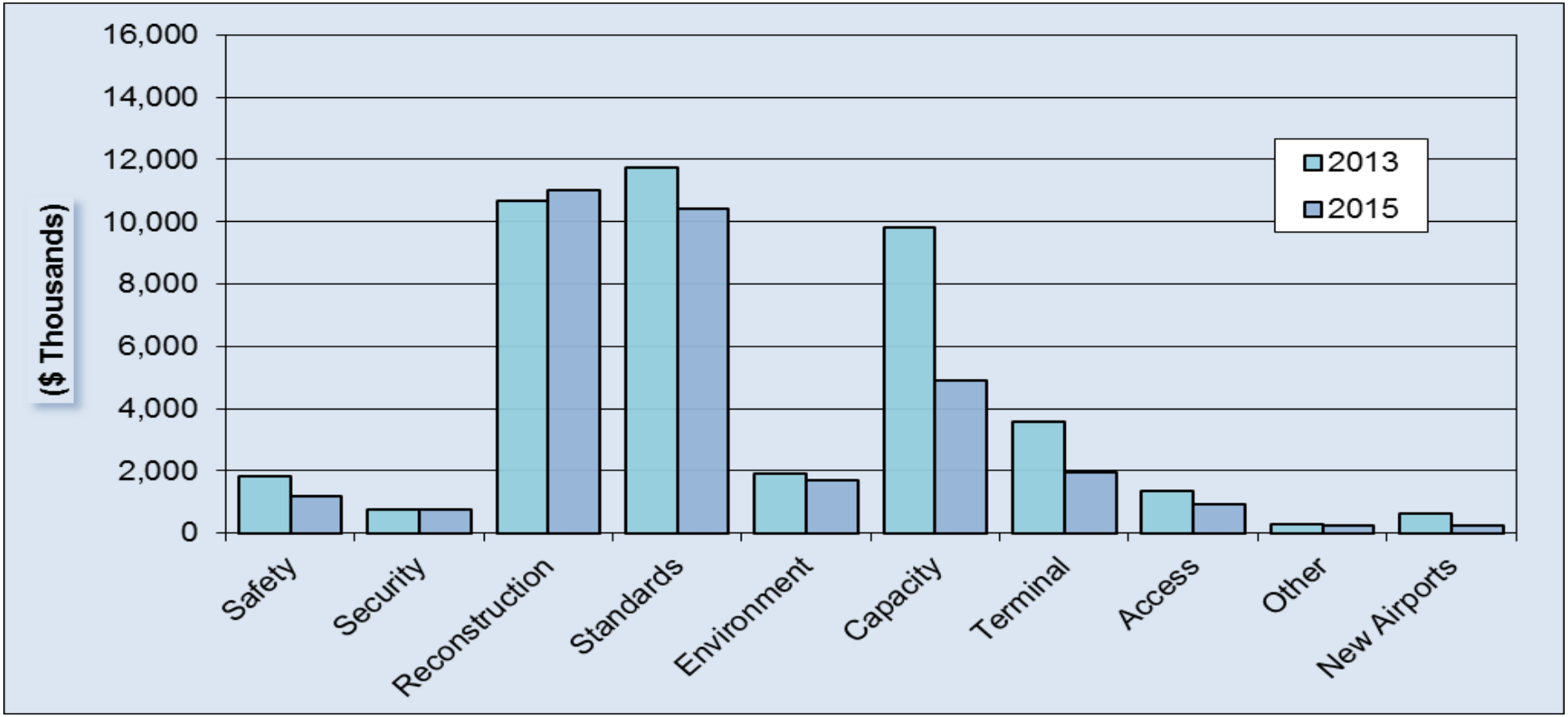
How development totals have changed over time



Development by Type of Project

79% of project costs are to rehabilitate existing infrastructure and keep airports up to current standards

