5. Airport System Roles

This chapter focuses on stratifying the 114 study airports into categories by identifying the role they serve within the Iowa system of airports. Roles are developed to reflect the type of users each airport accommodates and the facilities and services that the airport has in place. These roles can also reflect an airport's relative importance as it relates to meeting the state's transportation needs and objectives. Finally, airport roles are important within the system planning process since they are necessary to establish facility and service standards or objectives that are desirable at airports in each of the roles. Assigning roles provides a means of analyzing performance relative to other airports in the state that cater to similar users.

The process to categorize the airports included a role analysis that considered the airport's previous role in the 2010 Statewide Aviation System Plan (2010 Iowa SASP) as well as current airport facilities, services, and activity levels. Key factors were considered to determine each airport's role such as facilities (runway length) and available services (fuel, maintenance).

This chapter will use updated Federal Aviation Administration (FAA) information combined with study inventory data collected in 2020 to determine if the assigned 2010 roles remain appropriate or if changes should be considered. This chapter includes:

- Definition of 2020 airport roles in Iowa
- Overview of how Iowa's airport's fit into FAA's national airport system
- Evaluation of Iowa's airports to determine current airport roles for 2020

5.1 Role Categories

Iowa currently employs a five-role stratification system that was established as part of its 2010 Iowa SASP. Through discussions with Iowa DOT personnel, it was determined that the existing airport role categories remained both relevant and appropriate for their current operational recommendations. It was also determined that the airport attributes associated with each role should be reviewed and updated where appropriate, and that a reassessment of the airport system be undertaken. The five Iowa airport system roles are described in **Table 5-1** and **Figure 5-1**: 2010 Iowa Airport System Roles.

Figure 5-1: 2010 Iowa Airport System Roles illustrates the airport role assignments established by the 2010 Iowa SASP.

Table 5-1: Iowa System Roles

Iowa Role	Role Description
Commercial	Includes airports that support scheduled commercial airline service and provide support for all types of general aviation activity. These airports are essential in the national transportation system and are economic pillars in the state and their communities.
Enhanced	Includes airports that have runways over 5,000 feet and services for a wide range of general aviation activity. Airports in this role serve as economic centers for regions, supporting business jet operations as well as other general aviation activity.
General	Includes airports that have runways over 4,000 feet and services that cater to small and mid-size business jets. The airports in this role are recognized as community assets.
Basic	Includes airports that have runways over 3,000 feet and services that meet recreational general aviation activity.
Local	Includes airports that primarily support local activity and provide limited aircraft services.

Source: Jviation

Figure 5-1: 2010 Iowa Airport System Roles

Source: Jviation

There were 117 airports included in the 2010 Iowa SASP. The current (2020) Iowa SASP contains 114 airports. Since the 2010 Iowa SASP, the Sioux County Regional Airport was constructed and opened to the public in 2018. This airport is located in Maurice and offers a 5,500 by 100 feet runway. The facility is managed by the Sioux County Regional Airport Agency, which is the result of a partnership between the nearby cities of Sioux Center and Orange City, as well as Sioux County. The airports in Sioux Center and Orange City were closed as part of the planning and development process of the new Sioux County Regional Airport. Separately, three Local Service airports were closed in the last 10 years: Des Moines Morningstar, Onawa Municipal, and Primghar Airport. Aside from Sioux County Regional, Peltz Field in Ringsted is another airport to be included in the 2020 study. Both new airports will be evaluated and assigned roles in this chapter. With the closure of these five airports over the last ten years, there are 112 airports that were contained in the 2010 Iowa SASP that are open today. These airports and their 2010 SASP roles are summed below:

- **8** Commercial Service Airports
- **15** Enhanced Service Airports
- **30** General Service Airports
- **18** Basic Service Airports
- **41** Local Service Airports

5.2   FAA System Role

While the 2020 SASP focuses on Iowa's system of 114 public-use airports, all of the airports operate within the greater context of national air transportation system. The FAA plays a major role in managing the national air transportation system, dedicating monetary resources and personnel to maintaining facilities throughout the country. Planning for the future of national air transportation infrastructure is a critical portion of the FAA's mission. FAA Order 5090.5, issued in September 2019, combines two former federal Orders related to the Airport Capital Improvement Plan (ACIP) and the National Plan of Integrated Airport Systems (NPIAS) into one Order to be used to manage and maintain the two plans.

The new Order provides requirements for inclusion in the NPIAS and updates the process related to development of the ACIP. Important changes relate to airport eligibility for entry into the NPIAS as well as how an airport can withdraw from the NPIAS, or close entirely.

79 of the 114 airports in the Iowa system are included in the FAA's current 2021-2025 NPIAS. This section will outline requirements for inclusion in the NPIAS, as well as its roles and categories. While Iowa SASP and FAA role categorizations are separate and serve different purposes, a comparison of the two helps identify which airports are prioritized in the national system and can inform Iowa system role assignments.

The NPIAS is updated every two years, in order to provide Congress with an updated outlook of five-year Airport Improvement Program (AIP) project needs across the system. Inclusion in the NPIAS makes an airport eligible to receive AIP funds that can then support anywhere from 75 percent to 95 percent of a project's eligible cost. In Iowa, AIP funding is typically 90 percent of the eligible project's cost.

Updated screening requirements to be considered for inclusion in the NPIAS are provided in Order 5090.5, which include:

- Operation by a sponsor eligible to receive federal funds and meet obligations
- 10 or more operational and airworthy based aircraft, with tail numbers validated against the FAA registry
- Location in a community that is outside a 30-mile radius from the nearest NPIAS airport
- Demonstrates an identifiable role in the national system
- Inclusion in a current State Airport System Plan, approved by the FAA
- No significant airfield design standard deficiencies, compliance violations, or wetland or wildlife issues

The FAA defines several airport categories used to delineate service type and significance to the national air transportation system. Commercial service airports are first classified as Primary or Nonprimary, with primary commercial service airports enplaning more than 10,000 passengers per year, and Nonprimary commercial service airports enplaning at least 2,500 passengers. Primary Commercial Service airports are divided into hub classifications: Large, Medium, Small, and Nonhub.

