

National Plan of Integrated Airport Systems (NPIAS) 2011-2015

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Office of Airport Planning and Programming
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Federal Aviation
Administration



The Plan

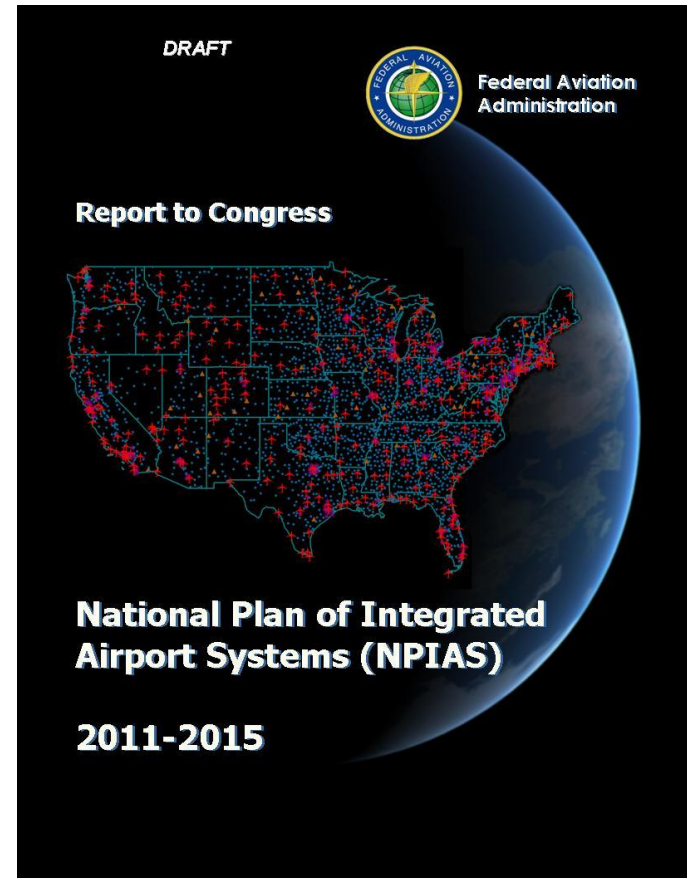
Secretary of Transportation is required to:

- Maintain plan for developing *public-use* airports
- Send this plan to Congress every other year

