

Chapter Three: Inventory of Existing System

An integral component of the system planning process is the collection of data on existing infrastructure and service conditions. This information establishes a foundation to assess the performance of the aviation system and creates a database evaluations, analyses, and recommendations. The data provides the lowa Department of Transportation – Office of



Aviation (Office of Aviation) with updated records that are used for information, policy, funding, and other system-related decisions. This chapter summarizes the data and provides a snapshot of existing conditions within the aviation system in late 2010.

Various data collection methods were utilized during the inventory effort, including distribution of an airport manager survey to each system airport. Managers were asked to verify pre-populated data from Office of Aviation records and provide additional information on conditions of infrastructure, activities, services, and operations. A 100 percent (100%) participation rate was achieved during the survey effort. Airport officials were contacted to verify or provide complete information as needed. A sample of the airport manager survey is located in **Appendix C** at the end of this report.

Additional data sources were also referenced to ensure that the most complete, accurate data was used. These additional sources of information included:

- Aerial and satellite imagery.
- Federal Aviation Administration (FAA) Airport Master Records (Form 5010).
- Airport Layout Plans (ALP).
- FAA Instrument Approach Procedure (IAP) charts.
- 2009-2010 Iowa Airport Directory.
- 2009 Uses and Benefits of Aviation in Iowa economic impact study.

This chapter groups the inventory by associated components such as runways, taxiways, navigational aids, and services. Airport-specific data is presented in tables found at the end of this chapter.

The system of airports within Iowa includes 117 public use airports, 109 of which are publicly owned by cities or airport authorities. The eight airports listed in **Table 3-1** are privately owned and meet the state minimum safety standards required to be open for public use. All airports open for public use are inspected regularly and must obtain an annual certificate issued by the Office of Aviation.



Table 3-1: Privately-Owned Public Use Airports within Iowa

(Airports Listed by Associated City Name)				
 Ackley 	• Elkader			
Amana	 Larchwood 			
 Des Moines – Morningstar 	Marion			
 Dyersville 	 Montezuma 			

Source: Office of Aviation

Although privately owned-public use airports are not eligible for federal or state funding, they serve a role in the state system. Ownership distinctions are noted in each of the categories discussed in this chapter since there are variations in criteria and funding scenarios.

3.1 General Airport Information

General airport descriptive information that identifies a broad overview of each airport is included in **Table 3-49**. This information describes the physical location and overall attributes such as latitude and longitude, elevation, and acreage. Additional general information included for each airport in **Table 3-49** is defined and summarized below.

3.1.a Airport Reference Code – The Airport Reference Code (ARC), defined in FAA Advisory Circular 150/5300-13, *Airport Design*, relates airport design to the physical and operating characteristics of aircraft. This coding system is comprised of two components related to the most demanding type of aircraft intended to operate at an airport: aircraft approach speed classified by a letter, and aircraft wingspan, classified by a Roman numeral. **Table 3-2** presents the ARC coding system.

Table 3-2: Airport Reference Code

Aircraft Approach Category		Airplane Design Group		roup
Category	Approach Speed	Group	Tail Height	Wingspan
Α	Less than 91 knots	I	20 feet or less	49 feet or less
В	91-120 knots	Ш	20-29 feet	49-78 feet
С	121-140 knots	Ш	30-44 feet	79-117 feet
D	141-165 knots	IV	45-59 feet	118-170 feet
Е	166 knots or more	V	60-65 feet	171-213 feet
		VI	66-80 feet	214-262 feet

Source: FAA AC 150/5300-13 Airport Design



The airports that comprise the lowa aviation system represent a variety of ARC categories ranging from D-IV airports capable of supporting the operations of narrow and wide bodied jet aircraft to Category A airports that support only small single-engine aircraft. **Table 3-3** summarizes the ARC classifications found in the system. The most common ARC classification is B-II found at 35 percent (35%) of the airports. **Table 3-49**, located at the end of the chapter, identifies the ARC for each airport.

Table 3-3: Iowa ARC Airport Classification

Publicly-Owned Airports	Number of Airports	% of Airports
D-IV	2	2%
D-III	1	1%
D-II	1	1%
C-III	5	4%
C-II	14	13%
B-II	38	35%
B-I	21	19%
A-I	27	25%
Total Airports	109	100%

Private Ownership Airports	Number of Airports
A-I	8
Total Airports	8
TOTAL AIRPORTS	117

Source: Airport manager survey, Airport Layout Plans

3.1.b Overall Airport Pavement Condition Index (PCI) Rating – The PCI is a rating system that assigns a score from 0 to 100 based upon visual inspections conducted at airports. Surfaces in optimal condition are assigned a score of 100 and considered to be in "excellent" condition. The Office of Aviation arranges for pavement inspections at general aviation airports on a three-year cycle and maintains an overall PCI rating for each airport based upon the average of PCI ratings of runways, taxiways, and apron surfaces. Ratings compiled for the system inventory are based on the most recent state inspection at each airport.

Table 3-4 summarizes the overall airfield pavement PCI ratings of the system while **Figure 3-1** graphically illustrates the range of PCI ratings at each airport. More than 87 percent (87%) of the current system pavements have a PCI rating of 70 or higher, indicating pavements in good condition statewide. **Table 3-49**, located at the end of the chapter lists the PCI for each airport.



Table 3-4: Overall PCI Ratings

Publicly-Owned Airports	Number of Airports	% of Airports
90 or greater	30	32
89-80	37	40
79-70	14	15
Less than 70	12	13
Total Airports	93	100%
Airports with only turf runways	16	

Private Ownership Airports	Number of Airports
Asphalt-turf runways	1
Turf runways	7
Total Airports	8
TOTAL AIRPORTS	117

Source: Iowa DOT pavement maintenance database

FORT DODGE WATERLOO DUBUQUE CLINTON IOWA CITY DES MOINES OTTUMWA MOUNT PLEASANT BURLINGTON Missouri System Overall PCI Rating *Denotes Private Airport 90 or greater **89-80** ▲ 79-70 O Less than 70 Turf runway

Figure 3-1: Airport Overall PCI Ratings



3.1.c National Plan of Integrated Airport Systems (NPIAS) Airports – The NPIAS identifies airports that are necessary for a safe and efficient integrated national system of airports. The NPIAS categorizes airports by primary (large, medium and small hub, non-hub) and non-primary (commercial service, reliever, and general aviation). Primary airports include airports with scheduled airline service boarding more than 10,000 passengers during a calendar year. Hub designation is determined by the percentage of passengers related to the overall number of passengers nationwide.

The 2011-2014 NPIAS includes six primary airports in Iowa: two small hubs (Des Moines International and the Eastern Iowa Airport in Cedar Rapids) and four non-hub airports (Dubuque, Mason City, Sioux City, and Waterloo.) There are 72 non-primary airports in Iowa: two commercial service (Fort Dodge and Southeast Iowa Regional in Burlington); two relievers (Ankeny and Council Bluffs); and 68 general aviation airports. The NPIAS designation for all airports is identified in **Table 3-49** located at the end of this chapter.

3.2 Runways

Runways are prepared surfaces used for the departure and arrival of aircraft. Runway designs vary based upon several factors, including aircraft performance characteristics of the most demanding type intended to use the surface and design standards as defined in AC 150/5300-13, *Airport Design*. Runway elements summarized in



this section include information on the primary runway length, width, pavement condition index rating, wind coverage, and runway lighting. **Table 3-50** at the end of the chapter contains a summary of individual airport data.

3.2.a Primary Runway Length – The length of a runway is based upon the performance characteristics of the most demanding aircraft type intended to use an airport. Information provided by aircraft manufacturers and FAA AC 150/5325-4, *Runway Length Requirements for Airport Design*, provide guidance and recommendations to determine the preferred length of a runway. The primary runway is typically the longest runway capable of meeting the landing and takeoff distance requirements of the most demanding aircraft operating at an airport.

Thirty-two (29%) airports have primary runways measuring 5,000 feet or longer. **Table 3-5** summarizes and **Figure 3-2** illustrates the length of primary runways found throughout lowa's aviation system. **Table 3-50** at the end of this chapter lists the primary runway lengths at each airport.



Table 3-5: Primary Runway Length

Publicly-Owned Airports	Number of Airports	% of Airports
5,500 feet or greater	21	19%
5,000 feet to 5,499	11	10%
4,000 to 4,999 feet	29	27%
3,000 to 3,999 feet	25	23%
2,999 feet or less	23	21%
Total Airports	109	100%

Private Ownership Airports	Number of Airports	
3,000 to 3,999 feet	1	
2,999 feet or less	7	
Total Airports	8	
TOTAL AIRPORTS	117	

Source: Airport manager survey

SPENCER MASON CITY FORT DODGE INDEPENDENCE WEBSTER CITY MONTICELLO CLINTON ANKENY NEWTON GRINNELL DAVENPORT COUNCIL BLUFFS OSKALOOSA FAIRFIELD ALBIA OTTUMWA KEOKUK Legend Primary Runway Length *Denotes Private Airport 5,500 feet or greater 5,499 feet to 5,000 feet ▲ 4,999 feet to 4,000 feet 3,999 feet to 3,000 feet · 2,999 feet or less

Figure 3-2: Primary Runway Length at Airports



3.2.b Primary Runway Width – The width of a runway is based on FAA design standards in AC 150/5300-13, *Airport Design*, using the wingspan and approach speed of the most demanding type of aircraft intended to use the airport. Runway width is also a factor when visibility minimums are determined for a runway's approach. Standard design allows for a lateral margin of safety based upon the main landing gear configuration of the most demanding type of aircraft when maneuvering on takeoff and establishing stability upon landing. **Table 3-6** summarizes the runway width requirements.

Table 3-6: Runway Width Design Criteria

Aircraft Approach Category	Airplane Design Group					
Aircraft Approach Category	ı	H II	III	IV	V	IV
A & B (visibility minimums greater than ¾ mile)	60 ft	75 ft	100 ft	150 ft	-	-
A & B (visibility minimums less than ¾ mile)	100 ft	100 ft	100 ft	150 ft	-	-
C & D	100 ft	100 ft	100 ft	150 ft	150 ft	200 ft

Source: FAA AC 150/5300-13 Airport Design

Twenty four airports in lowa have a turf primary runway with varying widths between 60 and 180 feet. Turf runways are typically designed wider than hard surface runways to provide an additional margin of safety when landing. All turf runways at public-use airports are subject to state safety standards that require at least 50 feet of prepared surface, plus thirty feet of obstruction free area on each side of the runway.

More than sixty-six percent (66%) of airports with primary hard surface runways are 75 feet or wider. Only fourteen percent (14%) are less than 60 feet wide. **Table 3-7** summarizes widths of the primary hard surface runways. **Table 3-50** at the end of the chapter lists all primary runway widths.



Table 3-7: Primary Runway Width Summary

Publicly-Owned Airports	Number of Airports	% of Airports
100 feet or greater	25	27%
75 feet	36	39%
60 feet	19	20%
59 feet or less	13	14%
Total Airports	93	100%
Turf runways	16	

Private Ownership Airports	Number of Airports
Turf runways	8
Total Airports	8
TOTAL AIRPORTS	117

Source: Airport manager survey

3.2.c Wind Coverage – The orientation of runways at an airport is primarily determined by alignment that achieves maximum coverage with local wind conditions. FAA design standards recommend an orientation of runways that allow for 95 percent (95%) coverage for local wind conditions. Primary runways at an airport are typically aligned in the direction of prevailing winds, while secondary runways provide additional coverage in crosswind conditions.

The airfield configurations of airports included in the NPIAS were reviewed to determine if ninety-five percent (95%) wind coverage was achieved with a crosswind runway or with a single runway facility. Runway orientation diagrams and wind coverage data was obtained from the windrose analysis conducted as part of each NPIAS airport's ALP). Since wind coverage information was unavailable for most airports not in the NPIAS, they were not part of the wind coverage assessment.

Table 3-8 summarizes the number of NPIAS airports that have a crosswind runway or achieve ninety-five percent (95%) wind coverage with a single runway. **Figure 3-3** identifies the locations of airports that have an airfield capable of meeting or exceeding recommended wind coverage. Sixty-four percent (64%) of airports in lowa have at least ninety-five percent (95%) wind coverage. **Table 3-50** at the end of this chapter lists the wind coverage capabilities at each airport.



Table 3-8: Summary of Wind Coverage

•		
Publicly-Owned Airports	Number of Airports	% of Airports
Single runway achieving 95% coverage	4	5%
Have a crosswind runway	46	59%
Single runway not achieving 95% coverage	28	36%
Total Airports	78	100%
Non-NPIAS airports	31	

Private Ownership Airports	Number of Airports	
Non-NPIAS airports	8	
Total Airports	8	
TOTAL AIRPORTS	117	

Source: Airport Layout Plans for NPIAS airports

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Figure 3-3: NPIAS Airports Achieving Local Wind Coverage

Source: Kirkham Michael (2010)

· Non-NPIAS airport



3.2.d Primary Runway Lighting – Runway lighting is used to define the edges of a runway during nighttime and low visibility conditions. Runway lighting is classified into three types of systems based upon illumination intensity and level of control: High Intensity Runway Lighting (HIRL), Medium Intensity Runway Lighting (MIRL), and Low Intensity Runway Lighting (LIRL). HIRL systems offer pilots the greatest lighting intensity and control, while LIRL systems have a single illumination setting. Sixty-five percent (65%) of airports have MIRL systems in use. Two publicly-owned airports and two privately-owned airports are equipped with non-standard lighting systems. **Table 3-9** summarizes the primary runway lighting systems found within the system. **Table 3-50** at the end of this chapter lists the type of primary runway lighting system at each airport.