- **Large Hub** – 1 percent or more of national passenger enplanements
- **Medium Hub** – less than 1 percent but more than 0.25 percent of national passenger enplanements
- **Small Hub** – less than 0.25 percent but more than 0.05 percent of national passenger enplanements
- **Nonhub** – more than 10,000 enplanements but less than 0.05 percent of national passenger enplanements

All general aviation airports are categorized as Nonprimary and are classified as either Reliever or General Aviation airports. Reliever airports help alleviate general aviation traffic at nearby commercial service airports with significant air traffic.

The FAA further classifies general aviation airports in the NPIAS through five sub-categories: National, General, Local, Basic, and Unclassified. **Table 5-2** provides FAA Nonprimary role descriptions and minimum criteria for annual activity as listed in Order 5090.5.

Table 5-2: Nonprimary Airport Categories

Nonprimary Role	Role Objective	Minimum Activity Criteria (one required)
National	Supports the national airport system by providing communities access to national and international markets throughout the U.S. National airports have very high levels of aviation activity with many jets and multiengine propeller aircraft.	5,000 or more instrument operations, 11 or more validated based jets and 20 or more international flights or 500 or more interstate departures; or 10,000 or more enplanements and at least one carrier enplanement by a large certificated air carrier; or 500 million pounds or more of landed cargo weight.
Regional	Supports regional economies by connecting communities to regional and national markets. Located in metropolitan areas serving relatively large populations. Regional airports have high levels of activity with some jets and multiengine propeller aircraft.	In a Metropolitan or Micropolitan Statistical Area, 10 or more domestic flights over 500 miles, 1,000 or more instrument operations, and one or more validated based jet or 100 or more validated based aircraft; or: Nonprimary commercial service airport (requiring scheduled service) within a Metropolitan Statistical Area; or Currently designated by the FAA as a Reliever with 90 or more validated based aircraft.
Local	Supports local communities by providing access to markets within a state or immediate region. Local airports are most often located near larger population centers, but not necessarily in metropolitan or micropolitan areas. Most of the flying at local airports is piston aircraft in support of business and personal needs. These airports typically accommodate flight training, emergency services, and charter passenger service.	Public owned and 10 or more instrument operations and 15 or more validated based aircraft. Public owned and 2,500 or more annual enplanements.
Basic	Provides a means for general aviation flying and links the community to the national airport system. These airports support general aviation activities such as emergency response, air ambulance service, flight training, and personal flying. Most of the flying at basic airports is self-piloted for business and personal reasons using propeller-driven aircraft. They often fulfill their role with a single runway or helipad, and minimal infrastructure.	Public owned with 10 or more validated based aircraft, or four or more validated based helicopters if a heliport. Public owned located 30 or more miles from the nearest NPIAS airport. Owned or serving a Native American community. Identified and used by the U.S. Forest Service, U.S. Marshals, U.S. Customs and Border Protection (designated, international, or landing rights), U.S. Postal Service (air stops), or has Essential Air Service. A new or replacement public owned airport that has opened within the last 10 years. Unique circumstances related to special aeronautical use.

Nonprimary Role	Role Objective	Minimum Activity Criteria (one required)
Unclassified	Currently in the NPIAS but with limited activity and may not meet essential airport attributes outlined in the Order. If the next review of an unclassified airport's activity shows levels that meet the criteria for one of the classifications, that airport will be reclassified in the next published NPIAS.	

Source: FAA Order 5090.5

While included in the NPIAS, Unclassified airports are limited in the types of capital improvement projects that may be funded through the ACIP. Improvements may only focus on pavement maintenance, obstruction removal, and rehabilitation related to the primary runway. Unclassified airports may also be at risk of removal from the NPIAS due to limited activity and deficiencies in meeting screening requirements. Airports designated as Unclassified in past NPIAS reports include the following:

2019-2023 NPIAS Report (Number of based aircraft in parentheses)

- Albia Municipal (5)
- Audubon County (0)
- Bloomfield Municipal (8)
- Emmetsburg Municipal (8)

2017-2021 NPIAS Report

- Albia Municipal (6)
- Audubon County (1)
- Belle Plaine Municipal (8)
- Fort Madison (7)

Since the 2017 report, Belle Plaine, Bloomfield, Emmetsburg, and Fort Madison have been removed from the "Unclassified" designation and assigned roles in the NPIAS. Order 5090.5 indicates that the FAA may remove an Unclassified airport from the NPIAS if the airport is within 30 miles of another NPIAS airport and the airport sponsor cannot fulfill grant obligations. Only two Iowa airports are currently listed as Unclassified in the 2021 NPIAS: Albia Municipal and Audubon County. According to the current NPIAS, Albia Municipal had five based aircraft and is within a 30-mile radius of Bloomfield Municipal, Centerville Municipal, Knoxville Municipal, Oskaloosa Municipal, Ottumwa Regional, and Pella Municipal. Audubon County currently has one based aircraft and is within a 30-mile radius of Atlantic Municipal, Carroll Municipal - Arthur N. Neu, Guthrie County Regional, and Harlan Municipal.

Role assignments in the Iowa SASP do not always align with the NPIAS classifications, as each have different context and intent. The NPIAS classifications help organize the national air transportation system, considering how airports serve the mission of connecting the entire United States. Roles assigned at the state level, as in the Iowa SASP, serve to classify importance to the state transportation system while also identifying gaps in service and deficient facilities that do not match corresponding levels of demand.

Table 5-3: 2010 System Roles and 2021 NPIAS Roles lists the 114 airports included in the 2020 Iowa SASP and identifies their 2010 Iowa SASP roles and their current 2021-2025 NPIAS roles.