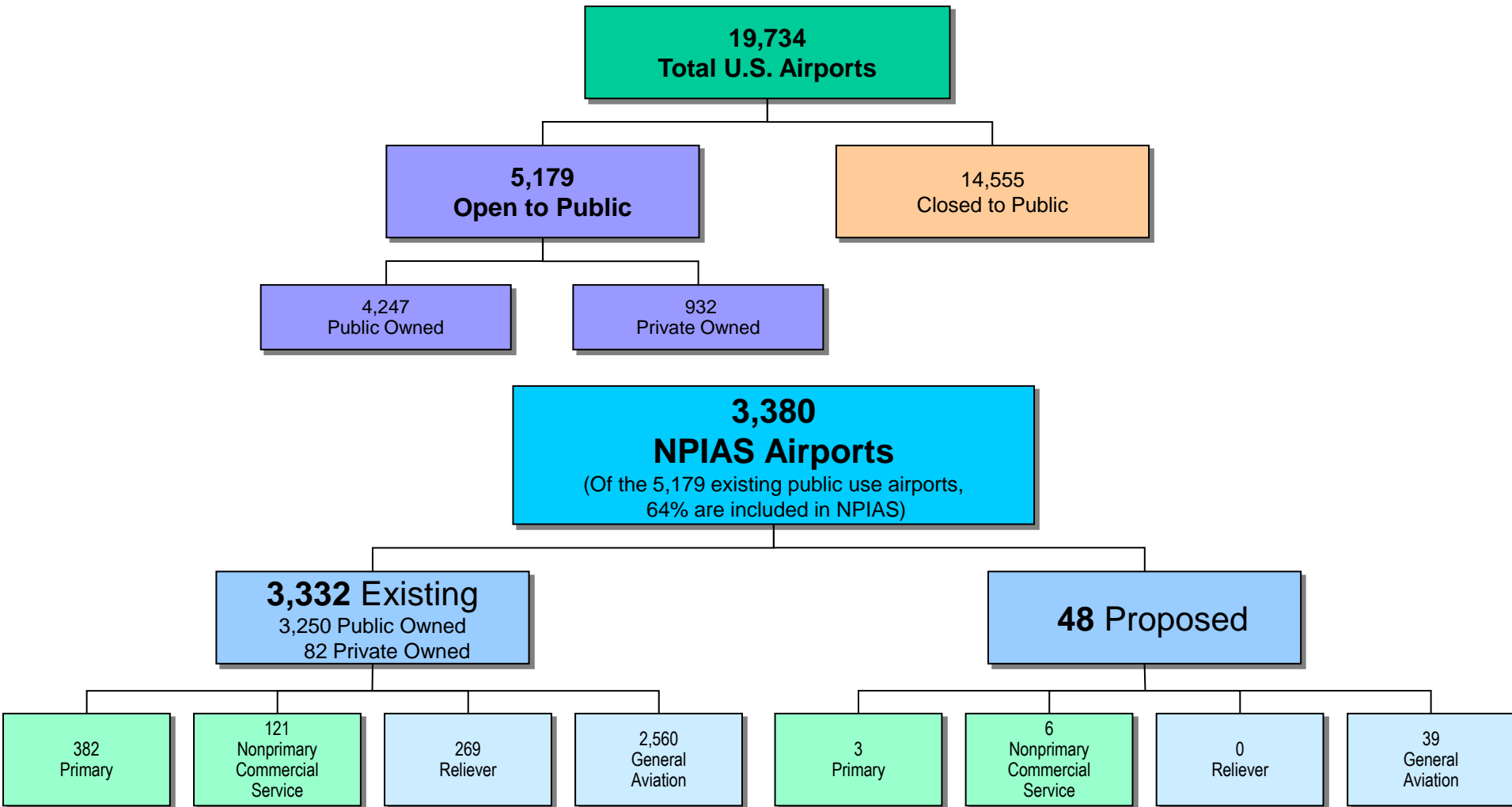
The Plan:

- Identifies existing & proposed airports important to national transportation system
- Contains Airport Improvement Program (AIP) eligible development necessary for safe, efficient, and integrated system of public-use airports over 5 years
- Includes:
 - 4 Chapters: composition and development needs of airport system, performance of system, and aviation forecast
 - 2 Appendices: state listing of airports & state maps