Table 3-9: Primary Runway Lighting Systems

Publicly-Owned Airports	Number of Airports	% of Airports
High Intensity Runway Lighting	11	10%
Medium Intensity Runway Lighting	71	65%
Low Intensity Runway Lighting	17	16%
Non-standard runway lighting	2	2%
No runway lighting system	8	7%
Total Airports	109	100%

Private Ownership Airports	Number of Airports	
Low Intensity Runway Lighting	1	
Non-standard runway lighting	2	
No runway lighting system	5	
Total Airports	8	
TOTAL AIRPORTS	117	

Source: Airport manager survey

3.2.e Primary Runway Pavement Condition Index Rating – The Pavement Condition Index (PCI) rating system assigns a score from 0 to 100 to the condition of a pavement surface. The PCI rating of the primary runway is assessed on a three year cycle and maintained in an Office of Aviation database as summarized in **Table 3-10** and illustrated in **Figure 3-4.** More than eighty-nine percent (89%) of the primary runways have a PCI of 70 or greater. **Table 3-50** at the end of this chapter lists the PCI for the primary runway at each airport.



Table 3-10: Primary Runway PCI Summary

Publicly-Owned Airports	Number of Airports	% of Airports
90 or greater	35	38%
89-80	33	35%
79-70	15	16%
Less than 70	10	11%
Total Airports	93	100%
Turf runways	16	

Private Ownership Airports	Number of Airports	
Asphalt-turf runways	1	
Turf runways	7	
Total Airports	8	
TOTAL AIRPORTS	117	

Source: Iowa DOT pavement maintenance database

MASON CITY FORT DODGE MONTICELLO MARSHALLTOWN CLINTON ANKENY NEWTON GRINNELL IOWA CITY DAVENPORT MUSCATINE DES MOINES COUNCIL BLUFFS ALBIA OTTUMWA BURLINGTON KEOKUK Legend Primary Runway PCI Rating *Denotes Private Airport 90 or greater <u>89 - 80</u> △ 79 - 70 Less than 70 Turf runway

Figure 3-4: Primary Runway PCI Locations



3.3 Taxiways

Taxiways are used to connect runways with other airfield areas. They provide entry and exit access points for aircraft from a runway, increasing safety by limiting the time aircraft remain on the runway. **Table 3-50** at the end of this chapter lists the types of taxiway and taxiway lighting systems at each airport.

3.3.a Primary Runway Parallel Taxiway Type – Parallel taxiways are aligned parallel to a runway and are designed to increase safety and capacity by minimizing the time an aircraft occupies the runway when maneuvering before takeoff or after landing. Full parallel taxiways extend the entire length of a runway providing access to each runway end. Partial parallel taxiways typically extend parallel to the runway from a ramp or terminal area to a single runway end. Connector taxiways provide direct access to the runway from an aircraft apron area with no parallel taxiway.

Table 3-11 summarizes the types of taxiways found at airports in lowa. **Figure 3-5** identifies the type at each airport. The majority of airports in lowa have some sort of a connector taxiway system. Less than a quarter of the airports have some form of parallel taxiway system. **Table 3-50** at the end of this chapter lists the specific taxiway system at each airport.

Table 3-11: Primary Runway Parallel Taxiway Types

Publicly-Owned Airports	Number of Airports	% of Airports
Full parallel taxiway	25	23%
Partial parallel taxiway	4	4%
Connector taxiway	60	55%
No taxiway system	20	18%
Total Airports	109	100%

Private Ownership Airports	Number of Airports
Connector taxiway	1
No taxiway system	7
Total Airports	8
TOTAL AIRPORTS	117

Source: Airport manager survey



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Figure 3-5: Parallel Taxiway Types at Airports

Source: Kirkham Michael (2010)

3.3.b Taxiway Lighting – Taxiway lighting is utilized to illuminate the edge of taxiways in nighttime and low-visibility conditions. Taxiway lighting systems offer varying ranges of illumination intensity and level of control, similar to runway lighting systems. Three types of standard taxiway lighting systems are found throughout the aviation system: High Intensity Taxiway Lighting (HITL), Medium Intensity Taxiway Lighting (MITL), and Low Intensity Taxiway Lighting (LITL). HITL systems offer the greatest range of illumination intensity and control, while LITL systems are equipped with a single illumination setting.

Table 3-12 summarizes the taxiway lighting systems found throughout the lowa aviation system. The majority of the airports (64%) have a MITL system. At the end of the chapter, **Table 3-50** lists the taxiway lighting system found at each airport.



Table 3-12: Taxiway Lighting Systems

Publicly-Owned Airports	Number of Airports	% of Airports
High Intensity Taxiway Lighting	5	5%
Medium Intensity Taxiway Lighting	70	64%
Low Intensity Taxiway Lighting	3	3%
No taxiway lighting system	31	28%
Total Airports	109	100%

Private Ownership Airports	Number of Airports	
No taxiway lighting system	8	_
Total Airports	8	
TOTAL AIRPORTS	117	

Source: Airport manager survey

3.4 Runway Approaches

Equipment and published procedures that provide landing guidance to pilots enhance the safety of the aviation system. Approaches, including those that provide vertical and horizontal guidance, enable landings to be conducted at night, in low visibility, and in inclement weather conditions. Different types of runway approaches help guide aircraft on the correct glide paths toward safely landing on a runway. The following sections summarize the types and conditions of runway approaches at airports in lowa based on the June 2010 FAA Terminal Procedures. The total number of approaches at publiclyowned lowa airports is 505, which includes runways with more than one type of approach. **Table 3-51** at the end of the chapter lists the types of runway approaches found at airports in lowa.

3.4.a Category of Runway Approaches – Four types of runway approach categories provide pilots with varying levels of navigational guidance.

 Precision instrument approaches, typically achieved with an Instrument Landing System (ILS), provide vertical and horizontal guidance to aircraft. This permits approaches to be conducted below a 1/2 mile visibility and a 200 foot cloud ceiling height.





- Localizer Performance with Vertical Guidance (LPV) approaches use satellite based Global Positioning Signals (GPS) to provide vertical and horizontal guidance. Approach minimums may be as low as a 1/2 mile visibility and ceiling heights of 200 feet.
- Non-precision instrument approaches utilizing ground based equipment such as very high frequency omnidirectional radio range (VOR) stations, distance measuring equipment (DME), and a localizer provide only horizontal guidance to aircraft.
- Visual approaches require a pilot to navigate an approach on visual cues only.

Table 3-13 summarizes the types of runway approaches found at airports in lowa as of June 2010. **Figure 3-6** illustrates the highest level approach located at each airport. More than half (56%) of the runway approaches in lowa are non-precision approaches. **Table 3-51** at the end of this chapter lists the type of approaches found at each airport.

Table 3-13: Runway Approach Summary

Publicly-Owned Airports	Number of Approaches	% of Approaches
Precision Instrument Approach	24	5%
LPV Approach	58	12%
Non-Precision Instrument Approach	285	56%
Visual Approach only	138	27%
Total Approaches	505	100%

Private Ownership Airports	Number of Approaches	
Visual Approach	16	
Total	16	
TOTAL Approaches	521	

Source: FAA Terminal Procedures, June 2010



FOREST CITY SPENCER FORT DODGE WATERLOO DUBUQUE MONTICELLO CARROLL CLINTON CEDAR RAPIDS IOWA CITY MUSCATIN COUNCIL BLUFFS FAIRFIELD MOUNT PLEASANT OTTUMWA Illinois BURLINGTON 0 Missouri Legend *Denotes Private Airport Highest Runway Approach Category Precision Instrument Approach LPV Approach Non-Precision Instrument Approach Visual Approach

Figure 3-6: Published Approach Locations

Source: Kirkham Michael (2010)

3.4.b Clear Approaches to Primary Runways – The primary runway at an airport is the most utilized runway capable of supporting the operations of the most demanding type of aircraft intended for use at the facility. Keeping primary runway approaches clear of obstructions increases the safety of aircraft and people on the ground. **Table 3-14** summarizes the approaches that are clear from obstructions. **Figure 3-7** identifies which airports have primary runways with clear approaches to both ends of the primary runway. Sixty percent (60%) of airports within the system have clear approaches to at least one end of the primary runway. **Table 3-51** at the end of this chapter identifies whether the primary runway approach at each airport is clear of obstructions.



Table 3-14: Clear Primary Runway Approach Summary

Publicly-Owned Airports	Number of Runway Ends	% of Runway Ends
Approach clear of obstruction	131	60%
Obstruction penetrating approach	87	40%
Total Airports	218	100%

Private Ownership Airports	Number of Runway Ends
Approach clear of obstruction	10
Obstruction penetrating approach	6
Total Airports	16
TOTAL AIRPORTS	234

Source: FAA 5010 Forms, Airport Layout Plans, Iowa DOT FAR Part 77 surface drawings, Iowa DOT WAAS survey information

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Figure 3-7: Airports with Clear Approaches to Primary Runways



3.4.c Clear Approaches to All Runway Ends – Published obstructions penetrating the approaches of all runways at each airport were also reviewed because secondary runways help support primary runways in providing wind coverage for aircraft more susceptible to crosswind conditions. **Table 3-15** summarizes the number of all runway ends that are free from obstructions. **Figure 3-8** identifies airports with all runway ends clear and airports with at least one runway end with an obstruction. **Table 3-51** at the end of this chapter identifies whether the approaches at each airport are clear of obstructions.

Table 3-15: Clear Approach to All Runway Ends Summary

Publicly-Owned Airports	Number of Runway Ends	% of Runway Ends
Approach clear of obstruction	227	68%
Obstruction penetrating approach	107	32%
Total Runway Ends	334	100%

Private Ownership Airports	Number of Runway Ends
Approach clear of obstruction	10
Obstruction penetrating approach	6
Total Approaches	16
TOTAL RUNWAY ENDS	350

Sources: FAA 5010 Forms, ALPs, FAR Part 77 drawings, Iowa DOT WAAS survey

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SIRLEY
SPENCER
PARTON
SPENCER
EMACTSBURG ALONA
MASON CITY
MASON C

Figure 3-8: Airports with Clear Approaches to All Runways



3.5 Navigational Aids

Ground based navigational aids (NAVAIDs) equipment help pilots determine position and course information such as the locations of an airport, runway threshold, and proper descent slope when on approach for landing. Data on NAVAID equipment collected includes lighting systems, radio transmitters, and visual devices. **Table 3-51** and **Table 3-52** at the end of the chapter summarize the navigational aid information for each airport.

3.5.a Visual Guidance Slope Indicator – Visual Guidance Slope Indicators (VGSI) are lighting systems placed at the approach end of a runway that help a pilot visually determine the correct glide path when on approach for landing. VGSIs are comprised of a series of angled red and white colored lights with lighting combinations indicating a pilot's angle of approach when locating the proper glide path. The most common style of VGSI are Visual Approach Slope Indicators (VASIs) and Precision Approach Path Indicators (PAPIs), although other forms of VGSI equipment such as Pulsating Light Visual Approach Slope Indicators (PLASI) and Simplified Abbreviated Visual Approach Slope Indicators (SAVASI) are found at several airports. Table 3-16 summarizes the types of VGSI lighting systems found on each runway end throughout the aviation system while Figure 3-9 identifies the type of equipment at each airport. A total of 350 runway ends, comprised of both primary and secondary runways, are included within the system. Table 3-51 at the end of the chapter lists the VGSI available by runway end.

Table 3-16: Summary of Visual Guidance Slope Indicator Equipment

Publicly-Owned Airports VGSI Equipment	Number of Runway Ends	% of Runway Ends
Visual Approach Slope Indicator (VASI)	56	17%
Precision Approach Path Indicator (PAPI)	114	34%
Pulsating VASI (PLASI)	6	2%
Simplified Abbreviated VASI (SAVASI)	14	4%
No VGSI equipment	144	43%
Total Runway Ends	334	100%

Private Ownership Airports VGSI Equipment	Number of Runway Ends	
No VGSI equipment	16	
Total Runway Ends	16	
TOTAL SYSTEM RUNWAY ENDS	350	

Source: Airport manager survey



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Figure 3-9: Visual Guidance Slope Indicators at Airports

Source: Kirkham Michael (2010)

3.5.b Runway End Identifier Lights – Runway End Identifier Lights (REILs) are high intensity, synchronized flashing lights located on either side of a runway threshold to provide positive visual identification of the end of a runway. This navigational aid is helpful for pilots in adverse conditions such as limited visibility, low cloud ceiling heights, or in urban environments where an airport may be surrounded by additional lighting.

Table 3-17 summarizes the number of REILs installed on runway ends throughout the aviation system. **Figure 3-10** illustrates the airports that are equipped with REILs. Just under half of the runway ends (46%) currently have REILs. **Table 3-51** at the end of this chapter lists whether each runway end has REILs.

3.5.c Rotating Beacon – Rotating beacons are lights that rotate 360 degrees and visually identify the location and type of airport. Civil airports are designated by an alternating green and white flash, while military facilities are identified by a green flash followed by two white flashes. These types of navigational aids are useful for pilots in visually identifying an airport's location when on approach or in visually determining waypoints when navigating during flight.