Table 5-3: 2010 System Roles and 2021 NPIAS Roles

FAA ID	Associated City	Airport Name	2010 Role	NPIAS Role
Commercial Service Airports				
BRL	Burlington	Southeast Iowa Regional	Commercial	GA - Regional
CID	Cedar Rapids	Eastern Iowa	Commercial	Primary – Small Hub
DSM	Des Moines	Des Moines International	Commercial	Primary – Small Hub
DBQ	Dubuque	Dubuque Regional	Commercial	Primary – Nonhub
FOD	Fort Dodge	Fort Dodge Regional	Commercial	GA - Regional
MCW	Mason City	Mason City Municipal	Commercial	GA - Regional
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Commercial	Primary – Nonhub
ALO	Waterloo	Waterloo Regional	Commercial	Primary – Nonhub
Enhanced Service Airports				
AMW	Ames	Ames Municipal	Enhanced	Regional
IKV	Ankeny	Ankeny Regional	Enhanced	Regional
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Enhanced	Local
CWI	Clinton	Clinton Municipal	Enhanced	Local
CBF	Council Bluffs	Council Bluffs Municipal	Enhanced	Regional
DVN	Davenport	Davenport Municipal	Enhanced	Regional
FFL	Fairfield	Fairfield Municipal	Enhanced	Local
IIB	Independence	Independence Municipal - James H Connell Field	Enhanced	Local
IOW	Iowa City	Iowa City Municipal	Enhanced	Regional
EOK	Keokuk	Keokuk Municipal	Enhanced	Local
MIW	Marshalltown	Marshalltown Municipal	Enhanced	Local
MUT	Muscatine	Muscatine Municipal	Enhanced	Local
TNU	Newton	Newton Municipal-Earl Johnson Field	Enhanced	Local
OTM	Ottumwa	Ottumwa Regional	Enhanced	Local
SPW	Spencer	Spencer Municipal	Enhanced	Regional
General Service Airports				
AXA	Algona	Algona Municipal	General	Local
AIO	Atlantic	Atlantic Municipal	General	Local
BNW	Boone	Boone Municipal	General	Local
TVK	Centerville	Centerville Municipal	General	Local
CCY	Charles City	Northeast Iowa Regional	General	Local
CKP	Cherokee	Cherokee County Regional	General	Local
CSQ	Creston	Creston Municipal	General	Local
DEH	Decorah	Decorah Municipal	General	Local
DNS	Denison	Denison Municipal	General	Basic
EST	Estherville	Estherville Municipal	General	Local
FXY	Forest City	Forest City Municipal	General	Local
GGI	Grinnell	Grinnell Regional	General	Local
HPT	Hampton	Hampton Municipal	General	Local
HNR	Harlan	Harlan Municipal	General	Local
IFA	Iowa Falls	Iowa Falls Municipal	General	Basic
OXV	Knoxville	Knoxville Municipal	General	Local
LRJ	Le Mars	Le Mars Municipal	General	Local
MXO	Monticello	Monticello Regional	General	Local
MPZ	Mount Pleasant	Mount Pleasant Municipal	General	Local

FAA ID	Associated City	Airport Name	2010 Role	NPIAS Role
OLZ	Oelwein	Oelwein Municipal	General	Local
I75	Osceola	Osceola Municipal	General	Local
OOA	*Oskaloosa*	*Oskaloosa Municipal*	*General*	*Local*
PEA	*Pella*	*Pella Municipal*	*General*	*Regional*
PRO	Perry	Perry Municipal	General	Local
RDK	Red Oak	Red Oak Municipal	General	Local
SHL	Sheldon	Sheldon Regional	General	Local
SLB	Storm Lake	Storm Lake Municipal	General	Local
VTI	Vinton	Vinton Veterans Memorial Airpark	General	Local
AWG	Washington	Washington Municipal	General	Local
EBS	Webster City	Webster City Municipal	General	Basic
Basic Service Airports				
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Basic	Basic
4K6	Bloomfield	Bloomfield Municipal	Basic	Basic
CNC	Chariton	Chariton Municipal	Basic	Basic
ICL	Clarinda	Clarinda Municipal - Schenck Field	Basic	Local
CAV	Clarion	Clarion Municipal	Basic	Basic
EGQ	Emmetsburg	Emmetsburg Municipal	Basic	Basic
FSW	Fort Madison	Fort Madison Municipal	Basic	Basic
GFZ	Greenfield	Greenfield Municipal	Basic	Basic
EFW	Jefferson	Jefferson Municipal	Basic	Local
C27	Manchester	Manchester Municipal	Basic	Basic
C17	Marion	Marion	Basic	-
POH	Pocahontas	Pocahontas Municipal	Basic	Basic
RRQ	Rock Rapids	Rock Rapids Municipal	Basic	-
SKI	Sac City	Sac City Municipal	Basic	Basic
SDA	Shenandoah	Shenandoah Municipal	Basic	Local
ISB	Sibley	Sibley Municipal	Basic	-
3Y2	West Union	West Union Municipal - George L Scott	Basic	Basic
3Y3	Winterset	Winterset Municipal	Basic	Local
Local Service Airports				
4C7	Ackley	Ackley Municipal*^	Local	-
4C8	Albia	Albia Municipal	Local	Unclassified
K98	Allison	Allison Municipal^	Local	-
C11	Amana	Amana*^	Local	-
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field^	Local	-
ADU	Audubon	Audubon County	Local	Unclassified
Y46	Bedford	Bedford Municipal^	Local	-
Y48	Belmond	Belmond Municipal^	Local	-
CRZ	Corning	Corning Municipal	Local	-
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Local	-
IA8	Dyersville	Dyersville Area*^	Local	-
EAG	Eagle Grove	Eagle Grove Municipal	Local	-
27P	Eldora	Eldora*^	Local	-
I27	Elkader	Elkader*^	Local	-
6K7	Grundy Center	Grundy Center Municipal^	Local	-

