

System Goals

- Maintain pavement condition index (PCI) within 5 points of minimum service level appropriate for the primary runway.
- Enforce Indiana Administrative Code (IAC) minimum standards for airports and encourage applicable FAA standards.
- Support instrument approach enhancements for airports that do not meet recommended minimums for their respective airport category.
- Foster airspace zoning for all airport categories; where hurdles exist to implement zoning, encourage coordination between airport boards and zoning boards for airport manager review of building requests near airports and within flight paths.
- Encourage development of pavement maintenance management systems at all system airports.
- Assist in the periodic update of an airport economic impact study.
- Pursue relationships that support aviation awareness programs and outreach opportunities.
- Utilize AIP funds to perform appropriate planning projects and encourage airports to update airport layout plans (ALPs) older than 10 years.
- Encourage compatible land use near airports.
- Document five-year airport development needs annually.



2012 Indiana State Aviation System Plan

Executive Summary

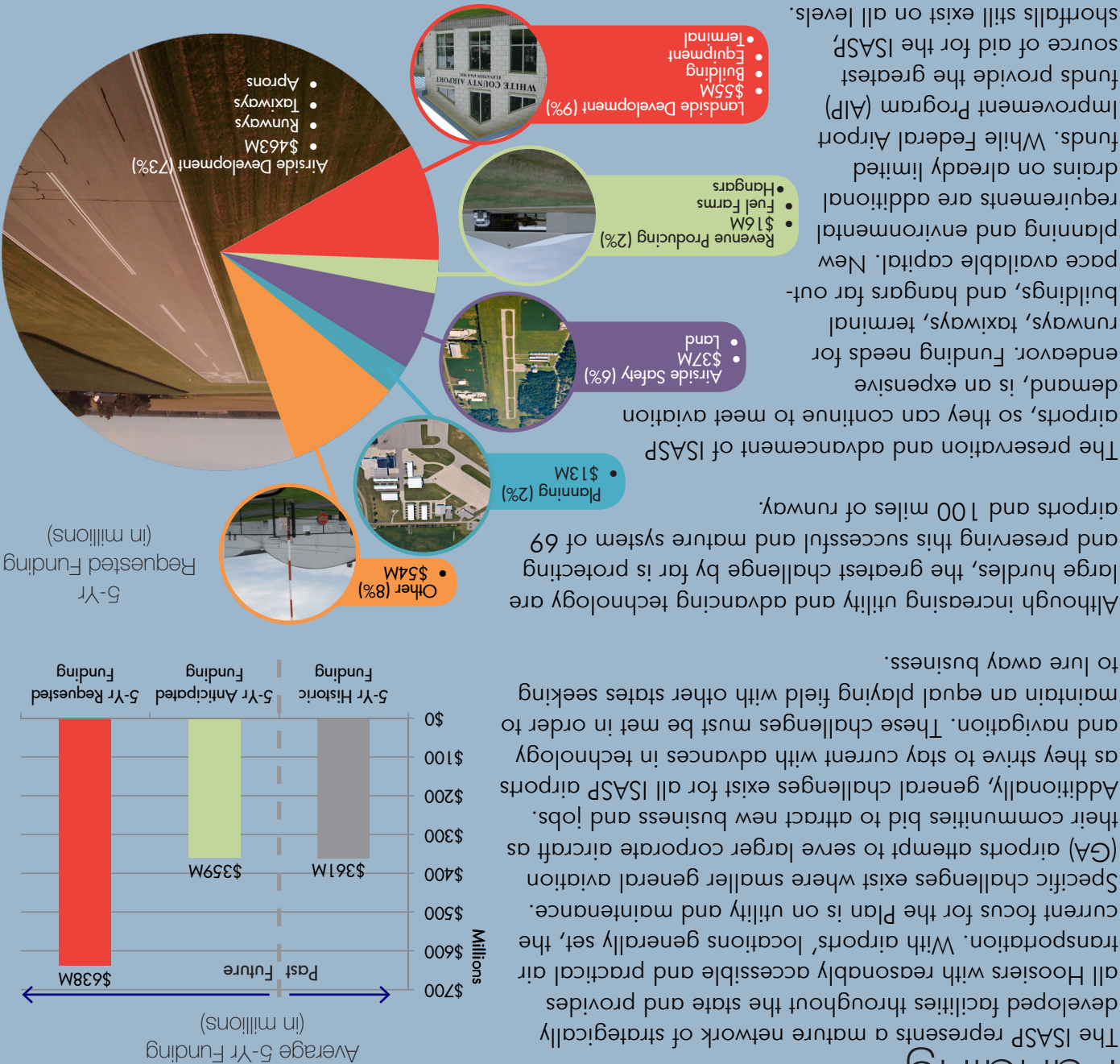


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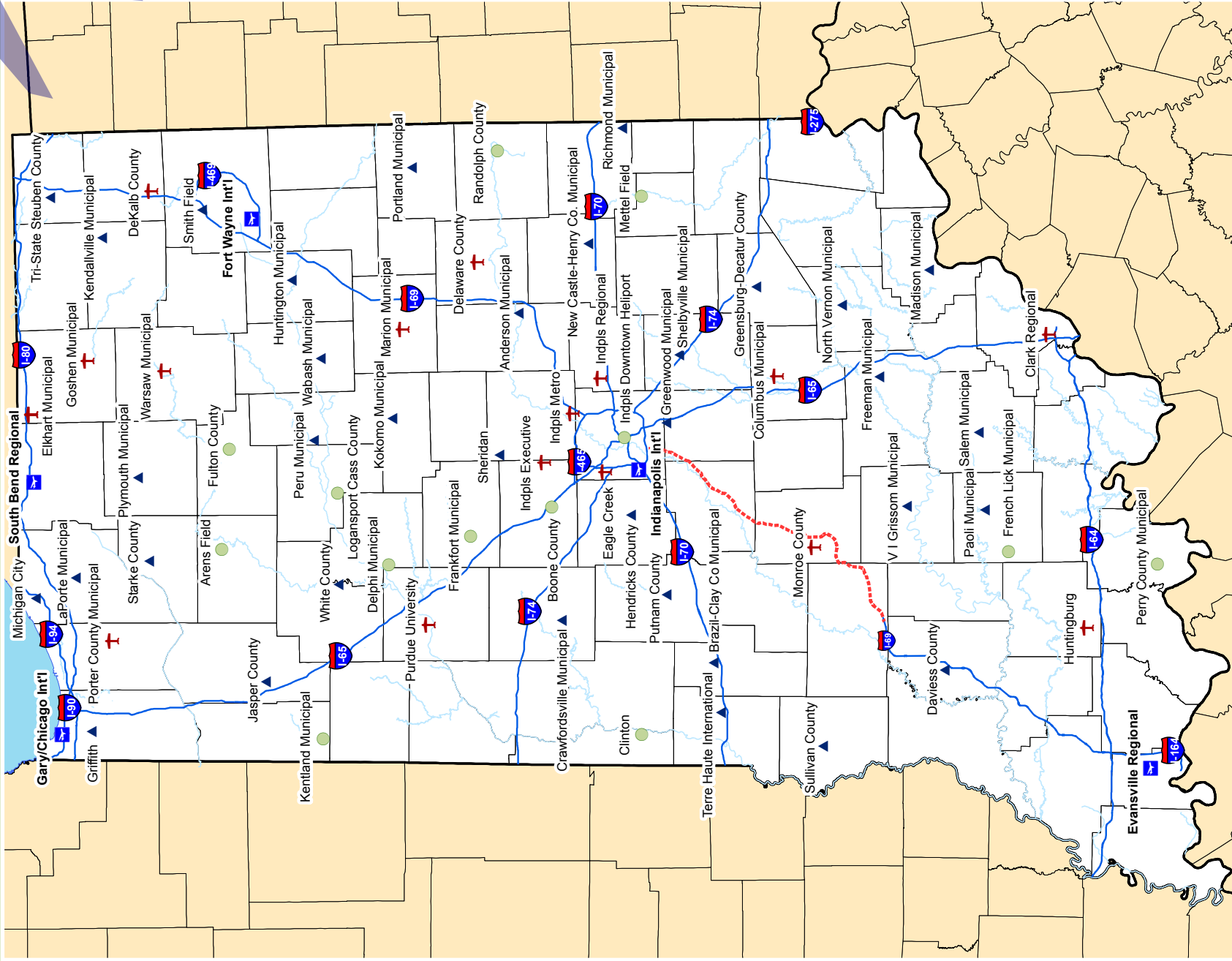
- 1: Maintain safety & security standards
- 2: Preserve the existing system
- 3: Protect airport airspace
- 4: Support & encourage revenue-generating projects
- 5: Encourage development that further enhances the economy
- 6: Consider environmental impacts of development
- 7: Meet aviation demands of today while also preparing for future changes and industry advancements

While there are more than 15 public-use airports in the state, the Indiana State Aviation System Plan (ISASP) is the framework for developing 69 of those that have been identified as having state significance. The mission for these system-plan airports is to provide Indiana's population and businesses with reasonably convenient access to air transportation. With an economic output of more than \$14 billion and the added benefit of creating or sustaining 69,000 jobs, the system provides for the movement of people and goods to anywhere in the world. The ISASP includes airport categorization criteria, aviation activity forecasts, and statewide development cost estimates and is founded on seven core principles.