Table 3-18 summarizes the number of airports equipped with rotating beacons, while **Figure 3-11** graphically illustrates the location of airports that have these types of NAVAIDs installed. Nearly three quarters (72%) of the airports have a rotating beacon. **Table 3-52** indicates which airports have rotating beacons.

Table 3-17: Runway Ends With REIL Equipment

Publicly-Owned Airports	Number of Runway Ends	% of Runway Ends
Runway ends equipped with REILs	155	46%
Runway ends not Equipped with REILs	179	54%
Total Runway Ends	334	100%
Private Ownership Airports	Number of Runway Ends	
Runways equipped with REILs	2	

Runways not equipped with REILs 14

Total Runway Ends 16

TOTAL SYSTEM RUNWAY ENDS 350

Source: Airport manager survey

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Figure 3-10: Airports with REIL Equipment

Runways Not Equipped With REILS

Source: Kirkham Michael (2010)



Table 3-18: Summary of Rotating Beacons

Publicly-Owned Airports	Number of Airports	% of Airports
Airports with rotating beacons	79	72%
Airports without rotating beacons	30	28%
Total Airports	109	100%

Private Ownership Airports	Number of Airports	
Airports with rotating beacons	2	
Airports without rotating beacons	6	
Total Airports	8	
TOTAL AIRPORTS	117	

Source: Airport manager survey

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SALED

SELECY
SOULD CENTER

PRESSURE

SALED

SOULD CENTER

PRESSURE

SALED

SOULD CENTER

PRESSURE

PRESSURE

PRESSURE

PRESSURE

PRESSURE

PRESSURE

PRESSURE

POCANOITAS HARRICLETY
STORMLAKE

FORT DODGE RAGE GROWN

SOULD CENTER

PRESSURE

POCANOITAS HARRICLETY

WESTER CITY

MARCHILL

SOULD CENTER

WATERLOO

DEMONTOCALLO

MARCHILL

Figure 3-11: Rotating Beacon Locations

Source: Kirkham Michael (2010)

3.5.d Lighted Wind Indicators – Lighted wind indicators are fabric conical tubes designed to indicate wind direction and relative velocity and are located in proximity to a runway end. Wind indicators that are illuminated enable pilots to view these NAVAIDs at night and in low visibility conditions. **Table 3-19** summarizes the number of airports with lighted wind indicators. **Figure 3-12** identifies which airports have this form of NAVAID. Over ninety-five percent (95%) of the airports have a lighted wind indicator. **Table 3-52** at the end of the chapter lists the lighted wind indicators by airport.



Table 3-19: Lighted Wind Indicators

Publicly-Owned Airports	Number of Airports	% of Airports
Wind indicator lighted	104	95%
Wind indicator not lighted	5	5%
Total Airports	109	100%
Private Ownership Airports	Number of Airports	
Wind indicator lighted	3	

Wind indicator lighted 3
Wind indicator not lighted 5
Total Airports 8
TOTAL AIRPORTS 117

Source: Airport manager survey

RECORRESON CARROLL

STORMULAN

SOUNCEITY

MASON CITY

Figure 3-12: Airports with Lighted Wind Indicators



3.5.e Remote Communications Outlet – Remote Communications Outlets (RCO) are remote aviation band radio transceivers that extend the communication capabilities of Flight Service Stations (FSS). The RCOs allow pilots to obtain weather and flight planning information and speak by radio to the FSS while in the air. This form of communication equipment is useful in locations that experience radio interference due to environmental conditions or other radio frequency bands and at airports located outside the normal radio range needed to contact an FSS.

Table 3-20 summarizes the number of RCOs installed across lowa's aviation system while **Figure 3-13** illustrates the airports that have this type of navigational equipment. This is a NAVAID that has limited use throughout the system with only 17 percent (17%) of the airports having this equipment. **Table 3-52** lists the specific airports with RCOs.

3.5.f Weather Reporting Equipment – Weather reporting equipment such as Automated Surface Observing Systems (ASOS) and Automated Weather Observing Systems (AWOS) provide accurate, on-site airfield conditions such as visibility, ceiling height, atmospheric conditions, wind speed, wind direction, and barometric pressure that are essential to pilots in planning a flight. Iowa has an effective network of weather reporting sites, including 43 AWOS systems maintained by the state, to help pilots obtain accurate information when arriving, departing, or traveling en route to an airport. Fifty six (56%) percent of the airports have weather reporting equipment. **Table 3-21** summarizes the number of airports with weather reporting equipment and **Figure 3-14** identifies airports with AWOS and ASOS equipment. **Table 3-52** at the end of the chapter identifies airport specific information.



Table 3-20: Summary of Remote Communications Outlets

Publicly-Owned Airports	Number of Airports	% of Airports
Airports with Radio Communication Outlets	19	17%
Airports without Radio Communication Outlets	90	83%
Total Airports	109	100%
Private Ownership Airports	Number of Airports	
Airports without Radio Communication Outlets	8	

8

117

Source: Airport manager survey

Total Airports

TOTAL AIRPORTS

Figure 3-13: Airports with Remote Communication Outlets

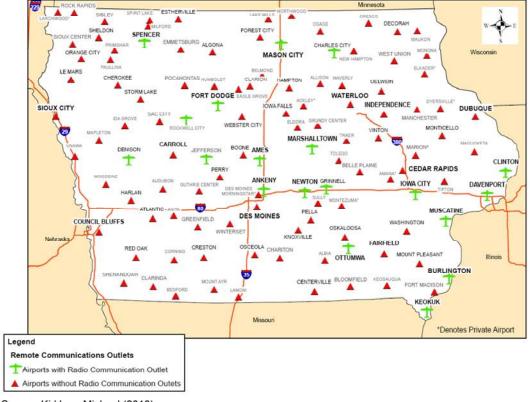




Table 3-21: Weather Reporting Equipment Summary

Publicly-Owned Airports	Number of Airports	% of Airports
AWOS	44	40%
ASOS	17	16%
No weather reporting equipment	48	44%
Total Airports	109	100%
Private Ownership Airports	Number of Airports	
No weather reporting equipment	8	

8

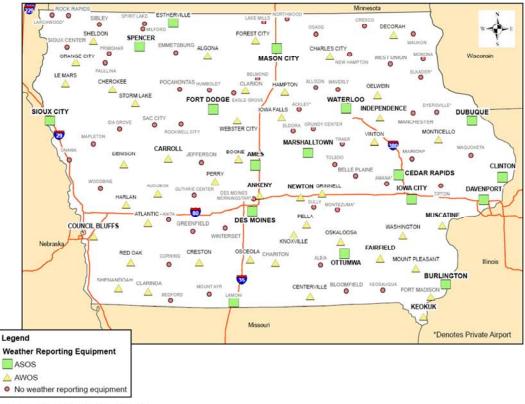
117

Source: Airport manager survey

Total Airports

TOTAL AIRPORTS

Figure 3-14: Airports with Weather Reporting Equipment





3.6 Aircraft Storage

Aircraft storage areas range from enclosed hangars that provide protection from environmental elements to surface areas designed for aircraft parking, servicing, and loading and unloading passengers and cargo. Though requirements and dimensions of aircraft storage areas vary by airport based on user demands, types of aircraft, and purpose, sufficient area to effectively meet user needs is required. The following sections summarize existing aircraft storage areas. **Table 3-50** at the end of this chapter lists data for individual airports.

3.6.a Aircraft Aprons – Aprons or aircraft ramps, are designated surfaces typically adjacent to terminal buildings, maintenance hangars, air cargo facilities, and aircraft hangars that provide areas for parking aircraft, loading and unloading, fueling, and servicing. Apron areas vary in size based on level of demand; type and size of aircraft intended to use the surface; access, handling, and user requirements; FAA design standards; and aircraft maneuvering needs. **Table 3-22** identifies the size of airport aprons based on the number of aircraft tie-down locations. The number of aircraft tie-down locations was not calculated for commercial service airports. **Table 3-50** includes apron information for each airport.

Table 3-22: Airport Apron Tie-down Locations

Number of Tie-down Locations	Number of Publicly- Owned Airports	% of Airports
Airports with commercial airline service aprons	8	8%
20 or greater	11	10%
10-19	20	19%
1-9	64	59%
No aircraft tie-down locations	4	4%
Total Airports	109	100%

Number of Tie-down Locations	Number of Private	
	Ownership Airports	
10-19	1	
1-9	4	
No aircraft parking aprons	3	
Total Airports	8	
TOTAL AIRPORTS	117	

Source: Airport manager survey



3.6.b Overnight Storage for Itinerant Business Aircraft – Business aircraft owners often desire to store aircraft in hangars overnight while visiting a destination. Information on the number of airports with overnight storage capabilities for typical twin-engine business aircraft is identified in **Table 3-23** and **Figure 3-15**. Overnight storage for itinerant business aircraft is available at thirty-four percent (34%) of airports. **Table 3-50** at the end of the chapter lists specific overnight storage capabilities by airport.

Table 3-23: Covered Overnight Storage for Itinerant Business Aircraft

Publicly-Owned Airports	Number of Airports	% of Airports
Business aircraft covered overnight storage	37	34%
No business aircraft covered overnight storage	72	66%
Total Airports	109	100%

Private Ownership Airports	Number of Airports	
No business aircraft covered overnight storage	8	
Total Airports	8	
TOTAL AIRPORTS	117	

Source: Airport manager survey

AND CITY

LEMANS CHEROLE

STORMLARE

FORT DODGE CARROLL

FORT DOGGE CARROLL

FORT DOGG

Figure 3-15: Airports with Covered Overnight Storage for Itinerant Business Aircraft

▲ No business covered overnight storage

Source: Kirkham Michael (2010)



3.7 Terminal Building Facilities

Terminal buildings are designed to provide services for passengers, pilots, and crews and provide administrative space for airport personnel. The type of terminal and services supported vary from standalone structures capable of supporting the operations of multiple commercial airlines to smaller structures attached to a hangar that provide a few



essential services for recreational general aviation pilots. Various amenities provided at a terminal are dependent on the size and function of the airport. Terminal type and amenities are discussed in this section including: vehicle parking spaces, ground transportation options, food and beverage availability, posted after-hours contact information, internet access, number of restrooms, and pilot areas at each terminal throughout lowa's aviation system. Data for each airport is included in **Table 3-53** at the end of this chapter.

3.7.a Terminal/Administration Building Type – Terminal facilities at each airport were grouped into one of three common structure types: free standing, attached to a hangar, or attached to an on-airport residence. **Table 3-24** enumerates the types of terminal facilities at lowa's airports, while **Figure 3-16** identifies the locations of each across airports in lowa. Free standing structures are the most common type of terminal building, with over sixty percent (60%) of airports having such structures. **Table 3-53** at the end of this chapter lists the type of terminal/administration building at each airport.

Table 3-24: Type of Terminal/Administration Buildings

Publicly-Owned Airports	Number of Airports	% of Airports
Free standing structure	66	60%
Attached to hangar	25	23%
Attached to on-airport residence	3	3%
No terminal/administration building	15	14%
Total Airports	109	100%

Private Ownership Airports	Number of Airports	
Free standing structure	1	
Attached to hangar	1	
No terminal/administration building	6	
Total Airports	8	
TOTAL AIRPORTS	117	

Source: Airport manager survey



FOREST CITY SHELDON SPENCER FORT DODGE WATERLOO INDEPENDENCE DUBUQUE CARROLL CLINTON CEDAR RAPIDS IOWA CITY MUSCATIN COUNCIL BLUFFS FAIRFIELD OTTUMWA BURLINGTON CENTERVILLE Legend *Denotes Private Airport Type of Terminal/Administration Building Free standing structure Attached to hangar No terminal/administration building

Figure 3-16: Type of Terminal/Administration Building at Each Airport

Source: Kirkham Michael (2010)

3.7.b Vehicle Parking – The number of automobile parking spaces for a terminal facility will vary based on parking demand and function of an airport. Airports supporting commercial airline service traditionally have the capability to park hundreds of vehicles, while general aviation airports may have a few spaces for staff and based aircraft owners. **Table 3-25** summarizes airports with various numbers of vehicle parking spaces. Nearly half of lowa's publicly-owned airports (48%) have less than 20 parking spaces, while only thirteen percent (13%) have 60 spaces or more. **Table 3-53** at the end of this chapter identifies the vehicle parking spaces at each airport.



Table 3-25: Vehicle Parking Spaces

Vehicle Parking Spaces	Number of Publicly-Owned Airports	% of Airports
60 or greater	14	13%
40-59	8	7%
20-39	34	31%
1-19	52	48%
None	1	1%
Total Airports	109	100%

Vehicle Parking Spaces	Number of Private Ownership Airports
20-39	3
1-19	3
None	2
Total Airports	8
TOTAL AIRPORTS	117

Source: Airport manager survey

3.7.c Ground Transportation – The effectiveness of an aviation system in moving people and goods is dependent upon its compatibility with other modes of transportation. The availability of ground transportation options at an airport allows passengers and pilots to reach their final destination. Both **Table 3-26** and **Figure 3-17** identify the availability of rental and courtesy cars throughout the state's aviation system. Most airports in the system have some form of ground transportation, with only twenty-eight percent (28%) having neither rental cars nor courtesy cars available. **Table 3-53** at the end of this chapter lists the specific types of ground transportation available at each airport.