FAA ID	Associated City	Airport Name	2010 Role	NPIAS Role
GCT	Guthrie Center	Guthrie County Regional	Local	Basic
0K7	Humboldt	Humboldt Municipal	Local	Basic
IDG	Ida Grove	Ida Grove Municipal	Local	-
6K9	Keosauqua	Keosauqua Municipal^	Local	-
0Y6	Lake Mills	Lake Mills Municipal^	Local	-
LWD	Lamoni	Lamoni Municipal	Local	Local
2VA	Larchwood	Larchwood - Zangger Vintage Airpark*^	Local	-
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Local	Basic
OQW	Maquoketa	Maquoketa Municipal	Local	Basic
4D8	Milford	Milford Municipal – Fuller	Local	-
7C3	Monona	Monona Municipal^	Local	-
7C5	Montezuma	Montezuma Sig Field*^	Local	-
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field^	Local	-
1Y5	New Hampton	New Hampton Municipal	Local	-
5D2	Northwood	Northwood Municipal^	Local	-
D02	Osage	Osage Municipal	Local	-
1Y9	Paullina	Paullina Municipal	Local	-
2Y4	Rockwell City	Rockwell City Municipal	Local	Basic
0F3	Spirit Lake	Spirit Lake Municipal	Local	-
8C2	Sully	Sully Municipal^	Local	-
8C4	Tipton	Tipton Municipal - Mathews Memorial	Local	Basic
8C5	Toledo	Toledo Municipal^	Local	-
8C6	Traer	Traer Municipal^	Local	-
Y01	Waukon	Waukon Municipal	Local	-
C25	Waverly	Waverly Municipal	Local	Basic
3Y4	Woodbine	Woodbine Municipal^	Local	-
New System Airports				
SXK	Maurice	Sioux County Regional	-	Local
8Y8	Ringsted	Peltz Field*^	-	-

Source: 2021-2025 NPIAS Report, Jviation

* Privately Owned, Public Use

^ Turf Runway

Italics – Airports to close upon opening of new South Central Regional Airport

Figure 5-2 displays current NPIAS inclusion for Iowa's 114 system airports.

Figure 5-2: Current NPIAS Roles

Source: 2021-2025 NPIAS Report, Jviation

5.3   Determining 2020 Airport Roles

5.3.1   Recommended Role Changes

With roles from the 2010 Iowa SASP serving as a baseline, completed recommended improvements from that plan combined with other facility updates over the past 10 years were reviewed to identify any airports that warranted a change in role. During the 10-year period between studies, several airport sponsors made facility improvements or service changes which resulted in a reevaluation of their role. Numerous facility and service attributes were considered, including runway length; approach aids such as runway lighting, visual glide slope indicators, and runway end lighting; and fuel availability.

Table 5-4: Notable Facility Changes from 2010 to 2020 represents a summary of key facility improvements made between 2010 and 2020.

Table 5-4: Notable Facility Changes from 2010 to 2020

	Commercial and Enhanced Service Airports	General Service Airports	Basic Service Airports	Local Service Airports
Runway Length	Ottumwa (5,885' – 6,000')	Iowa Falls (4,000' – 4,600')	Jefferson (3,200' to 4,000')	Lamoni (2,900' – 3,400') Waverly (2,800' – 3,200')
Runway Lighting	Davenport (medium to high intensity)	-	-	Belmond (none to NSTD) Larchwood (none to LOW) Rockwell City (LOW to MED)
VGSI	-	-	Bloomfield (none to 2L PAPI)	-
REIL	-	Harlan (none to both) Mount Pleasant (one end to both) Oelwein (one end to both)	Emmetsburg (none to both) Shenandoah (one end to both)	Albia (none to both)
Fuel	-	Estherville (Jet A)	Marion (Jet A) West Union (Jet A) Winterset (Jet A)	Audubon (Jet A) Lamoni (Jet A) Larchwood (100LL - private system) Waverly (Jet A)

Source: Jviation

Improvements in these facility and service attributes can open an airport to new user groups, which can correlate with a higher role in the system. For example, an extended runway is capable of handling larger aircraft types, approach aids enhance airfield safety, and the addition of fuel adds to an airport's ability to support additional based and visiting aircraft.

The 2010 study included a set of recommendations for specific airports that, if made, could have supported a role change.

Table 5-5 presents recommended improvements identified in the 2010 study and their current status as of the 2020 study. Note that any improvements accomplished in the last 10-years are identified by **bold text**.

Table 5-5: 2010 Recommended Improvements for Role Change

Airport	2010 Role	Next Highest Role Classification	Facility or Services Improvement	2020 Status
Albia	Local	Basic	Availability of staffing or on-call 24/7	Unattended
Audubon	Local	Basic	Availability of staffing or on-call 24/7	Unattended
Clarinda	Basic	General	Availability of based services	No Flight Instruction, Aircraft Charter, or Aircraft Rental
Guthrie Center	Local	Basic	Availability of staffing or on-call 24/7	Unattended
Humboldt	Local	Basic	Availability of staffing or on-call 24/7	Unattended
Lamoni	Local	Basic	Availability of staffing or on-call 24/7 Lengthen 2,900 feet runway	**On-call 3,400 feet runway**
Mapleton	Local	Basic	Lengthen 2,801 feet runway	No change in runway length
Maquoketa	Local	Basic	Availability of staffing or on-call 24/7	Unattended
Rockwell City	Local	Basic	Availability of staffing or on-call 24/7	Unattended
Shenandoah	Basic	General	Availability of based services	**Flight instruction, aircraft maintenance, and aircraft rental available**
Tipton	Local	Basic	Availability of staffing or on-call 24/7	Unattended
Waverly	Local	Basic	Lengthen 2,800 feet runway	**3,200 feet runway**

Source: 2010 Iowa Aviation System Plan, Jviation 2020 Inventory data

In many cases, airports were deficient in one or more key objective areas that prevented an upgraded role in 2010. However, both Lamoni and Waverly made critical infrastructure improvements as recommended in the 2010 study that currently make them a better fit for the Basic Service role. Each airport completed a runway extension to meet the 3,000 feet minimum requirement and also added Jet A fuel. The completion of these projects sets these two airports apart from other Local Service airports. Therefore, the 2020 Iowa SASP recommends that these two airports be upgraded to the Basic Service role.

The 2010 Iowa SASP indicated that Shenandoah, a Basic Service airport, lacked several basic services for based aircraft and pilots. A review of 2020 inventory data shows that the airport currently provides aircraft maintenance, flight instruction, and aircraft rental. Currently, the airport meets all minimum requirements for the General Service role, as established in the 2010 study. The combination of facilities and services at Shenandoah currently reflect that of a General Service airport and it is recommended that its role be upgraded from Basic Service to General Service. **Table 5-6** presents the airports recommended for role changes in the 2020 SASP while **Figure 5-3** illustrates the location of these airports.