Introduction

Funding

Airport Roles



- Primary** - Supports and sustains operations by commercial service carriers.
- National GA** - Supports the national and state system by providing communities with access to national and international markets in multiple states and throughout the U.S.
- Regional GA** - Supports regional economies by connecting communities to statewide and interstate markets.
- Local GA** - Supplements local communities by providing access primarily to intrastate and some interstate markets.
- Basic GA** - Supports general aviation activities such as emergency service, charter or critical passenger service, cargo operations, flight training, and personal flying.

INDOT Minimum Service Level Requirements



Each ISASP airport is unique in terms of available facilities, services, and user base. However, just as Indiana’s highway system serves a wide spectrum of customers ranging from commercial 18-wheel semitrailer trucks to private 2-wheel vehicles, so does our airport system whose users range from small, single-engine aircraft to commercial jets. Each airport’s INDOT Level 1 minimum service requirements are based on its role and which users it serves, but every airport in the system should have minimum standards for commercial operations, a pavement maintenance program, on-airport weather reporting, and runway lights.

| LEVEL 1 REQUIREMENTS | Primary | National | Regional | Local | Basic |
|-----------------------------------|---------|----------|----------|--------|-------|
| Minimum Standards | ✓ | ✓ | ✓ | ✓ | ✓ |
| Pavement Maintenance Mgmt Program | ✓ | ✓ | ✓ | ✓ | ✓ |
| Weather Reporting | ✓ | ✓ | ✓ | ✓ | ✓ |
| Runway Lights (intensity) | High | Medium | Medium | Medium | Low |
| Full Parallel Taxiway | ✓ | ✓ | ✓ | ✓ | ✓ |
| 24-Hour Fuel Availability | ✓ | ✓ | ✓ | ✓ | ✓ |
| Taxiway Lights | ✓ | ✓ | ✓ | ✓ | ✓ |

OTHERWISE LEVEL 2

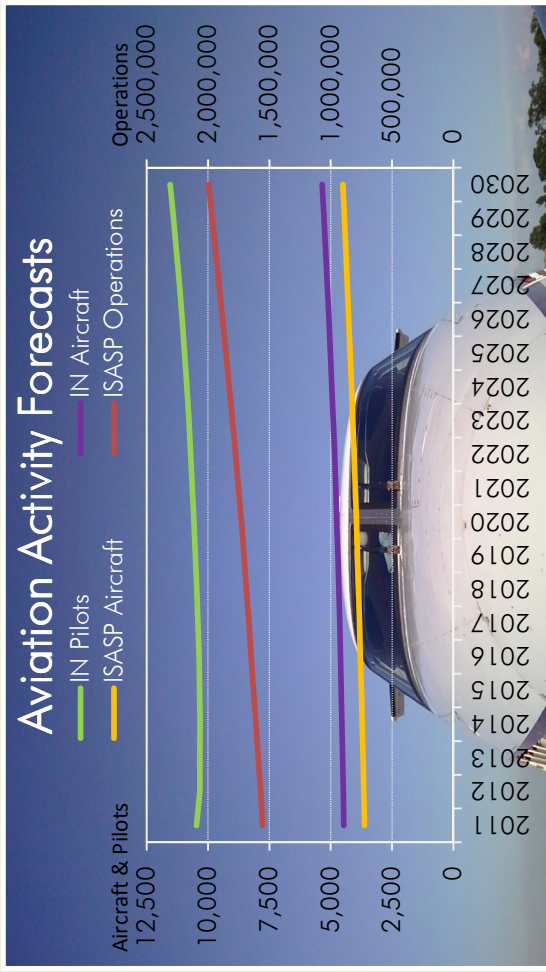
Economic Impact

ISASP airports contribute \$14.1 billion in economic output and help create and sustain more than 69,000 jobs. For the complete economic impact study, visit www.aviationindiana.org

Forecasts

Aviation is a fluid industry, constantly changing to meet public demands. While airline traffic rises and new business jets reach the market each year, the sport aircraft industry also continues to grow. Activity at Indiana’s airports typically follows national activity trends, varying somewhat based on the State’s economic conditions. While aviation has many activity indicators, two most common are based aircraft and annual operations (takeoffs and landings). To project aircraft and operations, we reviewed Indiana’s current market share of the nation’s activity in addition to recently completed forecasts by individual airports and the Federal Aviation Administration (FAA) Aerospace Forecast.

Based on these forecasts and market share projections, based aircraft at ISASP airports are expected to grow by about 1,100 over the next 20 years. With more aircraft come more operations; growth in operations is expected to be more than half a million in the next 20 years.



When Indiana’s current market share of the nation’s total pilot population is projected forward, more than 900 more pilots are expected in the state. If we maintain our current market share of pilots and meet our aircraft forecasts, Indiana could experience a future demand for pilots.