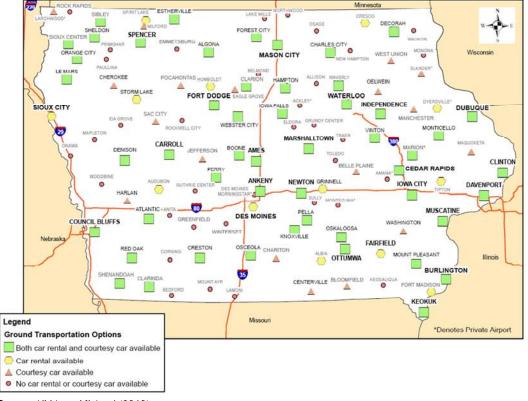
Table 3-26: Summary of Ground Transportation Options

Publicly-Owned Airports	Number of Airports	% of Airports
Car rental available	12	11%
Courtesy car available	16	15%
Both car rental and courtesy car available	50	46%
No car rental or courtesy car available	31	28%
Total Airports	109	100%

Private Ownership Airports	Number of Airports	
Car rental available	1	
Courtesy car available	2	
Both car rental and courtesy car available	1	
No car rental or courtesy car available	4	
Total Airports	8	
TOTAL AIRPORTS	117	

Source: Airport manager survey

Figure 3-17: Locations of Ground Transportation Options





3.7.d Food and Beverage – As pilots and passengers typically spend time at a terminal prior to the departure or after arrival of their flight, the availability of food and beverage options is important. With the exception of some commercial service airports, food and beverage is most often seen in the form of vending machines. **Table 3-27** summarizes the availability of food and beverages at airports. More than half of lowa's publicly-owned airports (55%) have some type of food or beverage available. **Table 3-53** at the end of this chapter lists the availability of food and beverage options at each airport.

Table 3-27: Food and Beverage Availability

Publicly-Owned Airports	Number of Airports	% of Airports
Food and Beverage Available	60	55%
No Food and Beverage Available	49	45%
Total Airports	109	100%
Private Ownership Airports	Number of Airports	
Food and Beverage Available	1	
No Food and Beverage Available	7	
Total Airports	8	
TOTAL AIRPORTS	117	

Source: Airport manager survey

3.7.e After Hours Contact Information – After hours contact information displayed in a prominent location such as a terminal building lobby or outside the entrance of a building allows pilots and passengers to reach airport personnel for concerns, questions, and requests outside of normal business hours and at unattended airports. **Table 3-28** indicates that ninety-five percent (95%) of publicly-owned airports and four (4) privately-owned airports have posted contact information. Airports that have after hours contact information posted are identified in **Table 3-53** at the end of this chapter.

Table 3-28: Posted After Hours Contact Information

Publicly Owned Airports	Number of Airports	% of Airports
Posted Contact Information	104	95%
No Posted Contact Information	5	5%
Total Airports	109	100%
Private Ownership Airports	Number of Airports	
Posted Contact Information	4	
No Posted Contact Information	4	
Total Airports	8	
TOTAL AIRPORTS	117	

Source: Airport manager survey



3.7.f Internet Access – Internet connectivity at an airport is important for passengers, pilots, and airport personnel. Public access to the internet allows passengers and pilots to obtain critical flight related information such as weather conditions and notices to airmen (NOTAM). The number of airports with internet access through a wireless network or a dedicated computer is identified in **Table 3-29.** Over sixty-three percent (63%) of publicly-owned airports have some form of internet access. Internet accessibility at each airport is presented in **Table 3-53** at the end of this chapter.

Table 3-29: Method of Internet Access

Publicly-Owned Airports	Number of Airports	% of Airports
Via wireless internet & dedicated computer	42	39%
Via dedicated computer only	8	7%
Via wireless internet only	19	17%
No internet access available	40	37%
Total Airports	109	100%

Private Ownership Airports	Number of Airports
Via wireless internet & dedicated computer	1
Via wireless internet only	1
No internet access available	6
Total Airports	8
TOTAL AIRPORTS	117

Source: Airport manager survey

3.7.g Restrooms – The number of restrooms at an airport varies based on function of the airport. Terminal buildings at commercial service airports have multiple restrooms, while general aviation airport terminals may have a single restroom. Eighty-seven percent (87%) of publicly-owned airports have restrooms as shown in **Table 3-30**. The number of restrooms at each airport is presented in **Table 3-53** at the end of this chapter.



Table 3-30: Number of Restrooms at Airports

Number of Restrooms	Number of Publicly-Owned Airports	% of Airports
2 or more	72	66%
1	23	21%
No restrooms	14	13%
Total Airports	109	100%

Number of Restrooms	Number of Private Ownership Airports
2	1
1	2
No restrooms	5
Total Airports	8
TOTAL AIRPORTS	117

Source: Airport manager survey

3.7.h Pilot Areas – Designated areas at terminal facilities and FBOs for pilots to wait between flights is an important feature. These pilot areas, or lounges, may be equipped with computers, desks, fax machines, and printers for flight planning and personal business, while kitchen areas, recliners, couches, and televisions may be provided for rest and comfort. **Table 3-31** illustrates that the majority of publicly-owned airports, seventy-five percent (75%), have designated pilot areas. **Table 3-53** at the end of this chapter presents the availability of a pilot area at each airport.

Table 3-31: Summary of Airports with Pilot Areas

Publicly-Owned Airports	Number of Airports	% of Airports
Have a designated pilot area	82	75%
Do not have a designated pilot area	27	25%
Total Airports	109	100%
Private Ownership Airports	Number of Airports	
Have a designated pilot area	2	
Do not have a designated pilot area	6	

8

TOTAL AIRPORTS 117

Source: Airport manager survey

Total Airports



3.8 Services

lowa's aviation system offers a wide range of aviation services that vary based upon the role of the airport, the level of aviation activity, the needs of users, and local support. Airports in larger communities or that primarily serve a business component typically offer a greater variety of services to meet airport users' needs. Data was collected on services considered important to meet the needs of aviation system users. **Table 3-54** at the end of the chapter lists the availability of airport personnel, types of fuel, 24 hour fueling capacity, snow removal availability, rental aircraft availability, flight instruction, aircraft maintenance and repair, charter operations, weather reporting, and flight planning at each airport.

3.8.a Availability of Airport Personnel – The availability of airport administration or FBO personnel is important to respond to user requests and provide aviation services. **Table 3-32** summarizes the weekday hours of airport personnel and **Table 3-33** summarizes weekend availability. **Figures 3-18** and **3-19** identify the weekday and weekend range of hours at each airport. Approximately sixty percent (60%) of publicly-owned airports have staff available more than eight hours daily on weekdays while thirty-eight percent (38%) have staff available more than eight hours daily on the weekends. **Table 3-54** at the end of this chapter lists the number of hours airport personnel are available during the week and on weekends.

Table 3-32: Weekday Hours of Operation

Publicly-Owned Airports	Number of Airports	% of Airports
More than 12 hours of staffing daily	17	16%
9-12 hours of staffing daily	48	44%
1-8 hours of staffing daily	6	5%
On-call only	9	8%
None	29	27%
Total Airports	109	100%

Private Ownership Airports	Number of Airports	
12 or more hours of staffing daily	2	
1-11 hours of staffing daily	2	
On-call only	1	
None	3	
Total Airports	8	
TOTAL AIRPORTS	117	

Source: Airport manager survey



MASON CITY CLINTON CEDAR RAPIDS NEWTON GRINNELL DAVENPORT MUSCATINE FAIRFIELD OTTUMWA BURLINGTON CENTERVILLE BLOOMFIELD KEOSA KEOKUK Legend Missouri Weekday Hours of Operation *Denotes Private Airport 12 or more ▲ 1 - 8 On-call only

Figure 3-18: Weekday Availability of Airport Personnel

Source: Kirkham Michael (2010)

None

Figure 3-33: Weekend Hours of Operation

Publicly-Owned Airports	Number of Airports	% of Airports
More than 12 hours of staffing daily	16	15%
9-12 hours of staffing daily	25	23%
1-8 hours of staffing daily	15	14%
On-call only	19	17%
None	34	31%
Total Airports	109	100%

Private Ownership Airports	Number of Airports	
12 or more hours of staffing daily	2	
1-11 hours of staffing daily	2	
On-call only	2	
None	2	
Total Airports	8	
TOTAL AIRPORTS	117	

Source: Airport manager survey



SPENCER FORT DODGE WATERLOO WEBSTER CIT MONTICELLO MARSHALLTOWN TRA CARROLL CLINTON CEDAR RAPIDS IOWA CITY DAVENPORT MUSCATIN COUNCIL BLUFFS 0 WASHINGTON KNOXVILLE FAIRFIELD MOUNT PLEASANT OTTUMWA BURLINGTON CENTERVILLE Legend Weekend Hours of Operation *Denotes Private Airport 12 or more 9 - 12 ▲ 1 - 8 On-call only None

Figure 3-19: Weekend Availability of Airport Personnel

Source: Kirkham Michael (2010)

3.8.b Fuel Type and Availability – The availability of fuel can be a significant factor in the flight plan decisions. Information was collected on types of fuel and hours of availability at each airport. **Table 3-34** summarizes the types of fuel available at each airport. Aviation 100 low-lead fuel is available at ninety-one (91) of publicly-owned airports in lowa. Nearly half of lowa airports, forty-nine percent (49%), offer both Jet A and 100 low-lead fuel. **Table 3-35** identifies facilities that offer aircraft refueling 24 hours a day. **Fifty-one** percent (51%) of airports offer fuel 24 hours a day. **Table 3-54** at the end of this chapter lists the types of fuel and 24 hour availability at each airport.



Table 3-34: Summary of Fuel Types Available

Publicly-Owned Airports	Number of Airports	% of Airports
Jet A, 100LL, and automobile fuel	7	6%
Jet A & 100LL	53	49%
100LL & automobile fuel	1	1%
100LL only	30	27%
Automobile fuel only	2	2%
No fuel available	16	15%
Total Airports	109	100%

Private Ownership Airports	Number of Airports	
100LL & automobile fuel	2	
100LL only	1	
No fuel available	5	
Total Airports	8	
TOTAL AIRPORTS	117	

Source: Airport manager survey

Table 3-35: Summary of 24 Hour Fueling Availability

Publicly-Owned Airports	Number of Airports	% of Airports
24 hour fueling availability	56	51%
Fueling not available 24 hours	37	34%
No fueling available	16	15%
Total Airports	109	100%
Private Ownership Airports	Number of Airports	
24 hour fueling availability	1	
24 hour fueling availability Fueling not available 24 hours	1 2	
,	-	
Fueling not available 24 hours	2	

Source: Airport manager survey

3.8.c Snow Removal – Maintaining accessibility of the airport system during the winter season is dependent upon the removal of snow and ice from runways. **Table 3-36** illustrates the methods of snow and ice removal. A small portion of airports, thirteen percent (13%), do not have any snow removal capabilities. **Table 3-54** at the end of this chapter lists the snow removal methods at each airport.



Table 3-36: Methods of Snow Removal

Publicly-Owned Airports	Number of Airports	% of Airports
Snow removal and runway anti-icing	21	19%
Snow removal by plowing only	74	68%
No snow removal	14	13%
Total Airports	109	100%

Private Ownership Airports	Number of Airports	
Snow removal and runway anti-icing	1	
No snow removal	7	
Total Airports	8	
TOTAL AIRORTS	117	

Source: Airport manager survey

3.8.d Rental Aircraft – Airports with rental aircraft provide access for pilots who are not aircraft owners and students learning to become pilots. **Table 3-37** and **Figure 3-20** summarize the availability of rental aircraft throughout the system. Nearly half (46%) of airports offer based or on-call, when needed, rental aircraft. Rental aircraft availability at each airport is listed in **Table 3-54** at the end of this chapter.

Table 3-37: Rental Aircraft Availability

Publicly-Owned Airports	Number of Airports	% of Airports
Rental aircraft available	50	46%
No rental aircraft available	59	54%
Total Airports	109	100%
Total All ports	103	100/0

Private Ownership Airports	Number of Airports
Rental aircraft available	1
No rental aircraft available	7
Total Airports	8
TOTAL AIRORTS	117

Source: Airport manager survey



FORT DODGE WATERLOO INDEPENDENCE MARSHALLTOWN CARROLL CLINTON CEDAR RAPIDS IOWA CITY DAVENPORT MUSCATIN FAIRFIELD MOUNT PLEASANT Illinois OTTUMWA BURLINGTON *Denotes Private Airport Legend Rental Aircraft Availability TRental aircraft available ▲ No rental aicraft available

Figure 3-20: Airports with Rental Aircraft

Source: Kirkham Michael (2010)

3.8.e Flight Instruction – Airports offering flight instruction contribute to the growth of the aviation industry by educating the next generation of recreational and professional pilots. The availability of based and on-call flight instruction is summarized in **Table 3-38.** Over fifty-five percent (55%) of airports have based flight instruction available, while forty-five percent (45%) do not offer flight instruction at all. **Figure 3-21** identifies those with flight instruction. **Table 3-54** at the end of this chapter lists the availability at each airport.