Table 5-6: 2020 Recommended Role Changes

Airport	2010 Role	New 2020 Role
Lamoni	Local	Basic
Shenandoah	Basic	General
Waverly	Local	Basic

Source: Jviation

Figure 5-3: 2020 Recommended Role Changes
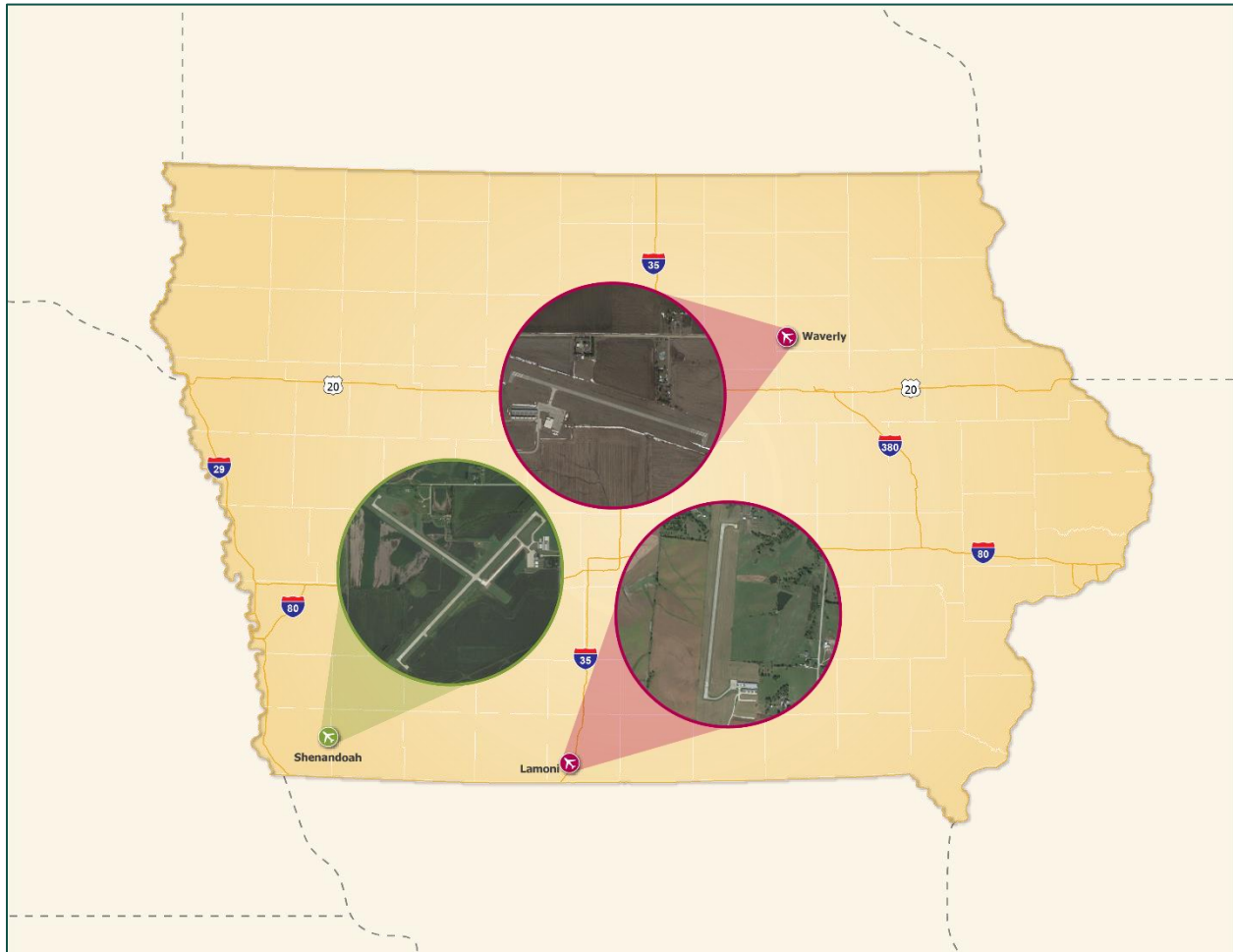
Source: Jviation

5.3.2   Assigning Roles to New System Airports

For the two airports that were not included in the 2020 SASP (Sioux County and Peltz Field), their current facilities and services were reviewed to determine an appropriate role category.

The Sioux County Regional Airport was developed to serve an area that was previously served by multiple general aviation airports. The consolidation of the two former facilities into the single new regional airport allowed for the provision of facilities that could accommodate a wider variety of users and aircraft. Sioux County Regional Airport's C-II Airport Reference Code (ARC) design standards and its 5,500 feet runway align with the targets of the Enhanced Service role.

Peltz Field in Ringsted operates as a turf runway with limited services. Due to the limited level of facilities and services, the airport is assigned to the Local Service role.

While currently under development, the 2020 Iowa SASP does not include an assigned role for the planned South-Central Regional Airport. The proposed South-Central Regional Airport, located in Mahaska County, is being developed by the City of Pella, the City of Oskaloosa, and Mahaska County. The South-Central Iowa

Regional Airport Agency has been formed and is currently in the process of acquiring land. The new airport will have a 5,500-foot runway to support jet aircraft and be located near the Highway 163 corridor.

The opening of the South-Central Regional Airport would result in the consolidation and closure of Pella Municipal Airport and Oskaloosa Municipal Airport, two General Service airports in the Iowa system. **Figure 5-4** illustrates the location of the two new system airports as well as the general location of the planned South-Central Regional Airport.

