

Overview

Report to Congress: National Plan of Integrated Airport Systems (NPIAS) 2013-2017

Office of Airport Planning and Programming
September 2012



Federal Aviation
Administration



The National Plan

Secretary of Transportation is required to:

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

The Plan:

- Identify types of projects & AIP eligible estimated costs necessary to provide a safe, efficient, and integrated system of airports
- Covers 5 fiscal years (2013 – 2017)
- Used to calculate nonprimary entitlements by airport
- Includes 4 chapters and 2 appendices

Changes since 2011 Report to Congress:

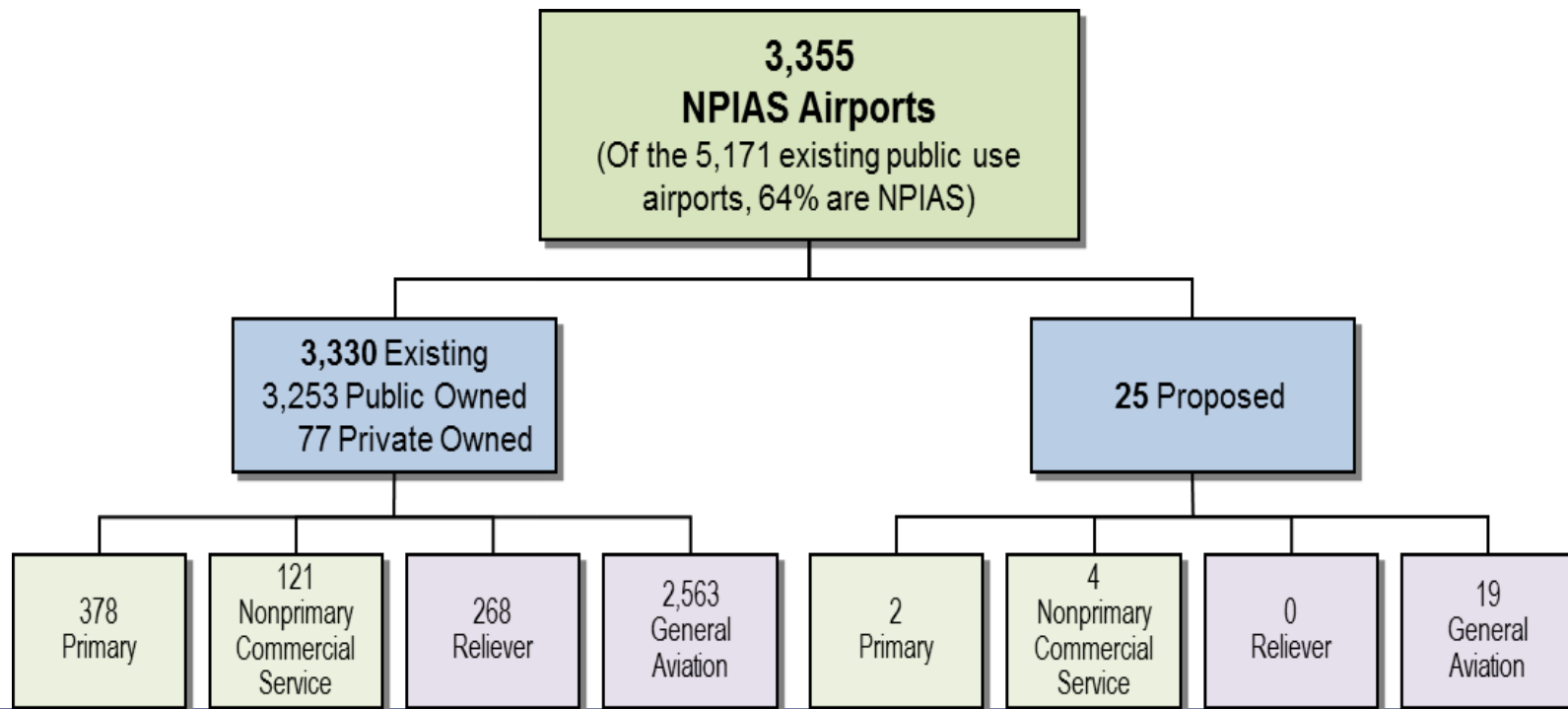
- Content streamlined
- New way of describing the function and roles of general aviation airports from May 2012 GA Study