Table 3-38: Summary of Flight Instruction Availability

Publicly-Owned Airports	Number of Airports	% of Airports
Based on airport	48	44%
Available on-call	12	11%
Flight instruction not offered	49	45%
Total Airports	109	100%

Private Ownership Airports	Number of Airports	
Based on airport	1	
Available on-call	1	
Flight instruction not offered	6	
Total Airports	8	
TOTAL AIRPORTS	117	

Source: Airport manager survey

FORT DODGE MARSHALLTOWN TRA CLINTON NEWTON GRINNELL ANKENY DAVENPORT MUSCATIN COUNCIL BLUFFS FAIRFIELD OTTUMWA *Denotes Private Airport Legend Flight Instruction Availability Based on airport Available on-call Flight instruction not offered

Figure 3-21: Airports with Flight Instruction

Source: Kirkham Michael (2010)



3.8.f Aircraft Maintenance and Repair – Keeping aircraft airworthy contributes to the effectiveness of the system and is dependent upon a sufficient network of repair and maintenance facilities. Providing maintenance and repair services at an airport not only allows based aircraft owners' access, but also provides itinerant aircraft with emergency services to enhance its ability to serve users' needs.

Table 3-39 summarizes the availability of based and on-call aircraft maintenance and repair capabilities. **Figure 3-22** illustrates the methods found at each airport. Nearly half of the publicly-owned airports (48%) offer based maintenance services, while forty-six percent (46%) of airports do not offer aircraft maintenance or repair. The aircraft maintenance and repair capabilities at each airport are presented in **Table 3-54** at the end of this chapter.

Table 3-39: Aircraft Maintenance and Repair System Summary

Publicly-Owned Airports	Number of Airports	% of Airports
Based on airport	52	48%
Available on-call	7	6%
No maintenance and repair available	50	46%
Total Airports	109	100%
Private Ownership Airports	Number of Airports	
Filvate Ownership All ports	Ivullibel of Allports	
Based on airport	1	
	<u> </u>	
Based on airport	1	
Based on airport Available on-call	1	

Source: Airport manager survey



SPENCER FORT DODGE WATERLOO MONTICELLO MARSHALLTOWN TRAI CARROLL CLINTON CEDAR RAPIDS IOWA CITY MUSCATIN COUNCIL BLUFFS FAIRFIELD OTTUMWA BURLINGTON CENTERVILLE 0 Missouri *Denotes Private Airport Legend Aircraft Maintenance and Repair Availability Based on airport Available on-call No maintenance and repair available

Figure 3-22: Aircraft Maintenance and Repair Operations

Source: Kirkham Michael (2010)

3.8.g Aircraft Charter – Aircraft charter services contribute to the vitality of the system by providing on-demand air transportation services for passengers and cargo. **Table 3-40** summarizes the availability of FAR Part 135 charter operations at airports. Twenty-three percent (23%) of airports have based aircraft charter services available. Airports with aircraft charter operations are listed in **Table 3-54** at the end of this chapter.

Table 3-40 - Summary of Aircraft Charter Operations

-	•	
Publicly-Owned Airports	Number of Airports	% of System
Based on airport	25	23%
Available on-call	13	12%
No FAR Part 135 charter operations	71	65%
Total Airports	109	100%
Private Ownership Airports	Number of Airports	
D 1 ' '	4	

Private Ownership Airports	Number of Airports	
Based on airport	1	
No FAR Part 135 charter operations	7	
Total Airports	8	
TOTAL AIRPORTS	117	
Causas: Airea d manager au man		

Source: Airport manager survey



3.8.h Weather Reporting and Flight Planning Capabilities – Airports with weather reporting equipment and flight planning capabilities provide convenient and accurate information to pilots when planning an aircraft's route before a flight. **Table 3-41** indicates that half (50%) of lowa's publicly-owned airports have weather reporting and flight planning capabilities. **Table 3-54** at the end of this chapter presents the airports with weather reporting and flight planning capabilities.

Table 3-41: Weather Reporting and Flight Planning Capabilities

Publicly-Owned Airports	Number of Airports	% of Airports
Weather reporting and flight planning	55	50%
Weather reporting only	6	6%
Flight planning only	14	13%
No weather reporting or flight planning	34	31%
Total Airports	109	100%

Private Ownership Airports	Number of Airports	
Flight planning only	2	
No weather reporting or flight planning	6	
Total Airports	8	
TOTAL AIRPORTS	117	

Source: Airport manager survey

3.9 Planning

Planning on a local level provides guidance for future development, protects investment in the infrastructure, and ensures the safety and security of the airport. Airports that are actively engaged in planning enhance their ability to respond in emergencies and ensure security of the airfield. Working with local and regional planning organizations to develop land use planning and zoning helps ensure that the airport continues as a viable transportation asset that meets the needs of aviation system users. This section summarizes the planning efforts of airports. **Table 3-55** at the end of this chapter lists the types of planning documents at each airport.

3.9.a Emergency Response Plan – Emergency response plans establish procedures to respond to various types of emergency situations and often outline mutual aid agreements with surrounding communities, jurisdictions, and agencies. These planning documents include response guidelines for airport emergencies such as aircraft incidents, fuel spills, structure fires, and natural disasters, and coordinates community response with community police, fire, and medical services. **Table 3-42** indicates the number of airports that have drafted an emergency response plans while **Figure 3-23** identifies the locations of these facilities. Just over half of publicly-owned airports (51%)



have emergency response plans. **Table 3-55** at the end of this chapter lists the airports with emergency response plans.

Table 3-42: Summary of Emergency Response Plans

Publicly-Owned Airports	Number of Airports	% of Airports
Have emergency response plan	56	51%
Do not have emergency response plan	53	49%
Total Airports	109	100%

Private Ownership Airports	Number of Airports	
Have emergency response plan	2	
Do not have emergency response plan	6	
Total Airports	8	
TOTAL AIRPORTS	117	

Source: Airport manager survey

REDOK RAPIDS
SIBLEY SPRETLANS ESTHERVALE
LANGEMENT FOREST CITY

PRAMAJANA
ORANGE CITY

LEMARS
PRAMAJANA
CHEROSCE
POCAHONIANE
FORT DODGE LANGE GROWN
SOUNCITY

LEMARS
PORT FORD DODGE LANGE GROWN
SOUNCITY

LEMARS
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LEMARS
LEMARS
CHEROSCE
POCAHONIANE
FORT DODGE LANGE GROWN
MASON CITY

WESTER CITY
WESTER CITY
WESTER CITY
WATERLOD

MARCHAILTOWN
MASON CONTROLLE

LEMARS
LEMARS
CHEROSCE
POCAHONIANE
FORT DODGE LANGE GROWN
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Figure 3-23: Airports with Emergency Response Plans

Source: Kirkham Michael (2010)



3.9.b Master Plan/Airport Layout Plan – Master Plans and Airport Layout Plans guide future development to assure the efficient development of an airport to meet existing and anticipated user demand. Airports with current airport layout plans can use the documents to coordinate future land use, budget, and resources with local officials, as well as provide documentation to federal and state decision makers that development is needed. **Table 3-43** indicates the number and percentage of publicly-owned airports that have developed an airport master plan or an airport layout plan. **Table 3-55** at the end of this chapter identifies whether airports have a master plan or an airport layout plan.

Table 3-43 Master Plan/Airport Layout Plan Summary

Publicly-Owned Airports	Number of Airports	% of Airports
Have a master plan or airport layout plan	87	80%
No master plan or airport layout plan	22	20%
Total Airports	109	100%
Private Ownership Airports	Number of Airports	
No master plan or airport layout plan	8	
Total Airports	8	
TOTAL AIRPORTS	117	

Source: Airport manager survey

3.9.c Airport Security Plan – Airport security plans establish procedures and protocol for enhancing security at an airport. The level of detail in the plan varies depending upon the type of airport. Security plans can define methods to secure an airport, define personal identification guidelines and access control requirements, address passenger and cargo screening requirements, and establish response procedures for a variety of threats and incidents. **Table 3-44** summarizes the number of airports that have developed a security plan while **Figure 3-24** identifies the locations of these facilities. More than half of lowa's publicly-owned airports (66%) have security plans. **Table 3-55** at the end of this chapter identifies whether airports have security plans.



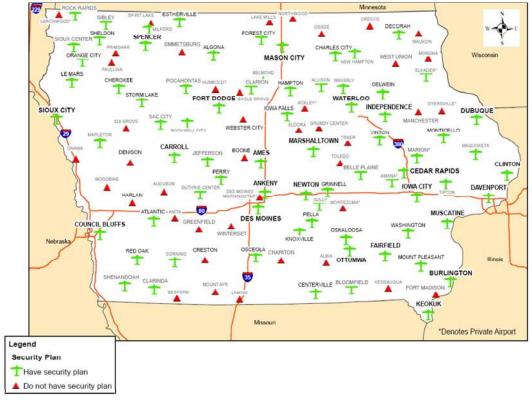
Table 3-44: System Airport Security Plan Summary

Publicly-Owned Airports	Number of Airports	% of Airports
Have security plan	72	66%
Do not have security plan	37	34%
Total Airports	109	100%

Private Ownership Airports	Number of Airports	
Have security plan	3	
Do not have security plan	5	
Total Airports	8	
TOTAL AIRPORTS	117	

Source: Airport manager survey

Figure 3-24: Airports with Security Plans



Source: Kirkham Michael (2010)



3.9.d Height Zoning – Airport coordination with community officials to enact height zoning helps prevent obstructions from penetrating runway approaches by discouraging the development of tall structures in flight paths. Information on height zoning protection at each airport through city and county zoning ordinances was collected and is summarized in **Table 3-45.** More than eighty percent (80%) of publicly-owned airports are protected through the implementation of height zoning. **Table 3-55** at the end of this chapter identifies whether or not each airport is protected by height zoning.

Table 3-45: Height Zoning Summary

Publicly-Owned Airports	Number of Airports	% of Airports
Height zoning enacted by local community	87	80%
No height zoning enacted by local community	22	20%
Total Airports	109	100%
Private Ownership Airports	Number of Airports	
Height zoning enacted by local community	2	
No height zoning enacted by local community	6	
Total Airports	8	
TOTAL AIRPORTS	117	

Source: Airport manager survey

3.9.e Comprehensive/Land Use Plans — Coordination with local officials to address incompatible land uses surrounding an airport through inclusion in a comprehensive plan or other land use planning document helps protect an airport from development encroachment and incompatible land uses. The establishment of planning boundaries and land use compatibility standards offers airports protection from activities that could impact the operation of their facility. These documents also assist in guiding public policy and community development that prevents land uses with high concentrations of people, wildlife attractants, and visual obstructions, such as smoke or steam, to be located in proximity of an airport.

A summary of the number of airports that have comprehensive planning or other land use plans is included in **Table 3-46.** Only forty-three percent (43%) of publicly-owned airports are included in local comprehensive or land use planning efforts. Airports included in comprehensive or land use plans are identified in **Table 3-55** at the end of this chapter.



Table 3-46: Summary of Airport Inclusion in Comprehensive/Land Use Plans

Publicly-Owned Airports	Number of Airports	% of Airports
Land use addressed in comp/land use plan	47	43%
Land use not addressed in comp/land use plan	62	57%
Total Airports	109	100%
Private Ownership Airports	Number of Airports	
Land use addressed in comp/land use plan	2	
Land use not addressed in comp/land use plan	6	

Total Airports 8

TOTAL AIRPORTS 117

Source: Airport manager survey

3.10 Aeronautical Activity

Collected data identified the types of activities occurring at airports by current aviation system users. Obtaining an understanding of the users and uses of the aviation system will help determine appropriate recommendations for future infrastructure and services needed at airports. Data for individual airports is included in **Table 3-56** and **Table 3-57** at the end of the chapter.

3.10.a Based Aircraft – Since the level of aircraft activity impacts infrastructure demand, it is important to identify the type of aircraft based at each airport. In March 2010, airport managers reported 2,809 based aircraft, including jet/turbo props, multi-engine, single engine, helicopters, ultra lights, and military aircraft. The total number of aircraft based in lowa represents 0.75 percent (0.75%) of the estimated 374,427 nationally-registered aircraft. **Table 3-47** lists the number of based aircraft types found in lowa while the specific number reported at each airport is presented in **Table 3-56** at the end of this chapter. This number may vary from other sources of FAA data due to reporting requirements.

Table 3-47: Summary of Based Aircraft

Type of Aircraft	Number of Based Aircraft	% of Total Aircraft
Single engine	2,289	81%
Multi-engine	240	8%
Jet/turbo prop	101	3%
Other	185	8%
Total	2,809	100%

Source: Airport manager survey



3.10.b General Aviation Annual Operations – An aircraft operation is defined as either a landing or a takeoff from any runway surface at an airport. Estimating the number of annual operations at non-towered airports is difficult. During the last few years, the Office of Aviation has begun to use an FAA estimation procedure as outlined in FAA Order 5090.3C, *Field Formulation of the National Plan of Integrated Airport Systems (NPIAS)* based on a prescribed number of operations for each based aircraft, with adjustments made for the level of based aircraft at each airport. **Table 3-56** lists the estimated operations at each airport, assigning 250 operations per based aircraft at airports with 1 to 30 aircraft, 350 operations per based aircraft at airports with 100 or more aircraft. This provided a consistent methodology that could be applied to all airports using the most recent based aircraft count from the airport manager surveys to calculate the number of operations. The estimated total for all general aviation operations based on this methodology is approximately 881,850 annual operations.

3.10.c Licensed Pilots – According to the FAA registered pilot database as of March 2010, lowa had 6,991 licensed pilots. **Table 3-56** at the end of this chapter includes the number of pilots living within the same county as the airport. The number of registered pilots in a county provides an indication of the level of demand for airport services.