Figure 5-4: 2020 New System Airport Roles

Source: Jviation

5.4   Final 2020 System Roles

Following the evaluation of facilities and services changes since the 2010 SASP and a review of the two airports included in the system, 2020 roles were assigned to each of the 114 airports in the system. Due to the high performance of the existing system, as shown in the system evaluation, most airports remained in their existing role category. Overall, three airports changed roles (Shenandoah from Basic to General; Lamoni and Waverly from Local to Basic) and the two new system airports were assigned roles (Sioux County in Maurice was assigned to Enhanced; Peltz Field in Ringsted was assigned to Local). The current study's evaluation of roles assigns airports to a category that matches their level of facilities and services to properly meet the needs of

aviation users in Iowa. **Table 5-7** and **Figure 5-5** display the 2020 airport role assignments. The 2020 SASP includes the following number of airports by role:

- **8** Commercial Service Airports
- **16** Enhanced Service Airports
- **31** General Service Airports
- **19** Basic Service Airports
- **40** Local Service Airports

Figure 5-5: Iowa Aviation System Plan 2020 - Airport Roles

Source: Jviation

Table 5-7: Iowa Aviation System Plan 2020 - Airport Roles

FAA ID	Associated City	Airport Name	2020 Role
Commercial Service Airports			
BRL	Burlington	Southeast Iowa Regional	Commercial
CID	Cedar Rapids	Eastern Iowa	Commercial
DSM	Des Moines	Des Moines International	Commercial
DBQ	Dubuque	Dubuque Regional	Commercial
FOD	Fort Dodge	Fort Dodge Regional	Commercial
MCW	Mason City	Mason City Municipal	Commercial
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Commercial
ALO	Waterloo	Waterloo Regional	Commercial
Enhanced Service Airports			
AMW	Ames	Ames Municipal	Enhanced
IKV	Ankeny	Ankeny Regional	Enhanced
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Enhanced
CWI	Clinton	Clinton Municipal	Enhanced
CBF	Council Bluffs	Council Bluffs Municipal	Enhanced
DVN	Davenport	Davenport Municipal	Enhanced
FFL	Fairfield	Fairfield Municipal	Enhanced
IIB	Independence	Independence Municipal - James H Connell Field	Enhanced
IOW	Iowa City	Iowa City Municipal	Enhanced
EOK	Keokuk	Keokuk Municipal	Enhanced
MIW	Marshalltown	Marshalltown Municipal	Enhanced
SXK	Maurice	Sioux County Regional	Enhanced
MUT	Muscatine	Muscatine Municipal	Enhanced
TNU	Newton	Newton Municipal-Earl Johnson Field	Enhanced
OTM	Ottumwa	Ottumwa Regional	Enhanced
SPW	Spencer	Spencer Municipal	Enhanced
General Service Airports			
AXA	Algona	Algona Municipal	General
AIO	Atlantic	Atlantic Municipal	General
BNW	Boone	Boone Municipal	General
TVK	Centerville	Centerville Municipal	General
CCY	Charles City	Northeast Iowa Regional	General
CKP	Cherokee	Cherokee County Regional	General
CSQ	Creston	Creston Municipal	General
DEH	Decorah	Decorah Municipal	General
DNS	Denison	Denison Municipal	General
EST	Estherville	Estherville Municipal	General
FXY	Forest City	Forest City Municipal	General
GGI	Grinnell	Grinnell Regional	General
HPT	Hampton	Hampton Municipal	General
HNR	Harlan	Harlan Municipal	General
IFA	Iowa Falls	Iowa Falls Municipal	General
OXV	Knoxville	Knoxville Municipal	General
LRJ	Le Mars	Le Mars Municipal	General
MXO	Monticello	Monticello Regional	General

FAA ID	Associated City	Airport Name	2020 Role
MPZ	Mount Pleasant	Mount Pleasant Municipal	General
OLZ	Oelwein	Oelwein Municipal	General
I75	Osceola	Osceola Municipal	General
OOA	Oskaloosa	Oskaloosa Municipal	General
PEA	Pella	Pella Municipal	General
PRO	Perry	Perry Municipal	General
RDK	Red Oak	Red Oak Municipal	General
SHL	Sheldon	Sheldon Regional	General
SDA	Shenandoah	Shenandoah Municipal	General
SLB	Storm Lake	Storm Lake Municipal	General
VTI	Vinton	Vinton Veterans Memorial Airpark	General
AWG	Washington	Washington Municipal	General
EBS	Webster City	Webster City Municipal	General
Basic Service Airports			
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Basic
4K6	Bloomfield	Bloomfield Municipal	Basic
CNC	Chariton	Chariton Municipal	Basic
ICL	Clarinda	Clarinda Municipal - Schenck Field	Basic
CAV	Clarion	Clarion Municipal	Basic
EGQ	Emmetsburg	Emmetsburg Municipal	Basic
FSW	Fort Madison	Fort Madison Municipal	Basic
GFZ	Greenfield	Greenfield Municipal	Basic
EFW	Jefferson	Jefferson Municipal	Basic
LWD	Lamoni	Lamoni Municipal	Basic
C27	Manchester	Manchester Municipal	Basic
C17	Marion	Marion	Basic
POH	Pocahontas	Pocahontas Municipal	Basic
RRQ	Rock Rapids	Rock Rapids Municipal	Basic
SKI	Sac City	Sac City Municipal	Basic
ISB	Sibley	Sibley Municipal	Basic
C25	Waverly	Waverly Municipal	Basic
3Y2	West Union	West Union Municipal - George L Scott	Basic
3Y3	Winterset	Winterset Municipal	Basic
Local Service Airports			
4C7	Ackley	Ackley Municipal*^	Local
4C8	Albia	Albia Municipal	Local
K98	Allison	Allison Municipal^	Local
C11	Amana	Amana*^	Local
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field^	Local
ADU	Audubon	Audubon County	Local
Y46	Bedford	Bedford Municipal^	Local
Y48	Belmond	Belmond Municipal^	Local
CRZ	Corning	Corning Municipal	Local
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Local
IA8	Dyersville	Dyersville Area*^	Local
EAG	Eagle Grove	Eagle Grove Municipal	Local