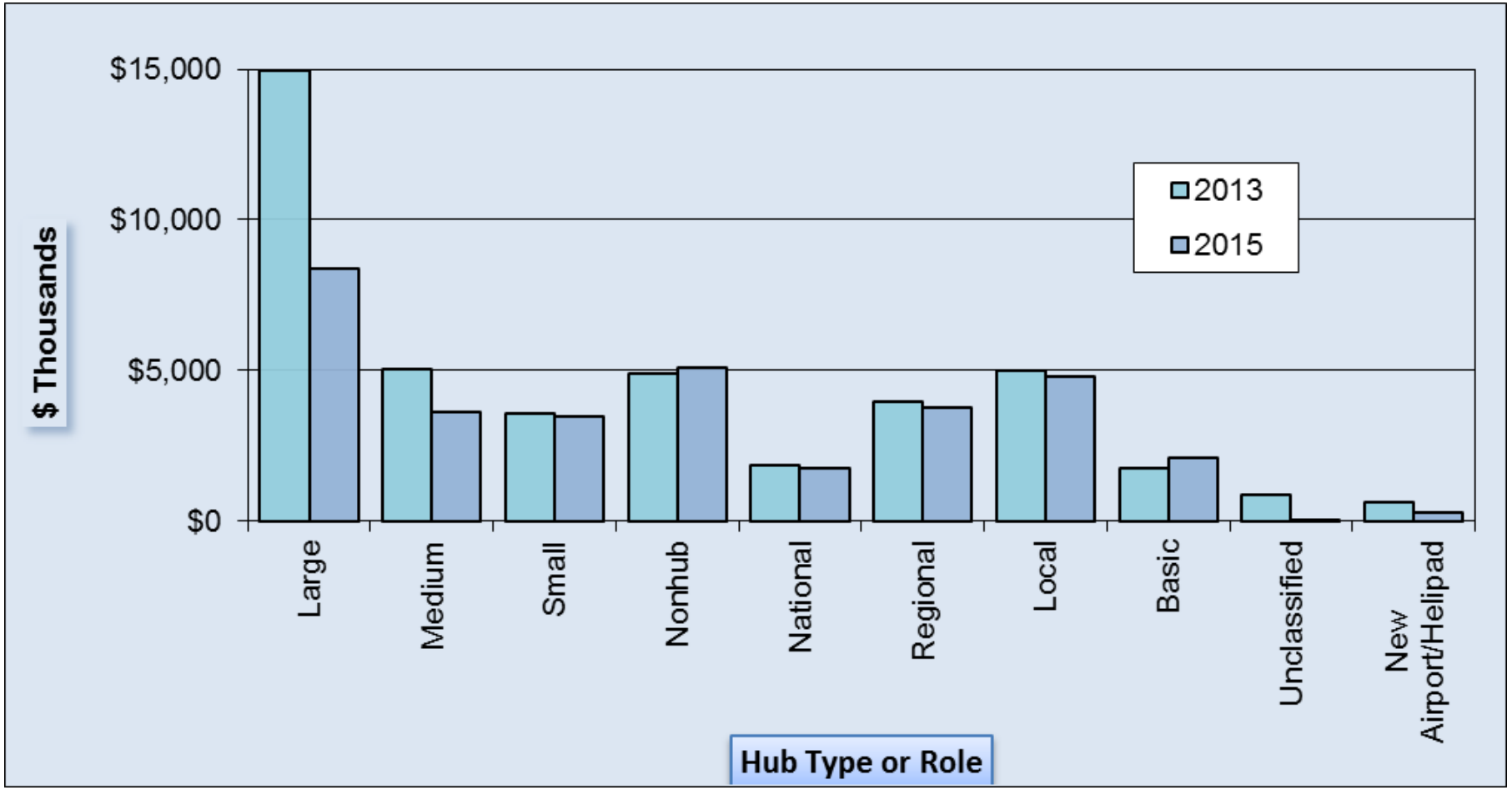
21% or project costs are to accommodate growth in aeronautical activity



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
  - o Next Generation Air Transportation (NextGen)
    - Navigation and Access
    - Surface Traffic Management and Collaborative Decision-making
    - Closely Spaced Parallel Runway Operations
  - o 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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