3.10.d Commercial Airline Service Activity – lowa's eight commercial service airports provide scheduled airline service serving lowa residents traveling for business and pleasure. Des Moines International and the Eastern lowa Airport in Cedar Rapids are both categorized as primary, small hub airports in the NPIAS and board more than ninety-two percent (92%) of all passengers at lowa airports.

The remaining six commercial service airports serve their regional area with flights provided by one carrier, as summarized in **Table 3-48**. Mason City, Fort Dodge and Burlington are served by one airline that receives a subsidy through the US Department of Transportation Essential Airline Service (EAS) program. Air carrier, number of destinations and seat capacity information contained in **Table 3-48** was collected by the Office of Aviation in December 2010. Enplanement information was collected from the official 2009 FAA confirmed enplanement information.

In addition to the commercial service airports in lowa, there are border airports that serve lowa residents. The 2006 *Air Service and Economic Impact Study for Commercial Airports* completed for the Office of Aviation found that fifteen percent (15%) of lowa passengers used border airports as their closest airport. The study included Moline, Omaha, Sioux Falls, Rochester, and La Crosse as border airports that enplaned lowa passengers.



Table 3-48: Summary of Commercial Airline Activity

Airport	Air Carrier (Dec 2010)	Non-stop Destinations (Dec 2010)	Seat Capacity (Dec 2010)	2009 Enplanements	Percent of Iowa Enplanements
Burlington	Air Choice One	2	11,232	1,986	0.1%
Cedar Rapids	Allegiant, American, Delta, United	9	549,016	474,508	33%
Des Moines	Air Tran, Allegiant, American, Branson Express, Delta, Frontier, United, US Airways	17	1,186,692	853,596	59.2%
Dubuque	American	1	52,000	39,359	3%
Fort Dodge	Delta	1	24,752	5,378	0.4%
Mason City	Delta	1	31,824	11,076	0.8%
Sioux City	Delta	1	52,000	33,096	2%
Waterloo	Delta	1	31,408	22,255	1.5%
Total			1,938,924	1,441,254	100%
Border Airport	Air Carriers (Dec 2010)	Non-stop Destinations	2009 Enplanemen	ts	
Moline, IL	Air Tran, Delta, Allegiant, United	11	476,532		
Omaha, NE	Air Tran, American, Delta, Frontier, Southwest, United, US Airways	20	2,083,973		
Sioux Falls, SD	Allegiant, American, Delta, United	6	332,709		
Rochester, MN	American, Delta	3	128,543		
La Crosse, WI	American, Delta	2	104,537		

3,126,294

Source: FAA Database, Iowa DOT Office of Aviation

Total



3.10.e Commercial Cargo Activity – Des Moines International and the Eastern Iowa airports are important hubs for cargo transportation in the state. Des Moines ranked forty-three (43) in the nation based on the tonnage of cargo transported in 2009 while the Eastern Iowa Airport was ranked eighty-one (81). Seventy-five percent (75%) of air cargo shipped in or out of Iowa goes through Des Moines while twenty-four percent (24%) is handled through the Eastern Iowa Airport. The remaining six commercial service airports combined handle the remaining one percent (1%) of the cargo transported in or out of Iowa.

3.10.f General Aviation Activity – General aviation airports provide infrastructure and services to meet the needs of lowa's aviation system users. Activities include business aviation, charter services, cargo, agricultural spraying, military operations, medical transportation and educational programs. Information on activity at each airport provides documentation of aviation user needs. Charter operations at thirty-eight (38) general aviation airports were reported to the FAA in 2009, ranging from a total of 6,505 passengers enplaned at Ankeny to one enplaned at Belle Plaine.

The 2009 Uses and Benefits of Aviation in lowa produced for the Office of Aviation identifies numerous activities that take place at general aviation airports in lowa. The study found that agricultural operations occurred at eighty-six percent (86%) of publicly-owned airports. **Table 3-57** provides activity data for each airport, indicating whether the activity occurs, daily, weekly, monthly, quarterly, annually or not at all.

3.11 Summary

Inventory components summarized in this chapter identify current conditions and activity levels for airports in lowa. Information collected is used to evaluate criteria for classifying airports into roles, measuring the facility and service targets of each airport, and identifying system strengths towards meeting goals and objectives.

Compiling an inventory of the aviation system establishes a baseline to measure future progress by comparing existing conditions with developments made throughout the planning period. The data will also update the Airport Management System that is used by the Office of Aviation and airport officials in guiding policy, funding, and infrastructure improvement decisions.



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Table 3-49: Summary of Airport Information

Associated City	Airport Name	FAA Identifier	ARP Latitude Coordinates	ARP Longitude Coordinates	Elevation	Acreage	Airport Reference Code	Overall Airport PCI	NPIAS Designation
Ackley	Ackley Municipal	4C7	42°32'50" N	93°02'00"W	1,070 ft	15	A-I	turf	non-NPIAS (private)
Albia	Albia Municipal	4C8	40°59'10"N	92°45' 46" W	963 ft	63	B-I	77	General aviation
Algona	Algona Municipal	AXA	43°04' 40" N	94° 16' 19" W	1,219 ft	326	B-II	73	General aviation
Allison	Allison Municipal	K98	42° 45' 49" N	92° 48' 15" W	1,053 ft	19	A-I	turf	non-NPIAS
Amana	Amana	C11	41°47' 36" N	91°51'53" W	712 ft	10	A-I	turf	non-NPIAS (private)
Ames	Ames Municipal	AMW	41°59'31" N	93° 37' 18" W	956 ft	700	C-II	84	General aviation
Anita	Anita Municipal- Burke Memorial Field	Y43	41°26′24″ N	94°46' 10" W	1,251 ft	40	A-I	turf	non-NPIAS
Ankeny	Ankeny Regional	IKV	41°41'28" N	93° 33' 59" W	442 ft	442	C-II	83	Reliever
Atlantic	Atlantic Municipal	AIO	41°24' 13" N	95°02'55"W	1,165 ft	127	B-I	91	General aviation
Audubon	Audubon County	ADU	41°42' 04" N	94°55' 13" W	1,287 ft	46	B-I	60	General aviation
Bedford	Bedford Municipal	Y46	40°38' 15" N	94°43'45" W	1,201 ft	83	A-I	turf	non-NPIAS
Belle Plaine	Belle Plaine Municipal	TZT	41°52′43″N	92° 17' 04" W	771 ft	96	B-II	87	General aviation
Belmond	Belmond Municipal	Y48	42°51'09" N	93°35'40"W	1,201 ft	30	A-I	turf	non-NPIAS
Bloomfield	Bloomfield Municipal	4K6	40°43′55″N	92° 25' 41" W	888 ft	43	B-I	67	General aviation
Boone	Boone Municipal	BNW	42° 02′ 58″ N	93°50'51"W	1,161 ft	206	B-II	94	General aviation
Burlington	Southeast Iowa Regional	BRL	40°46′59″N	91°07'31"W	698 ft	537	C-III	85	Commercial service
Carroll	Arthur N. Neu	CIN	42° 02' 46" N	94°47'20"W	1,204 ft	169	C-II	90	General aviation
Cedar Rapids	The Eastern Iowa	CID	41°53'06"N	91°42'44" W	869 ft	3,272	C-III	86	Primary – small hub
Centerville	Centerville Municipal	TVK	40°41'03"N	92°54' 03" W	1,023 ft	178	B-II	89	General aviation
Chariton	Chariton Municipal	CNC	41°01'10"N	93°21'34" W	1,050 ft	120	B-II	84	General aviation
Charles City	Northeast Iowa Regional	CCY	43°04'21" N	92°36'38"W	1,125 ft	200	B-II	80	General aviation
Cherokee	Cherokee County Regional	CKP	42° 43′ 52″ N	95°33'21" W	1,227 ft	155	B-II	92	General aviation
Clarinda	Schenck Field	ICL	40°43′19″N	95°01'35"W	996 ft	323	B-II	84	General aviation
Clarion	Clarion Municipal	CAV	42° 44' 30" N	93° 45' 32" W	1,162 ft	198	B-II	84	General aviation
Clinton	Clinton Municipal	CWI	41°49′52″N	90° 19' 44" W	708 ft	357	C-II	70	General aviation
Corning	Corning Municipal	CRZ	40°59'38"N	94° 45' 18" W	1,274 ft	56	A-I	93	non-NPIAS



Table 3-49: Summary of Airport Information

Associated City	Airport Name	FAA Identifier	ARP Latitude Coordinates	ARP Longitude Coordinates	Elevation	Acreage	Airport Reference Code	Overall Airport PCI	NPIAS Designation
Council Bluffs	Council Bluffs Municipal	CBF	41°15'36" N	95° 45' 31" W	1,253 ft	587	C-II	97	Reliever
Cresco	Ellen Church Field	CJJ	43° 21' 55" N	92°07'59"W	1,279 ft	125	A-I	65	non-NPIAS
Creston	Creston Municipal	CSQ	41°01'17"N	94° 21' 47" W	1,300 ft	360	B-II	76	General aviation
Davenport	Davenport Municipal	DVN	41°36'37" N	90°35' 18" W	751 ft	764	C-II	76	General aviation
Decorah	Decorah Municipal	DEH	43° 16' 31" N	91°44'21" W	1,158 ft	154	B-II	81	General aviation
Denison	Denison Municipal	DNS	41°59'11" N	95°22'49"W	1,274 ft	205	B-II	86	General aviation
Des Moines (International)	Des Moines International	DSM	41°32' 02" N	93°39'47" W	958 ft	2,761	D-IV	100	Primary-small hub
Des Moines (Morningstar)	Morningstar Field	Y76	41°39' 15" N	93°38'27" W	805 ft	15	A-I	turf	non-NPIAS (private)
Dubuque	Dubuque Regional	DBQ	42° 24' 07" N	90° 42' 34" W	1,077 ft	1,300	C-III	85	Primary – non-hub
Dyersville	Dyersville Area	IA80	42° 29' 45" N	91°10'47" W	980 ft	18	A-I	turf	non-NPIAS (private)
Eagle Grove	Eagle Grove Municipal	EAG	42° 42' 35" N	93°54'58"W	1,133 ft	150	B-I	87	non-NPIAS
Eldora	Eldora Municipal	6C0	42° 19' 49" N	93°06′51″W	979 ft	17	A-I	turf	non-NPIAS
Elkader	Elkader	127	42° 50' 50" N	91°22'55"W	932 ft	70	A-I	turf	non-NPIAS (private)
Emmetsburg	Emmetsburg Municipal	EGQ	43°06'07"N	94°42' 16" W	1,205 ft	179	B-I	97	General aviation
Estherville	Estherville Municipal	EST	43° 24' 26" N	94°44'47" W	1,319 ft	400	B-II	90	General aviation
Fairfield	Fairfield Municipal	FFL	41°03'20"N	91°58'51"W	799 ft	300	C-II	98	General aviation
Forest City	Forest City Municipal	FXY	43° 15' 05" N	93°37'26" W	1,229 ft	256	B-II	91	General aviation
Fort Dodge	Fort Dodge Regional	FOD	42° 33' 04" N	94°11'30"W	1,156 ft	992	C-II	70	Commercial service
Fort Madison	Fort Madison Municipal	FSW	40°39'32" N	91°19'39"W	724 ft	206	B-II	96	General aviation
Greenfield	Greenfield Municipal	GFZ	41° 19' 38" N	94°26'42"W	1,364 ft	96	A-I	89	General aviation
Grinnell	Grinnell Regional	GGI	41°42'35" N	92° 44' 09" W	1,008 ft	115	B-II	90	General aviation
Grundy Center	Grundy Center Municipal	6K7	42°21' 02" N	92°50'36"W	1,075 ft	14	A-I	turf	non-NPIAS
Guthrie Center	Guthrie County Regional	GCT	41°41' 13" N	94°26' 06" W	1,221 ft	75	B-II	66	General aviation
Hampton	Hampton Municipal	HPT	42° 43' 25" N	93° 13' 34" W	1,176 ft	87	B-II 91		General aviation
Harlan	Harlan Municipal	HNR	41°35'03"N	95° 20' 22" W	1,231 ft	131	B-II	82	General aviation
Humboldt	Humboldt Municipal	0K7	42° 44' 09" N	94°14'42"W	1,093 ft	50	B-I	67	General aviation