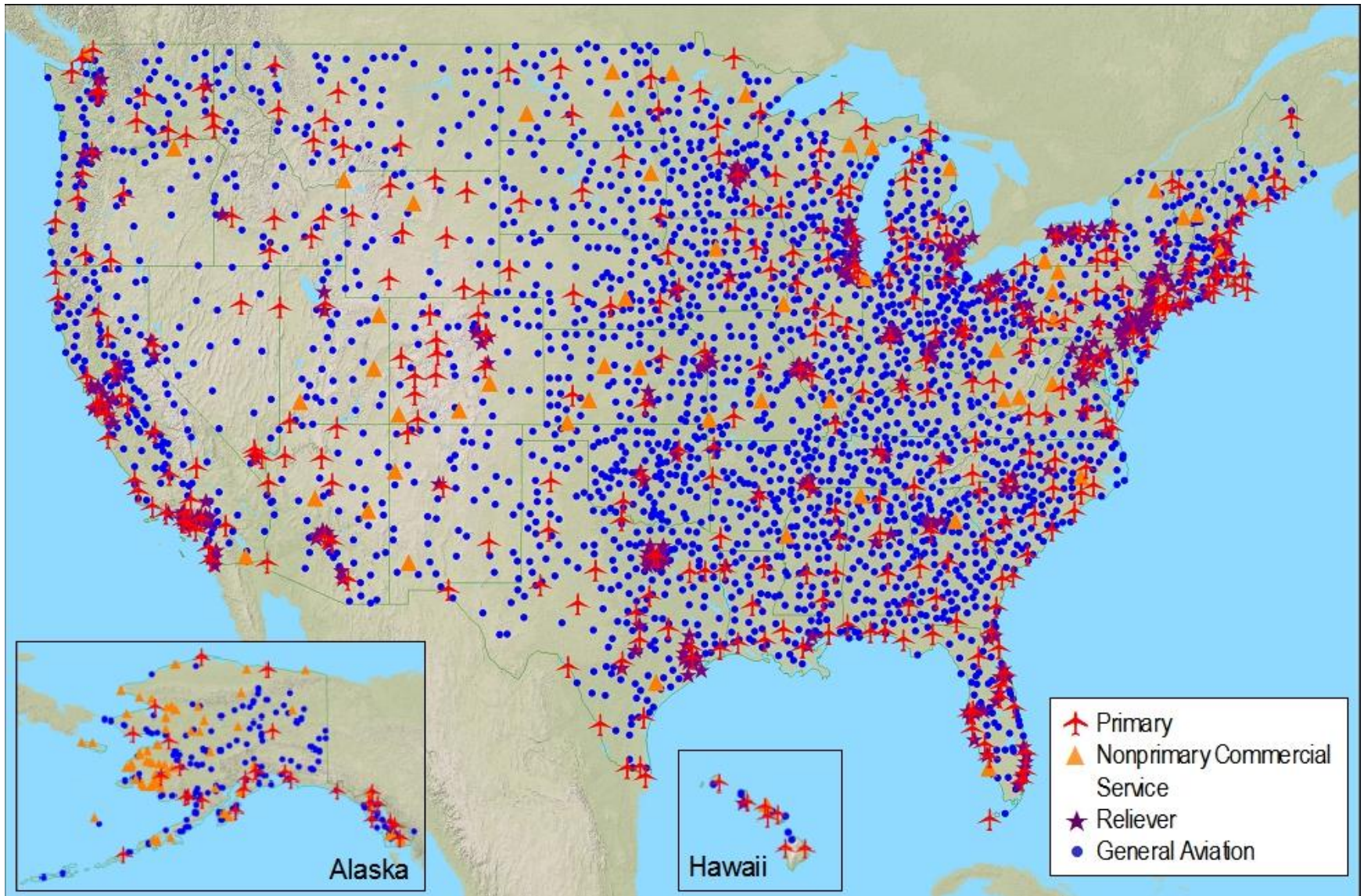
Last 4 reports available at: http://www.faa.gov/airports/planning_capacity/npias/