FAA ID	Associated City	Airport Name	2020 Role
27P	Eldora	Eldora*^	Local
I27	Elkader	Elkader*^	Local
6K7	Grundy Center	Grundy Center Municipal^	Local
GCT	Guthrie Center	Guthrie County Regional	Local
0K7	Humboldt	Humboldt Municipal	Local
IDG	Ida Grove	Ida Grove Municipal	Local
6K9	Keosauqua	Keosauqua Municipal^	Local
0Y6	Lake Mills	Lake Mills Municipal^	Local
2VA	Larchwood	Larchwood - Zangger Vintage Airpark*^	Local
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Local
OQW	Maquoketa	Maquoketa Municipal	Local
4D8	Milford	Milford Municipal – Fuller	Local
7C3	Monona	Monona Municipal^	Local
7C5	Montezuma	Montezuma Sig Field*^	Local
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field^	Local
1Y5	New Hampton	New Hampton Municipal	Local
5D2	Northwood	Northwood Municipal^	Local
D02	Osage	Osage Municipal	Local
1Y9	Paullina	Paullina Municipal	Local
8Y8	Ringsted	Peltz Field	Local
2Y4	Rockwell City	Rockwell City Municipal	Local
0F3	Spirit Lake	Spirit Lake Municipal	Local
8C2	Sully	Sully Municipal^	Local
8C4	Tipton	Tipton Municipal - Mathews Memorial	Local
8C5	Toledo	Toledo Municipal^	Local
8C6	Traer	Traer Municipal^	Local
Y01	Waukon	Waukon Municipal	Local
3Y4	Woodbine	Woodbine Municipal^	Local

Source: 2021-2025 NPIAS Report, Jviation
* Privately Owned, Public Use
^ Turf Runway
Italics – Airports to close upon opening of new South-Central Regional Airport

5.5 Non-NPIAS Airport Evaluation

There are 35 airports in the Iowa system that are not included in the NPIAS. To be classified in the NPIAS, the FAA has developed the following list of criteria; of which all must be met:

- Operated by a sponsor eligible to receive federal funds and meet obligations.
- Used by 10 or more operational and airworthy aircraft based on the airport. The aircraft tail numbers must be provided and validated against the FAA Aircraft Registry.
- Located at least 30 miles from the nearest NPIAS airport. The 30-mile calculation must consider all existing NPIAS airports within a 30-mile radius, even if it is in an adjacent state.
- Demonstrates an identifiable role in the national system (such as a basic, local, regional, or national).
- Included in a state or territory aviation system plan with a role similar to the federal role and recommended by the airport's state or territory aviation authority to be a part of the NPIAS.

- A review by the FAA finds no significant airfield design standard deficiencies, compliance violations, or wetland or wildlife issues.

After a review of these screening factors for Iowa's 35 non-NPIAS airports indicate that three airports in the Basic role category and five airports in the Local role category meet the 10 or more validated based aircraft criterion. While these airports meet the based aircraft criterion, Iowa is currently well-served by airports already included in the NPIAS, either by airports in the state or in a neighboring state. Also, there are currently nine privately-owned airports not included in the NPIAS that are not operated by an FAA-eligible sponsor.

Table 5-8 displays a matrix identifying airports that meet either the based aircraft or 30-mile radius criteria for NPIAS classification.

Figure 5-6 illustrates NPIAS airport coverage by Iowa airports in the NPIAS and those airports located in neighboring states that help support population in Iowa not covered by an in-state airport. As is evident from this exhibit, all of Iowa is currently within a 30-minute drive of a NPIAS airport. It is therefore unlikely that current non-NPIAS airports will be eligible for NPIAS inclusion.

Table 5-8: Non-NPIAS Iowa System Airports

FAA ID	Associated City	Airport Name	Iowa Role	Based Aircraft	Outside 30 Mile Radius of Airport Currently in NPIAS
Basic Service Airports					
C17	Marion	Marion*	Basic	**49**	No
RRQ	Rock Rapids	Rock Rapids Municipal	Basic	**16**	No
ISB	Sibley	Sibley Municipal	Basic	**11**	No
Local Service Airports					
4C7	Ackley	Ackley Municipal*^	Local	4	No
K98	Allison	Allison Municipal^	Local	5	No
C11	Amana	Amana*^	Local	5	No
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field^	Local	4	No
Y46	Bedford	Bedford Municipal^	Local	4	No
Y48	Belmond	Belmond Municipal^	Local	1	No
CRZ	Corning	Corning Municipal	Local	8	No
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Local	8	No
IA8	Dyersville	Dyersville Area*^	Local	4	No
EAG	Eagle Grove	Eagle Grove Municipal	Local	8	No
27P	Eldora	Eldora*^	Local	2	No
I27	Elkader	Elkader*^	Local	4	No
6K7	Grundy Center	Grundy Center Municipal^	Local	1	No
IDG	Ida Grove	Ida Grove Municipal	Local	5	No
6K9	Keosauqua	Keosauqua Municipal^	Local	4	No
0Y6	Lake Mills	Lake Mills Municipal^	Local	4	No
2VA	Larchwood	Larchwood - Zangger Vintage Airpark*^	Local	21	No
4D8	Milford	Milford Municipal – Fuller	Local	**15**	No
7C3	Monona	Monona Municipal^	Local	**10**	No
7C5	Montezuma	Montezuma Sig Field*^	Local	3	No
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field^	Local	**22**	No
1Y5	New Hampton	New Hampton Municipal	Local	4	No

FAA ID	Associated City	Airport Name	Iowa Role	Based Aircraft	Outside 30 Mile Radius of Airport Currently in NPIAS
5D2	Northwood	Northwood Municipal^	Local	5	No
D02	Osage	Osage Municipal	Local	**10**	No
1Y9	Paullina	Paullina Municipal	Local	6	No
8Y8	Ringsted	Peltz Field*^	Local	1	No
0F3	Spirit Lake	Spirit Lake Municipal	Local	**19**	No
8C2	Sully	Sully Municipal^	Local	0	No
8C5	Toledo	Toledo Municipal^	Local	4	No
8C6	Traer	Traer Municipal^	Local	8	No
Y01	Waukon	Waukon Municipal	Local	5	No
3Y4	Woodbine	Woodbine Municipal^	Local	3	No

Source: 2021-2025 NPIAS Report, Jviation
* Privately Owned, Public Use
^ Turf Runway