Table 3-49: Summary of Airport Information

Associated City	Airport Name	FAA Identifier	ARP Latitude Coordinates	ARP Longitude Coordinates	Elevation	Acreage	Airport Reference Code	Overall Airport PCI	NPIAS Designation
Ida Grove	Ida Grove Municipal	IDG	42° 19' 57" N	95°26'41" W	1,245 ft	39	A-I	86	non-NPIAS
Independence	Independence Municipal	IIB	42° 27' 24" N	91°56'51"W	979 ft	161	C-II	99	General aviation
Iowa City	Iowa City Municipal	IOW	41°38'23" N	91°32'53"W	668 ft	450	C-II	81	General aviation
Iowa Falls	Iowa Falls Municipal	IFA	42°28′14″N	93° 16' 11" W	1,137 ft	147	B-II	74	General aviation
Jefferson	Jefferson Municipal	EFW	42°00'38" N	94°20'32"W	1,044 ft	194	B-I	87	General aviation
Keokuk	Keokuk Municipal	EOK	40°27'35" N	91°25'42"W	671 ft	372	C-II	79	General aviation
Keosauqua	Keosauqua Municipal	6K9	40°44' 05" N	91°56'55" W	580 ft	28	A-I	turf	non-NPIAS
Knoxville	Knoxville Municipal	OXV	41° 17' 56" N	93°06' 49" W	928 ft	161	B-II	81	General aviation
Lake Mills	Lake Mills Municipal	OY6	43°24' 49" N	93°30'42"W	1,260 ft	40	A-I	turf	non-NPIAS
Lamoni	Lamoni Municipal	LWD	40°37' 59" N	93° 54' 07" W	1,131 ft	175	B-I	94	General aviation
Larchwood	Zangger Vintage Airpark	2VA	43° 27' 04" N	96°24'21" W	1,476 ft	125	A-I	turf	non-NPIAS (private)
Le Mars	Le Mars Municipal	LRJ	42° 46' 40" N	96°11'37" W	1,197 ft	108	B-II	69	General aviation
Manchester	Manchester Municipal	C27	42° 29' 25" N	91°29'52"W	987 ft	40	A-I	88	non-NPIAS
Mapleton	James G Whiting Memorial Field	MEY	42° 10' 41" N	95° 47' 37" W	1,116 ft	164	B-I	80	General aviation
Maquoketa	Maquoketa Municipal	OQW	42° 03' 00" N	90°44' 19" W	769 ft	28	B-I	95	General aviation
Marion	Marion	C17	42°01'47" N	91°31'53" W	862 ft	50	A-I	asphalt- turf	non-NPIAS (private)
Marshalltown	Marshalltown Municipal	MIW	42°06' 45" N	92°55' 04" W	974 ft	259	C-II	83	General aviation
Mason City	Mason City Municipal	MCW	43°09'28"N	93° 19' 52" W	1,103 ft	1,100	C-III	85	Primary – non-hub
Milford	Fuller	4D8	43° 19' 59" N	95°09'32"W	1,439 ft	48	A-I	21	non-NPIAS
Monona	Monona Municipal	7C3	43°01'58"N	91°20'47" W	1,147 ft	23	A-I	turf	non-NPIAS
Montezuma	Sig Field	7C5	41°32'53" N	92°32'04"W	929 ft	10	A-I	turf	non-NPIAS (private)
Monticello	Monticello Regional	MXO	42° 13' 13" N	91°09'47"W	832 ft	240	B-II	86	General aviation
Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	1Y3	40° 42' 23" N	94° 13' 13" W	1,265 ft	29	A-I	turf	non-NPIAS
Mount Pleasant	Mount Pleasant Municipal	MPZ	40° 56' 47" N	91°30'39" W	730 ft	124	B-II	78	General aviation
Muscatine	Muscatine Municipal	MUT	41°22'04" N	91°08'53"W	547 ft	634	D-II	86	General aviation
New Hampton	New Hampton Municipal	1Y5	43° 05' 13" N	92°20'35" W	1.173 ft	197	B-II	62	non-NPIAS



Table 3-49: Summary of Airport Information

Table 3-43. Summary of All pore information												
Associated City	Airport Name	FAA Identifier	ARP Latitude Coordinates	ARP Longitude Coordinates	Elevation	Acreage	Airport Reference Code	Overall Airport PCI	NPIAS Designation			
Newton	Newton Municipal	TNU	41°40'27" N	93° 01' 18" W	953 ft	304	C-II	63	General aviation			
Northwood	Northwood Municipal	5D2	43°26′53″N	93° 12' 06" W	1,224 ft	28	A-I	turf	non-NPIAS			
Oelwein	Oelwein Municipal	OLZ	42° 40' 51" N	91°58'28"W	1,076 ft	175	B-II	98	General aviation			
Onawa	Onawa Municipal	K36	42°00'17" N	96°06'14"W	1,047 ft	33	B-I	87	non-NPIAS			
Orange City	Orange City Municipal	ORC	42° 59' 24" N	96° 03' 46" W	1,414 ft	80	B-I	60	General aviation			
Osage	Osage Municipal	D02	43° 17' 32" N	92°47' 44" W	1,168 ft	34	B-I	57	non-NPIAS			
Osceola	Osceola Municipal	175	41°03'07"N	93°41'22" W	1,110 ft	81	B-II	87	General aviation			
Oskaloosa	Oskaloosa Municipal	OOA	42° 13' 34" N	92° 29' 37" W	841 ft	620	B-II	73	General aviation			
Ottumwa	Ottumwa Regional	OTM	41°06'23" N	92° 26' 52" W	845 ft	1,600	C-III	79	General aviation			
Paullina	Paullina Municipal	1Y9	42° 59' 16" N	95°39'52"W	1,385 ft	33	A-I	100	non-NPIAS			
Pella	Pella Municipal	PEA	41°24' 04" N	92°56' 45" W	885 ft	81	B-II	92	General aviation			
Perry	Perry Municipal	PRO	41°49'40" N	94°09'35"W	1,013 ft	138	B-I	65	General aviation			
Pocahontas	Pocahontas Municipal	POH	42° 44' 34" N	94°38'50"W	1,226 ft	174	B-I	94	General aviation			
Primghar	Primghar Municipal	2Y0	43°04' 42" N	95°36'51" W	1,481 ft	10	A-I	turf	non-NPIAS			
Red Oak	Red Oak Municipal	RDK	41°00'39"N	95° 15' 31" W	1,045 ft	167	B-II	87	General aviation			
Rock Rapids	Rock Rapids Municipal	RRQ	43° 27' 07" N	96° 10' 47" W	1,363 ft	40	B-I	76	non-NPIAS			
Rockwell City	Rockwell City Municipal	2Y4	42°23′16″N	94°37'07"W	1,217 ft	32	A-I	74	General aviation			
Sac City	Sac City Municipal	SKI	42° 22' 44" N	94°58'46"W	1,250 ft	136	B-II	96	General aviation			
Sheldon	Sheldon Municipal	SHL	43° 12' 30" N	95° 50' 00" W	1,419 ft	121	B-II	82	General aviation			
Shenandoah	Shenandoah Municipal	SDA	40° 45' 05" N	95° 24' 49" W	971 ft	188	B-II	88	General aviation			
Sibley	Sibley Municipal	ISB	43° 22' 09" N	95° 45' 34" W	1,538 ft	136	A-I	89	non-NPIAS			
Sioux Center	Sioux Center Municipal	SOY	43°08'03" N	96°11'15"W	1,448 ft	160	B-II	93	non-NPIAS			
Sioux City	Sioux Gateway/Col Bud Day	SUX	42° 24' 09" N	96°23'03"W	1,098 ft	2,660	D-III	85	Primary – non-hub			
Spencer	Spencer Municipal	SPW	43° 09' 55" N	95° 12' 10" W	1,339 ft	812	C-II	97	General aviation			
Spirit Lake	Spirit Lake Municipal	0F3	43° 23′ 14″ N	95° 08' 20" W	1,434 ft	65	A-I	100	non-NPIAS			
Storm Lake	Storm Lake Municipal	SLB	42° 35′ 50″ N	95° 14' 26" W	1,488 ft	160	B-II	80	General aviation			
Sully	Sully Municipal	8C2	41°34' 26" N	92° 50' 47" W	922 ft	9	A-I	turf	non-NPIAS			



Table 3-49: Summary of Airport Information

Associated City	Airport Name	FAA Identifier	ARP Latitude Coordinates	ARP Longitude Coordinates	Elevation	Acreage	Airport Reference Code	Overall Airport PCI	NPIAS Designation
Tipton	Mathews Memorial	8C4	41°45'48" N	91°09'10"W	840 ft	68	B-I	87	General aviation
Toledo	Toledo Municipal	8C5	41°59'17" N	92°32'52"W	960 ft	10	A-I	turf	non-NPIAS
Traer	Traer Municipal	8C6	42° 11' 56" N	92° 27' 28" W	892 ft	11	A-I	turf	non-NPIAS
Vinton	Vinton Veterans Memorial	VTI	42° 13' 07" N	92°01'33"W	842 ft	232	B-II	80	General aviation
Washington	Washington Municipal	AWG	41°16'30" N	91°40'30"W	754 ft	160	B-II	90	General aviation
Waterloo	Waterloo Regional	ALO	42°33'25" N	92°24'01"W	873 ft	2,583	D-IV	85	Primary – non-hub
Waukon	Waukon Municipal	Y01	43° 16' 49" N	91°28'10"W	1,281 ft	48	A-I	100	non-NPIAS
Waverly	Waverly Municipal	C25	42° 44' 31" N	92°30'28"W	992 ft	48	B-I	57	General aviation
Webster City	Webster City Municipal	EBS	42° 26′ 11″ N	93°52'08"W	1,122 ft	181	B-II	95	General aviation
West Union	George L Scott	3Y2	42° 59' 06" N	91°47' 26" W	1,232 ft	58	B-I	71	General aviation
Winterset	Winterset Municipal	3Y3	41°21'47" N	94° 01' 15" W	1,110 ft	33	B-I	95	General aviation
Woodbine	Woodbine Municipal	3Y4	41°44' 09" N	95°41'01"W	1,068 ft	20	A-I	turf	non-NPIAS



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Table 3-50: Summary of Runways, Taxiways, and Aircraft Storage

Associated City	FAA Identifier	Primary Runway Length	Primary Runway Width	Wind Coverage (NPIAS Airports)	Primary Runway PCI Rating	Primary Runway Lighting System	Primary Runway Parallel Taxiway Type	Taxiway Lighting System	Covered Storage for Itinerant Business Aircraft	Apron Aircraft Tie-Down Locations
Ackley	4C7	2,725	100	Non-NPIAS	turf	LIRL	No taxiways	none	No	3
Albia	4C8	3,400	60	Less than 95%	73	MIRL	No taxiways	none	No	7
Algona	AXA	3,960	75	Crosswind	73	MIRL	Connector	MITL	Yes	9
Allison	K98	1,790	175	Non-NPIAS	turf	none	Connector	none	No	2
Amana	C11	2,600	95	Non-NPIAS	turf	none	Connector	none	No	6
Ames	AMW	5,700	100	Crosswind	80	MIRL	Full parallel	MITL	Yes	20
Anita	Y43	2,825	95	Non-NPIAS	turf	LIRL	No taxiways	none	No	No apron
Ankeny	IKV	5,500	100	Crosswind	80	MIRL	Full parallel	MITL	Yes	50
Atlantic	AIO	5,000	75	Crosswind	97	MIRL	Connector	MITL	No	6
Audubon	ADU	3,640	60	95% or greater	47	MIRL	Connector	MITL	No	9
Bedford	Y46	2,710	100	Non-NPIAS	turf	none	No taxiways	none	No	2
Belle Plaine	TZT	4,000	75	Less than 95%	87	MIRL	Connector	MITL	No	4
Belmond	Y48	3,245	95	Non-NPIAS	turf	LIRL	No taxiways	none	No	1
Bloomfield	4K6	3,401	50	Less than 95%	68	MIRL	Connector	MITL	No	12
Boone	BNW	4,800	75	Crosswind	94	MIRL	Full parallel	MITL	No	11
Burlington	BRL	6,702	150	Crosswind	83	HIRL	Full parallel	MITL	Yes	Commercial airline apron
Carroll	CIN	5,500	100	Crosswind	88	MIRL	Connector	MITL	Yes	13
Cedar Rapids	CID	8,600	150	Crosswind	86	HIRL	Full parallel	MITL	Yes	Commercial airline apron
Centerville	TVK	4,100	75	Less than 95%	89	MIRL	Connector	MITL	Yes	5
Chariton	CNC	4,000	75	95% or greater	85	MIRL	Connector	MITL	Yes	12
Charles City	CCY	4,001	75	Crosswind	98	MIRL	Partial parallel	MITL	Yes	30
Cherokee	CKP	4,000	75	Less than 95%	91	MIRL	Connector	MITL	Yes	4
Clarinda	ICL	5,000	75	Crosswind	83	MIRL	Connector	MITL	No	10
Clarion	CAV	3,455	60	Less than 95%	83	MIRL	Connector	MITL	No	2
Clinton	CWI	5,204	100	Crosswind	75	HIRL	Full parallel	MITL	No	10
Corning	CRZ	2,684	50	Non-NPIAS	93	LIRL	Connector	none	No	3
Council Bluffs	CBF	5,500	100	Crosswind	95	HIRL	Partial parallel	MITL	Yes	36
Cresco	CJJ	2,949	50	Non-NPIAS	81	LIRL	Connector	none	No	2
Creston	CSQ	4,910	75	Crosswind	74	MIRL	Connector	MITL	Yes	8
Davenport	DVN	5,511	100	Crosswind	85	MIRL	Full parallel	MITL	Yes	30
Decorah	DEH	4,001	75	Less than 95%	80	MIRL	Connector	MITL	Yes	7
Denison	DNS	5,000	105	95% or greater	86	MIRL	Connector	MITL	Yes	7
Des Moines (International)	DSM	9,003	150	Crosswind	100	HIRL	Full parallel	HITL	Yes	Commercial airline apron
Des Moines (Morningstar)	Y76	2,065	180	Non-NPIAS	turf	none	No taxiways	none	No	6
Dubuque	DBQ	6,502	100	Crosswind	85	HIRL	Full parallel	MITL	Yes	Commercial airline apron
Dyersville	IA80	2,400	120	Non-NPIAS	turf	Non- standard	No taxiways	none	No	4
Eagle Grove	EAG	3,500	60	Non-NPIAS	90	MIRL	Connector	none	No	4