Large and Diverse Airport System



3,332 NPIAS Airports

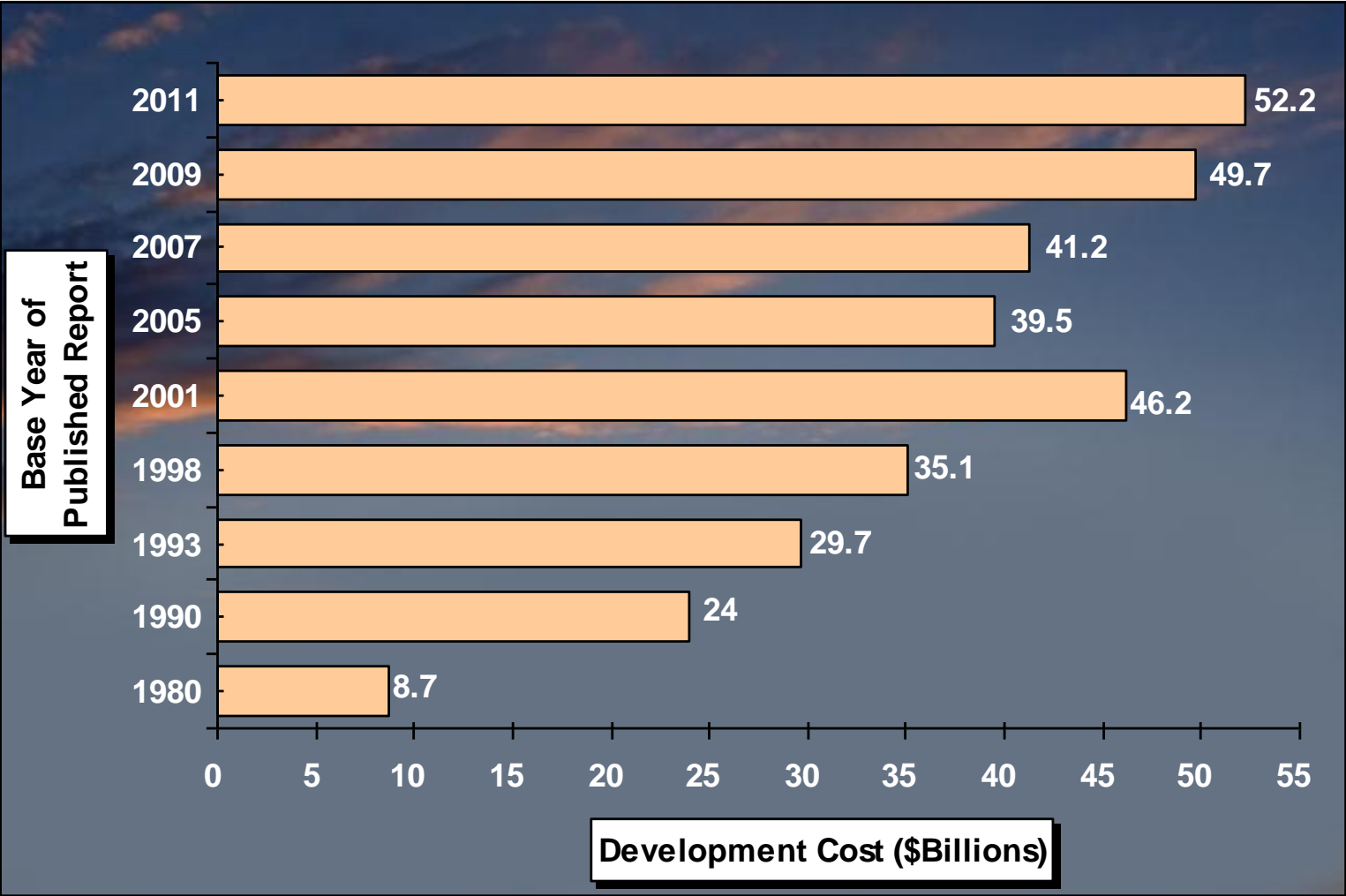


Development Estimates

- Derived from locally prepared airport master plans and regional & state system plans
- Plans are reviewed and accepted by FAA
- Estimates were based on planning documents available in 2009
- Reflects infrastructure eligible for Federal funding in 2011 – 2015
- Includes projects eligible for AIP funding
- Includes unfunded development
- Categorized by purpose of development & type of airport