Last 5 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	NPIAS Facilities
Airport	13,451	8,571	4,880	3,280
Heliport	5,658	5,590	68	10
Seaplane Base	498	283	215	40
Balloonport	13	12	1	
Gliderport	35	31	4	
Ultralight	131	128	3	
Total	19,786	14,615	5,171	3,330

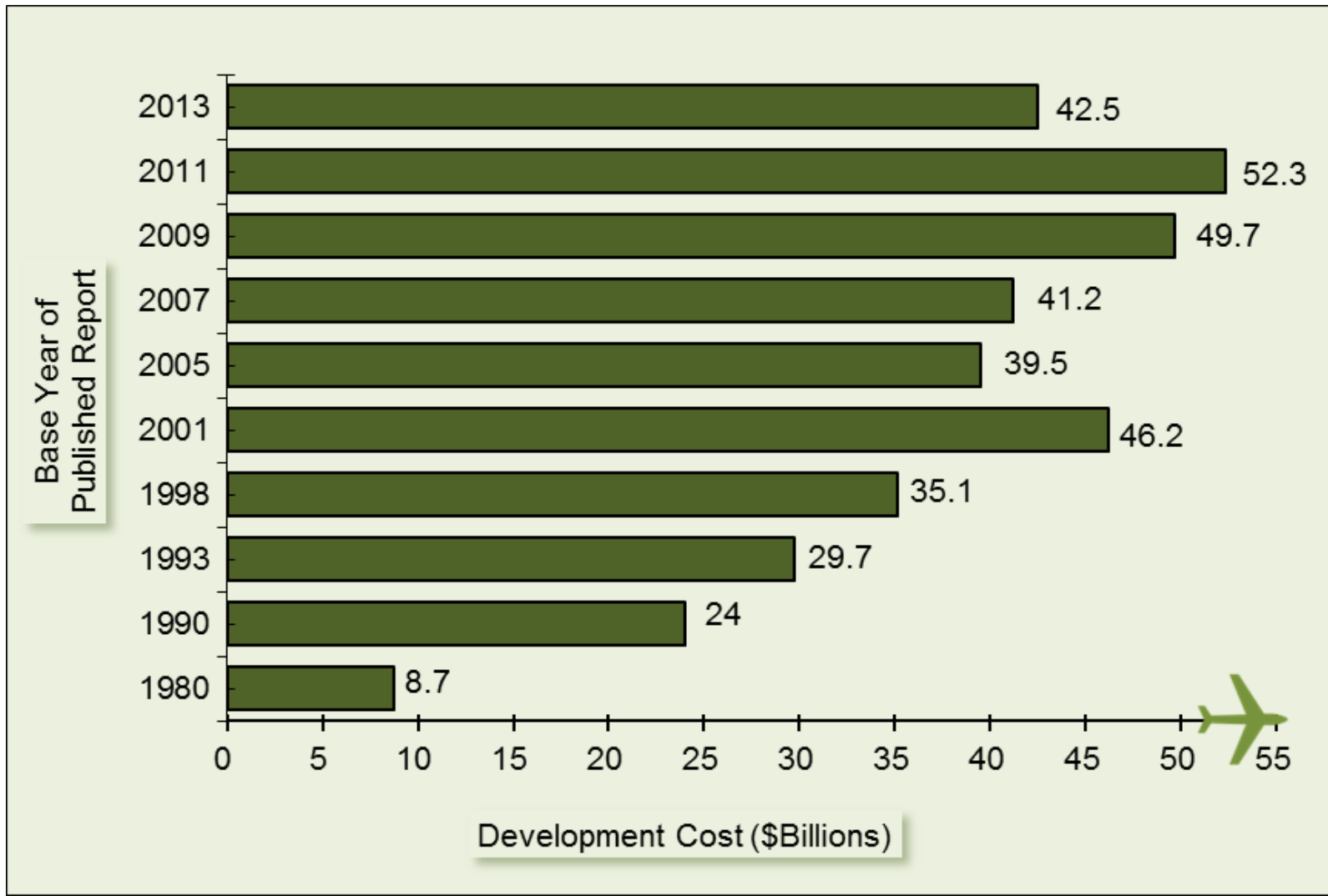


NPIAS Development Estimates

- Compiled using information available in 2011 and early 2012:
 - 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 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⁽⁹⁾ & airport ⁽⁸⁾