Figure 5-6: 30-Mile Coverage of NPIAS Airports
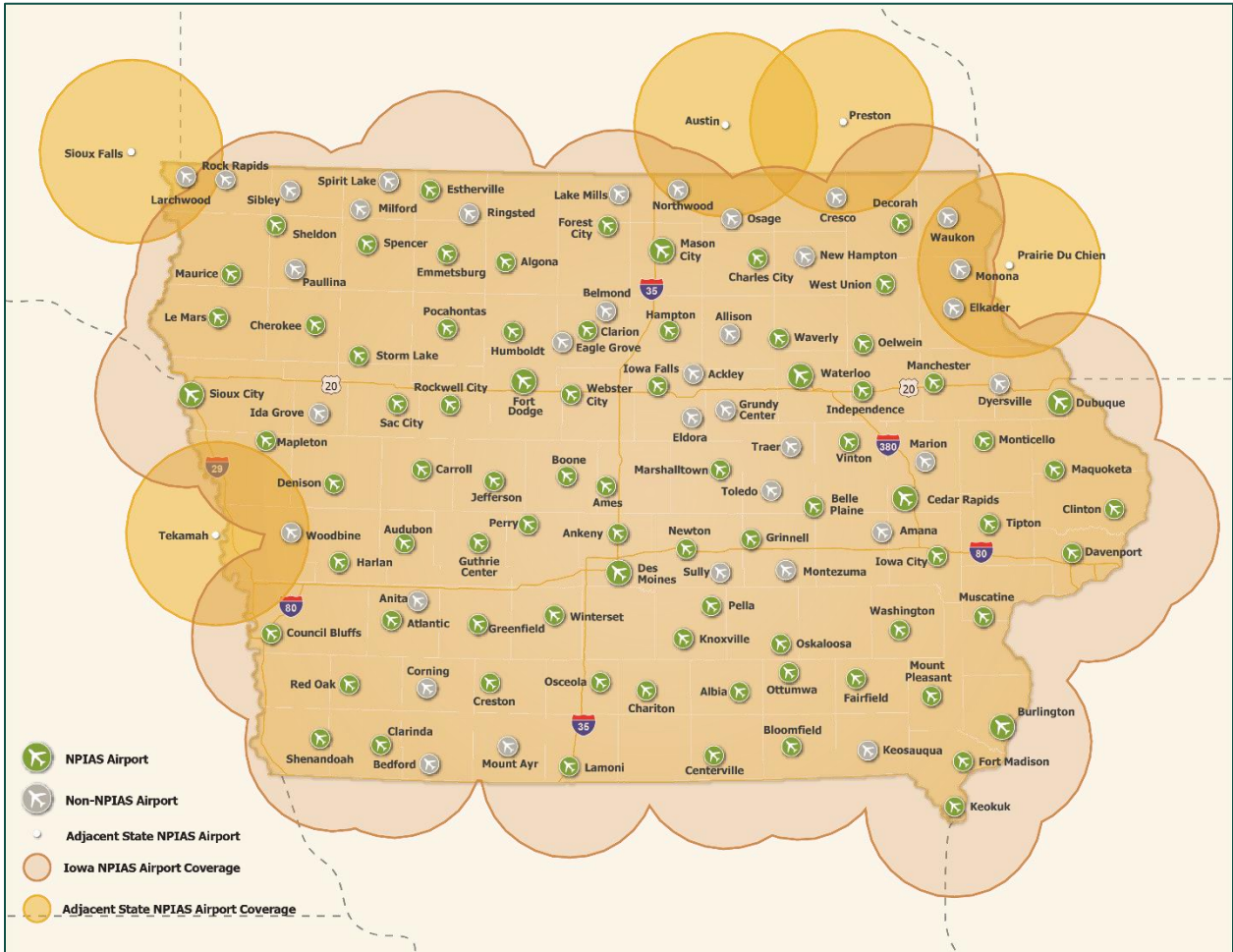
Source: 2021-2025 NPIAS Report, Jviation

5.6   Summary

This chapter focuses on the background and process behind determining 2020 Iowa SASP roles. Iowa's airport system is well developed and provides a wide range of facilities and services across the state. The 2010 Iowa SASP and key facility improvements made since its completion served as a basis for assigning 2020 roles at Iowa airports. Key finding in this chapter include:

- Defining Airport System Roles – Iowa has used five district airport roles to define system airports and to establish recommendations for needed facilities and services. These five roles are:
    - **Commercial Service:** Airports that support scheduled commercial airline service and provide support for all types of general aviation activity. These airports are essential in the national transportation system and are economic pillars in the state and their communities.
    - **Enhanced Service:** Airports that have runways over 5,000 feet and services for a wide range of general aviation activity. Airports in this role serve as economic centers for regions, supporting business jet operations as well as other general aviation activity.
    - **General Service:** Airports that have runways over 4,000 feet and services that cater to small and mid-size business jets. The airports in this role are recognized as community assets.
    - **Basic Service:** Airports that have runways over 3,000 feet and services that meet recreational general aviation activity.
    - **Local Service:** Airports that primarily support local activity and provide limited aircraft services.

- Since the completion of the 2010 SASP, three airports have added facilities and services that resulted in a change of their airport role. These include Lamoni and Waverly moving from Local to Basic and Shenandoah moving from Basic to General.

- Since the last study, two airports have been added (Sioux County Regional - Enhanced, Peltz Field - Local) to the system and five airports have closed, resulting in 114 system airports. The 2020 SASP includes the following number of airports by role:
    - **8** Commercial Service Airports
    - **16** Enhanced Service Airports
    - **31** General Service Airports
    - **19** Basic Service Airports
    - **40** Local Service Airports

- Seventy nine of the 114 airports in the Iowa system are included in the FAA's current 2021-2025 NPIAS and are therefore eligible for FAA funding (and subject to the associated grant assurances). Two Iowa airports are listed as Unclassified in the 2021 NPIAS: Albia Municipal and Audubon County. Unclassified airports do not meet the minimum requirements and cannot receive federal funding until conditions are changed. Both of these airports fell short of the minimum number of based aircraft (10) required.

- Thirty-five system airports are not included in the NPIAS and do not receive federal funding. An evaluation of FAA criteria indicates that these airports do not currently meet the inclusion requirements and are therefore not NPIAS eligible.