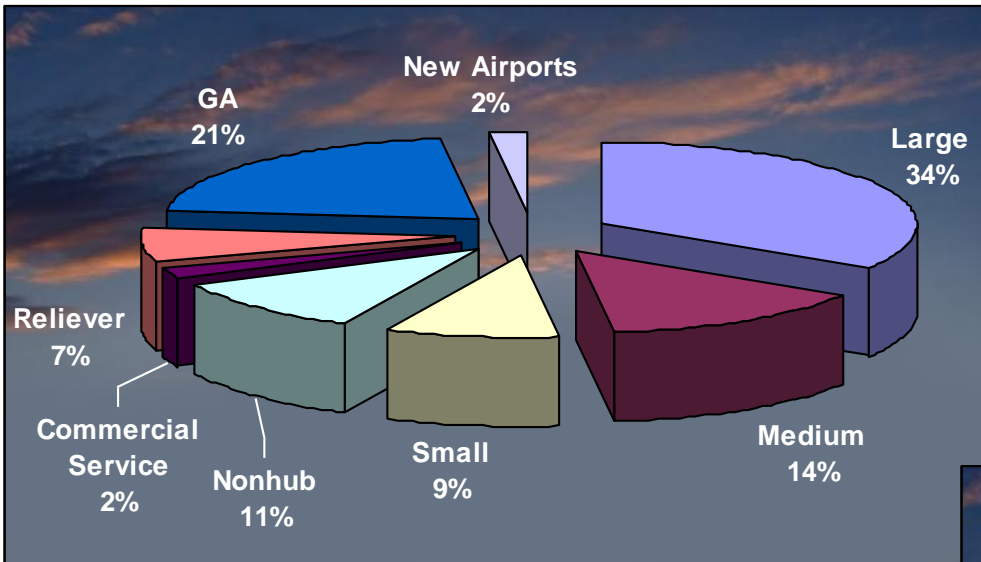


Five-Year Development Estimates from Published NPIAS Reports to Congress

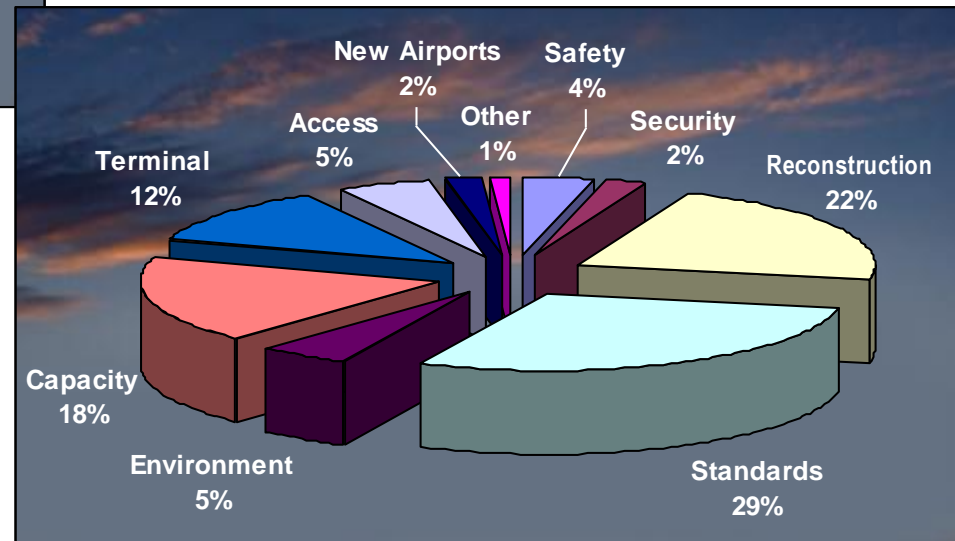


\$52.2 Billion in Development Between 2011-2015

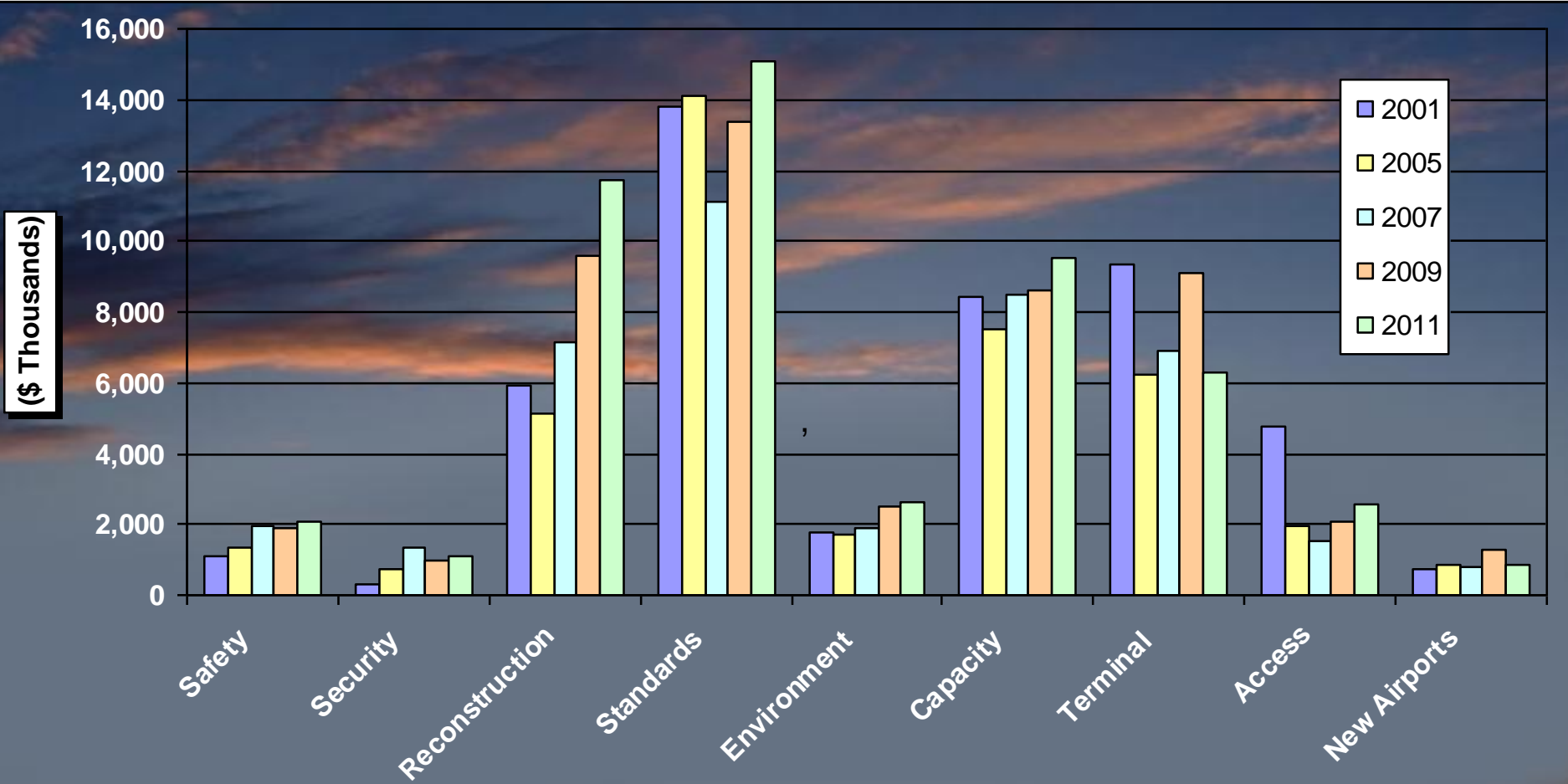
Type of Airport



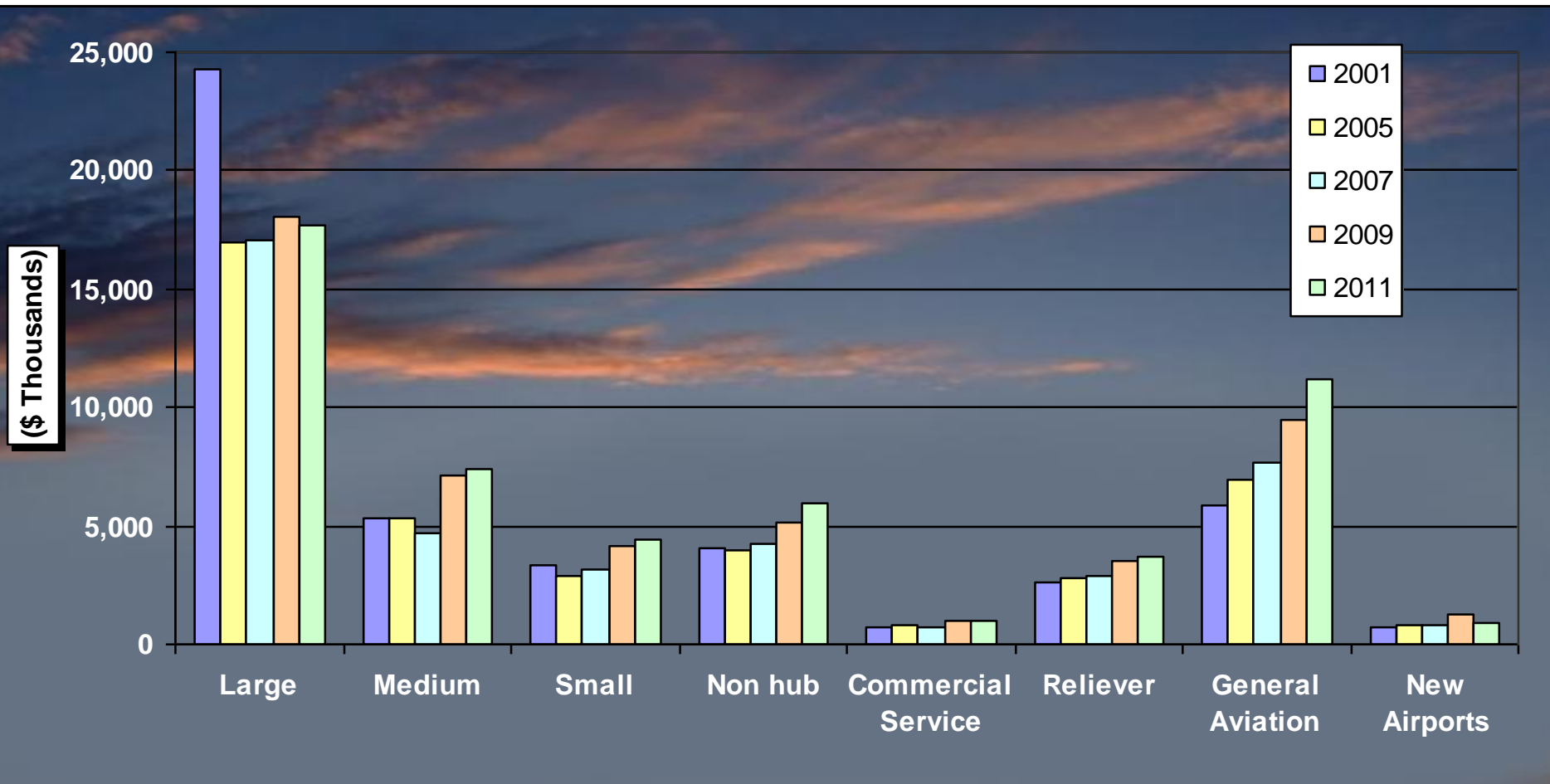
Type of Development



Development by Category (2001, 2005, 2007, 2009, 2011)



Development by Airport Type (2001, 2005, 2007, 2009, 2011)



Summary

- 3,380 public-use airports are projected to have AIP-eligible development needs of \$52.2 Billion between 2011-2015
 - Cost estimates are 5% higher (\$2.5B) than the previous report
 - Construction costs increased 4.5% since last report
 - Development estimates increased for most categories of airports (exceptions are large and new airports)
- About 57% of development to rehabilitate existing pavement & keep airports up to standards for the aircraft that use them
- About 43% of development is to accommodate growth in travel, more passengers & cargo and more and larger aircraft

System Performance

Aviation Forecast