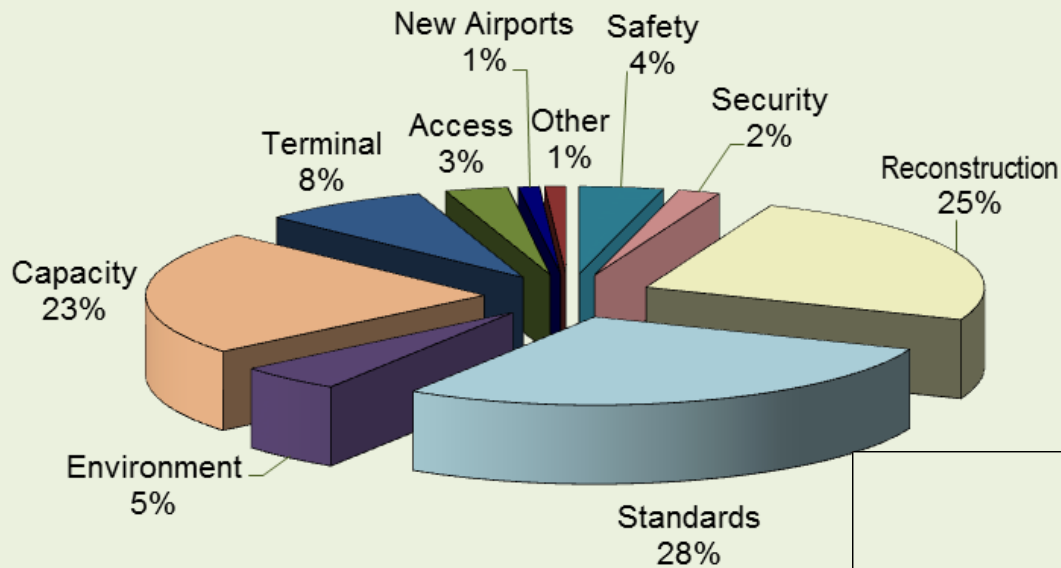


How NPIAS development has changed over time



\$42.5 Billion by Type of Project and Airport

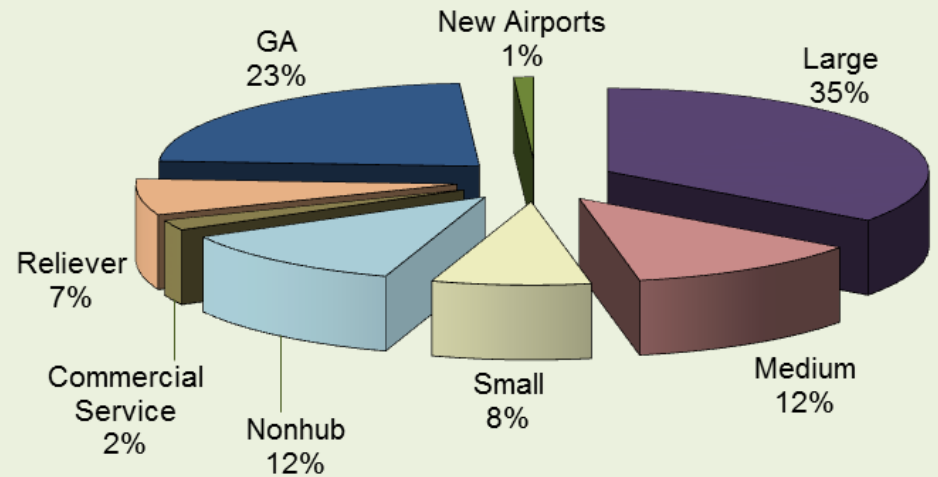
By Type of Project



63% of projects are to rehabilitate existing pavement and keep airports up to current standards

37% of projects are to accommodate growth in travel

By Type of Airport

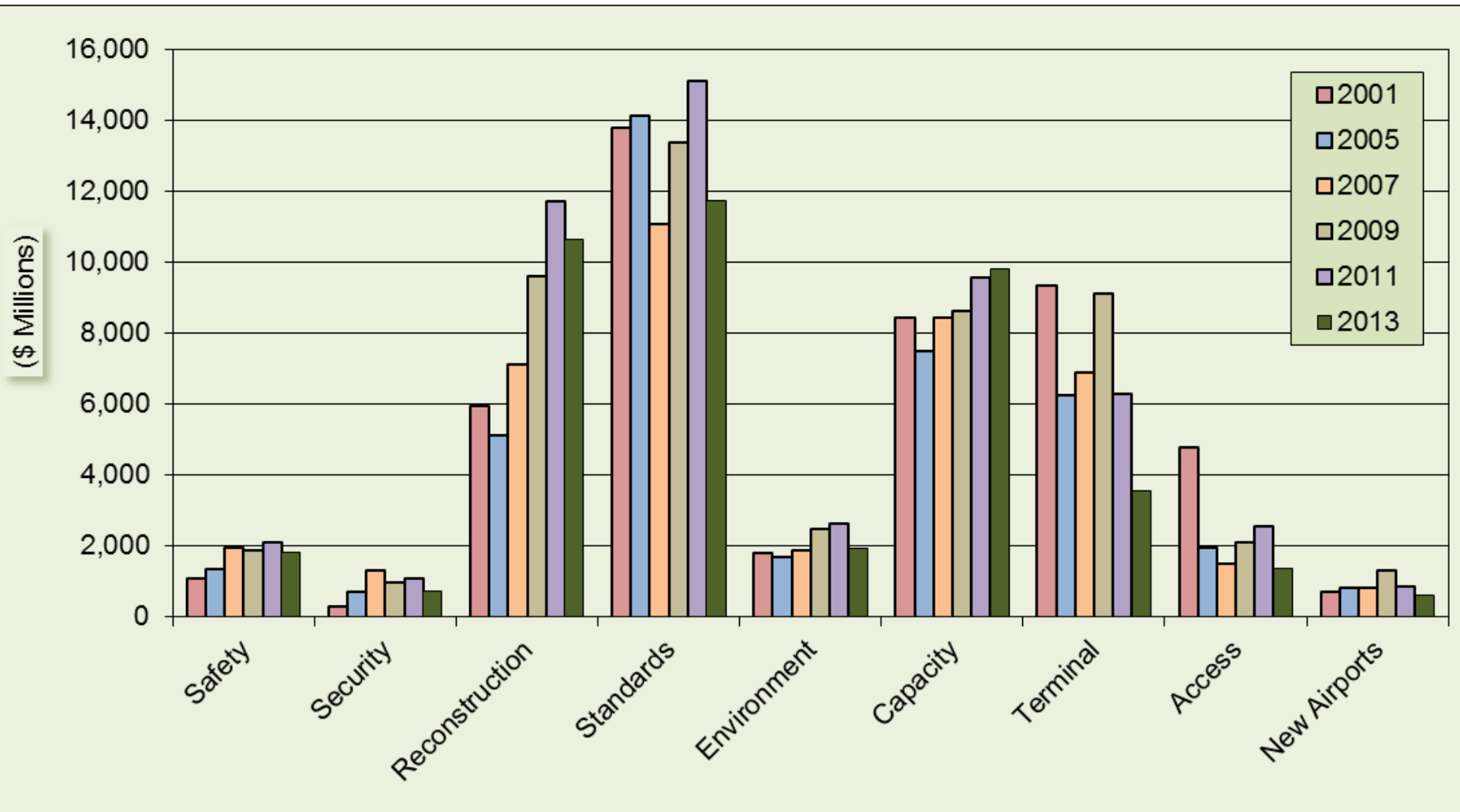


Commercial Service Airports are 16% of airports and 70% of costs