System Performance: Safety and Environment

- Safety – Aviation system remains one of safest in world.
 - AIP used to fund development that supports FAA safety initiatives:
 - o Airport Infrastructure Improvements
 - o Runway Safety Areas
 - o Airport Certification Program
 - Wildlife Hazard Assessments and Management Plans
 - Safety Management System Pilot Program
- 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 service airports
 - Water Quality – working with industry to address water quality
 - Airport Sustainability – working with industry to determine how aviation industry can conduct its activities in ways that support our environment

System Performance: Capacity

- Capacity - demand down with a few airports experiencing delays
 - 22 Airfield Projects Opened Accommodating ~2 million more annual ops
 - o 16 new runways, 3 taxiways, 1 runway extension, 1 airfield reconfiguration and 1 airfield reconfiguration with two of the three runways open
 - Alternative Capacity Enhancement Measures
 - o Airspace/Flight Procedures/Technology
 - o Congestion Management
 - o Use of Reliever and Secondary Airports

System Performance: Access, Pavement, & Financial

- Surface Accessibility – Good.
 - 98% of population live within 20 miles of a NPIAS airport
 - Private automobile still primary mode of ground access
 - 35% of commercial service airports served by public transportation
 - 25 busy airports served by rail
- Runway Pavement – Adequate and safe.
 - 97% of runways at NPIAS airports in good/fair condition
- Financial Status – Airports are stable.
 - Carefully managing expenses (operating, financing, and capital)
 - Creditworthiness remains strong

Aviation Forecast

- Slowdown in air travel growth, near-term. Return to growth over the long-term.
- Carriers will continue to drive down costs by matching flight frequencies and aircraft size with demand, delay delivery of new aircraft and/or ground older aircraft.
- Load factors expected to remain at historic high levels
- General Aviation Aircraft deliveries down in 2008 and dropped 49% in 2009.



For Further Information on the NPIAS contact:

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