GA and Relievers make up 84% of airports and 30% of cost

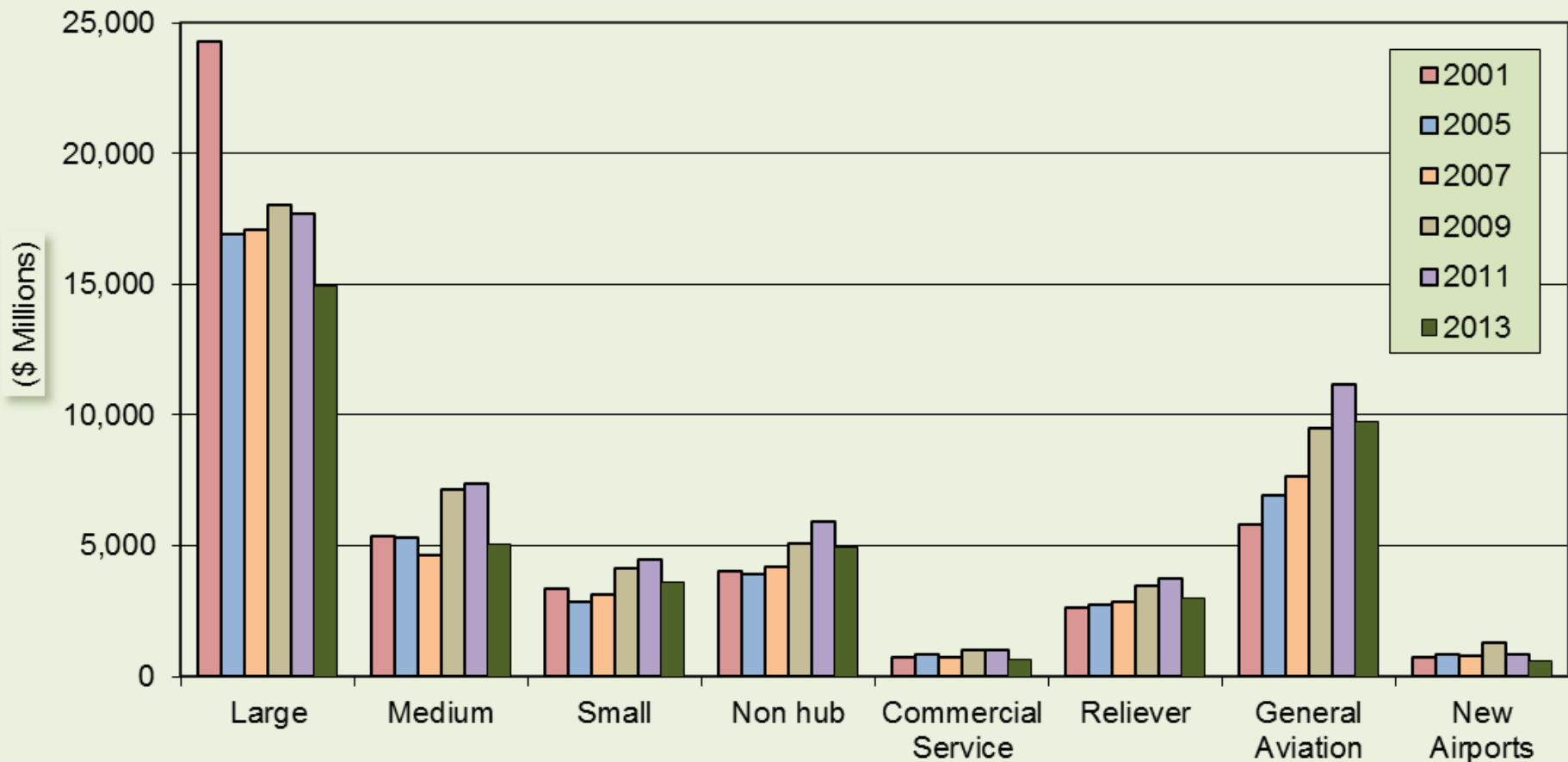
Development by Project Type

(Six NPIAS Editions, 2001-2013)

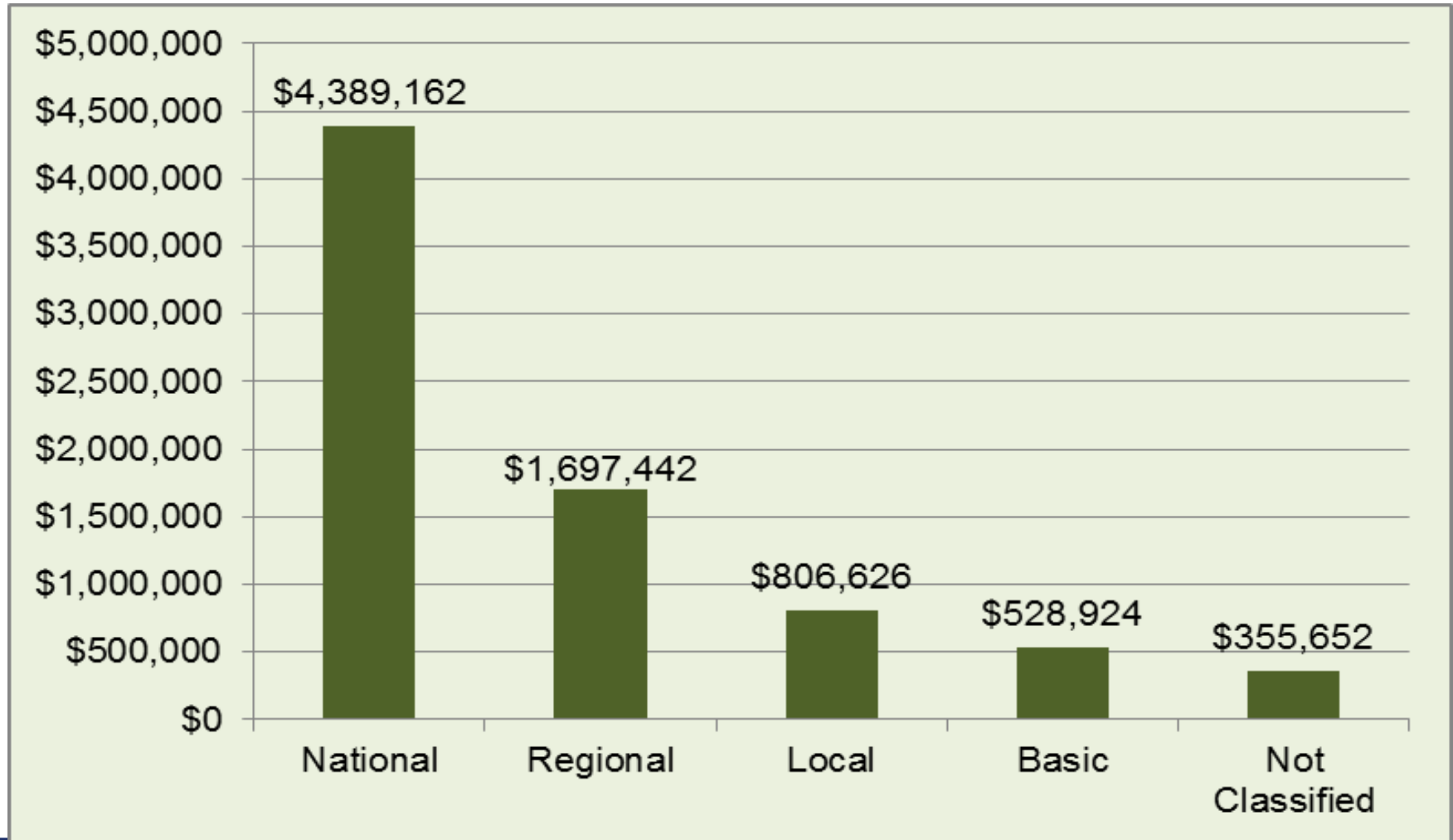


Development by Airport Type

(Six NPIAS Editions, 2001-2013)



Average 5-Year Annual Development per Airport Using New ASSET Categories



Summary

- 3,355 public-use airports are estimated to have \$42.5 Billion in AIP-eligible development needs between 2013-2017
 - Cost estimates are 19% lower (\$9.8B) than the previous report
 - Short term drop that reflects the economic conditions. As aviation demand rebounds, we expect the development will rebound as well.
- 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 NextGen
- Airports provide 98% of population with access to air transportation
- Airports remain in stable financial condition

Summary: Chapters 2 and 3

NPIAS Report 2013-2017



System Performance: Safety and Environment

- Safety – Aviation system remains one of safest in world.
 - AIP used to fund development that maintain safe airport conditions:
 - o Runway Safety Areas
 - o Wildlife Hazard Assessments and Management Plans
 - o Safety Management System Pilot Studies
- 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 issues
 - Airport Sustainability – working with industry to promote sustainable airport development

System Performance: Capacity

- Capacity
 - Number of airports with more than 10 minutes of delay per arrival decreased from **25** in 2007 to **10** in 2011.
 - Number of airports with more than 12 minutes of delay per departure decreased from **25** in 2007 to **18** in 2011
 - Alternative Capacity Enhancement Measures
 - o NextGen
 - Navigation and Access
 - Surface Surveillance and Departure Queue Management
 - Closed Spaced Parallel Runway Operations
 - o Congestion Management (New York, Chicago, San Francisco)

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
 - 27 busy airports served by rail and plans for rail to serve 4 more airports
- Runway Pavement – Adequate and safe.
 - 97.5% of runways at NPIAS airports in excellent/good/fair condition
- Financial Status – Airports are stable.
 - Carefully managing expenses (operating, financing, and capital)
 - Expenses increased 44% and revenue increased 35%. Airports in every category seeking ways to increase nonaeronautical revenues.
 - Creditworthiness for large and medium hub airports remains strong

Aviation Forecast

- Growth in air travel will be moderate in 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 2011 and GA activity fell 2.3% in 2011



For Further Information, view the full Report online at:

http://www.faa.gov/airports/planning_capacity/npias/

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