Table 3-50: Summary of Runways, Taxiways, and Aircraft Storage

Associated City	FAA Identifier	Primary Runway Length	Primary Runway Width	Wind Coverage (NPIAS Airports)	Primary Runway PCI Rating	Primary Runway Lighting System	Primary Runway Parallel Taxiway Type	Taxiway Lighting System	Covered Storage for Itinerant Business Aircraft	Apron Aircraft Tie-Down Locations
Eldora	6C0	2,750	100	Non-NPIAS	turf	none	No taxiways	none	No	No apron
Elkader	127	1,705	75	Non-NPIAS	turf	none	No taxiways	none	No	No apron
Emmetsburg	EGQ	3,401	60	Crosswind	96	MIRL	Connector	none	No	3
Estherville	EST	4,797	75	Crosswind	96	MIRL	Connector	MITL	No	3
Fairfield	FFL	5,500	100	Crosswind	98	MIRL	Full parallel	MITL	Yes	17
Forest City	FXY	5,806	100	Crosswind	93	MIRL	Connector	MITL	No	18
Fort Dodge	FOD	6,548	150	Crosswind	57	HIRL	Full parallel	HITL	Yes	Commercial airline apron
Fort Madison	FSW	4,002	75	95% or greater	96	MIRL	Connector	MITL	No	6
Greenfield	GFZ	3,400	60	Crosswind	85	MIRL	Connector	MITL	No	9
Grinnell	GGI	5,200	75	Less than 95%	92	MIRL	Connector	MITL	No	4
Grundy Center	6K7	2,250	60	Non-NPIAS	turf	none	No taxiways	none	No	3
Guthrie Center	GCT	3,400	60	Less than 95%	65	MIRL	Connector	none	No	6
Hampton	HPT	4,018	75	Less than 95%	89	MIRL	Connector	MITL	No	9
Harlan	HNR	4,100	75	Crosswind	73	MIRL	Full parallel	MITL	No	5
Humboldt	0K7	3,417	60	Less than 95%	62	MIRL	Connector	LITL	No	4
Ida Grove	IDG	3,172	50	Non-NPIAS	87	LIRL	No taxiways	none	No	3
Independence	IIB	5,500	100	Less than 95%	99	MIRL	Full parallel	MITL	Yes	7
Iowa City	IOW	5,004	100	Crosswind	100	MIRL	Connector	MITL	Yes	36
Iowa Falls	IFA	4,001	75	Less than 95%	73	MIRL	Connector	MITL	No	7
Jefferson	EFW	3,198	75	Crosswind	89	MIRL	Connector	MITL	No	8
Keokuk	EOK	5,500	100	Crosswind	76	MIRL	Full parallel	MITL	Yes	17
Keosauqua	6K9	2,275	100	Non-NPIAS	turf	none	No taxiways	none	No	4
Knoxville	OXV	4,000	75	Less than 95%	77	MIRL	Full parallel	MITL	Yes	21
Lake Mills	OY6	3,380	100	Non-NPIAS	turf	LIRL	No taxiways	none	No	2
Lamoni	LWD	2,900	60	Less than 95%	97	MIRL	Connector	MITL	No	4
Larchwood	2VA	1,925	100	Non-NPIAS	turf	none	No taxiways	none	No	No apron
Le Mars	LRJ	4,600	75	Less than 95%	71	MIRL	Connector	MITL	Yes	6
Manchester	C27	3,465	50	Non-NPIAS	87	LIRL	No taxiways	none	No	4
Mapleton	MEY	2,801	60	Less than 95%	80	MIRL	Connector	MITL	No	6
Maquoketa	OQW	3,300	60	Less than 95%	97	MIRL	Connector	MITL	No	16
Marion	C17	3,775	100	Non-NPIAS	asphalt- turf	Non- standard	No taxiways	none	No	10
Marshalltown	MIW	5,006	100	Crosswind	87	MIRL	Full parallel	MITL	Yes	10
Mason City	MCW	6,501	150	Crosswind	85	HIRL	Full parallel	HITL	No	Commercial airline apron
Milford	4D8	2,873	50	Non-NPIAS	20	LIRL	Connector	none	No	24
Monona	7C3	2,650	120	Non-NPIAS	turf	LIRL	No taxiways	none	No	2
Montezuma	7C5	2,600	105	Non-NPIAS	turf	none	No taxiways	none	No	No apron
Monticello	MXO	4,400	75	Crosswind	85	MIRL	Full parallel	MITL	Yes	15
Mount Ayr	1Y3	2,600	120	Non-NPIAS	turf	LIRL	Connector	none	No	1



Table 3-50: Summary of Runways, Taxiways, and Aircraft Storage

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Associated City	FAA Identifier	Primary Runway Length	Primary Runway Width	Wind Coverage (NPIAS Airports)	Primary Runway PCI Rating	Primary Runway Lighting System	Primary Runway Parallel Taxiway Type	Taxiway Lighting System	Covered Storage for Itinerant Business Aircraft	Apron Aircraft Tie-Down Locations
Mount Pleasant	MPZ	4,001	75	Crosswind	72	MIRL	Connector	MITL	Yes	10
Muscatine	MUT	5,500	100	Crosswind	72	MIRL	Full parallel	MITL	Yes	20
New Hampton	1Y5	2,900	75	Non-NPIAS	61	none	Connector	none	No	2
Newton	TNU	5,599	100	Less than 95%	50	MIRL	Full parallel	MITL	Yes	10
Northwood	5D2	2,660	100	Non-NPIAS	turf	LIRL	No taxiways	none	No	3
Oelwein	OLZ	4,001	75	Crosswind	99	MIRL	Connector	MITL	No	8
Onawa	K36	3,400	60	Non-NPIAS	98	MIRL	Connector	none	No	8
Orange City	ORC	4,250	60	Less than 95%	60	MIRL	Connector	MITL	No	7
Osage	D02	3,400	50	Non-NPIAS	100	MIRL	Connector	MITL	No	6
Osceola	175	4,000	75	Less than 95%	87	MIRL	Connector	MITL	No	6
Oskaloosa	OOA	4,003	75	Crosswind	95	MIRL	Full parallel	MITL	Yes	14
Ottumwa	OTM	5,885	150	Crosswind	71	HIRL	Full parallel	MITL	Yes	29
Paullina	1Y9	2,800	120	Non-NPIAS	100	Non- standard	No taxiways	none	No	3
Pella	PEA	5,400	75	Less than 95%	93	MIRL	Connector	MITL	Yes	2
Perry	PRO	4,000	75	Crosswind	68	MIRL	Connector	MITL	No	16
Pocahontas	POH	4,100	60	Crosswind	95	MIRL	Connector	MITL	No	5
Primghar	2Y0	1,985	105	Non-NPIAS	turf	LIRL	No taxiways	none	No	No apron
Red Oak	RDK	5,100	75	Crosswind	89	MIRL	Full parallel	MITL	Yes	10
Rock Rapids	RRQ	3,097	50	Non-NPIAS	78	MIRL	Connector	MITL	No	2
Rockwell City	2Y4	3,500	60	Less than 95%	73	LIRL	Connector	none	No	2
Sac City	SKI	4,100	75	Crosswind	95	MIRL	Connector	MITL	No	2
Sheldon	SHL	4,199	75	Less than 95%	81	MIRL	Connector	MITL	Yes	9
Shenandoah	SDA	5,000	75	Crosswind	89	MIRL	Connector	MITL	No	6
Sibley	ISB	3,000	50	Non-NPIAS	93	MIRL	Connector	none	Yes	5
Sioux Center	SOY	3,802	50	Non-NPIAS	93	Non- standard	Connector	MITL	No	3
Sioux City	SUX	9,002	150	Crosswind	85	HIRL	Full parallel	HITL	Yes	Commercial airline apron
Spencer	SPW	6,000	100	Crosswind	95	MIRL	Full parallel	HITL	Yes	12
Spirit Lake	0F3	3,015	50	Non-NPIAS	62	LIRL	Connector	none	No	20
Storm Lake	SLB	5,000	75	Crosswind	86	MIRL	Connector	MITL	No	6
Sully	8C2	2,130	120	Non-NPIAS	turf	none	No taxiways	none	No	2
Tipton	8C4	3,000	60	Less than 95%	88	MIRL	Connector	LITL	No	2
Toledo	8C5	1,850	100	Non-NPIAS	turf	none	Connector	none	No	3
Traer	8C6	2,555	100	Non-NPIAS	turf	LIRL	No taxiways	LITL	No	4
Vinton	VTI	4,000	60	Crosswind	87	MIRL	Connector	MITL	No	4
Washington	AWG	4,000	75	Crosswind	96	MIRL	Connector	MITL	No	6
Waterloo	ALO	8,400	150	Crosswind	85	HIRL	Full parallel	MITL	No	Commercial airline apron
Waukon	Y01	2,413	60	Non-NPIAS	100	LIRL	Connector	none	No	2
Waverly	C25	2,800	50	Less than 95%	50	MIRL	Connector	MITL	No	13



Table 3-50: Summary of Runways, Taxiways, and Aircraft Storage

Associated City	FAA Identifier	Primary Runway Length	Primary Runway Width	Wind Coverage (NPIAS Airports)	Primary Runway PCI Rating	Primary Runway Lighting System	Primary Runway Parallel Taxiway Type	Taxiway Lighting System	Covered Storage for Itinerant Business Aircraft	Apron Aircraft Tie-Down Locations
Webster City	EBS	4,007	75	Crosswind	98	MIRL	Partial parallel	MITL	No	10
West Union	3Y2	4,248	60	Less than 95%	75	MIRL	Connector	MITL	No	6
Winterset	3Y3	3,000	50	Less than 95%	93	MIRL	Connector	MITL	No	6
Woodbine	3Y4	2,045	95	Non-NPIAS	turf	LIRL	No taxiways	none	No	No apron



Table 3-51: Summary of Runway Approaches and Navigational Aids

NOTE: Primar	y runways ar	e identified	in bold		Annuach	VGSI	
Associated City	FAA Identifier	Runway End	Published Approach	Category of Approach	Approach Obstruction Condition	Equipment Type	RE
A alday	407	15	None	NA	Clear Approach	none	No
Ackley	4C7	33	None	NA	Clear Approach	none	No
		13	VOR/DME A	Circling: 657-1	Clear Approach	none	No
Albia	4C8	31	RNAV (GPS) Rwy 31 VOR/DME A	LNAV MDA: 497-1 Circling: 657-1	Clear Approach	none	No
		12	NDB or GPS Rwy 12 VOR/DME or GPS-A	S-12: 621-1 Circling: 561-1	Approach Obstruction	PAPI	Ye
Algona	AXA	30	RNAV (GPS) Rwy 30 VOR/DME or GPS-A	LNAV MDA: 441-1 Circling: 561-1	Approach Obstruction	PAPI	Ye
		18	VOR/DME or GPS-A	Circling: 561-1	Clear Approach	none	No
		36	VOR/DME or GPS-A	Circling: 561-1	Clear Approach	none	No
Allison	K98	18	None	NA	Clear Approach	none	No
Allison	1/30	36	None	NA	Clear Approach	none	No
Amana	C11	08	None	NA	Clear Approach	none	No
Amana	C11	26	None	NA	Clear Approach	none	No
		01	ILS or LOC Rwy 01 RNAV (GPS) Rwy 01	S-ILS 1: 305-3/4 LPV DA: 305-3/4; LNAV MDA: 484-3/4	Approach Obstruction	none	No
Ames	AMW	19	RNAV (GPS) Rwy 19	LPV DA: 250-1; LNAV MDA: 483-1	Approach Obstruction	VASI	No
Airies	AIVIVV	13	RNAV (GPS) Rwy 13	LPV DA: 294-1; LNAV MDA: 490-1	Clear Approach	VASI	No
		31	RNAV (GPS) Rwy 31 VOR Rwy 31	LPV DA: 275-1; LNAV MDA: 390-1 S-31: 570-1	Clear Approach	VASI	No
Anita	Y43	05	None	NA	Clear Approach	none	No
Ailita	1 40	23	None	NA	Clear Approach	none	No
		18	RNAV (GPS) Rwy 18	LNAV MDA: 437-1	Approach Obstruction	PAPI	Υe
Ankeny	IKV	36	ILS or LOC Rwy 36 RNAV (GPS) Rwy 36	S-ILS: 250-3/4 LPV DA: 285-1; LNAV MDA: 469-1	Approach Obstruction	PAPI	Υe
		04	None	NA	Clear Approach	PAPI	Υe
		22	RNAV (GPS) Rwy 22	LNAV MDA: 480-1	Approach Obstruction	PAPI	Υe
		02	RNAV (GPS) Rwy 02	LNAV MDA: 469-1	Clear Approach	PAPI	Υe
A 41 =4.; =	AIO.	20	RNAV (GPS) Rwy 20	LNAV MDA: 509-1	Clear Approach	PAPI	Υe
Atlantic	AIO	12	None	NA	Approach Obstruction	PLASI	Υe
		30	None	NA	Approach Obstruction	PLASI	Υe
		14	None	NA	Approach Obstruction	PAPI	Υe
Audubon	ADU	32	RNAV (GPS) Rwy 32 NDB Rwy 32	LNAV MDA: 453-1 S-32: 693-1	Approach Obstruction	PAPI	Υe
D = alf =al	V/40	18	None	NA	Clear Approach	none	Υe
Bedford	Y46	36	None	NA	Clear Approach	none	Υe
Belle Plaine	TZT	18	GPS Rwy 18 VOR/DME-A	S-18: 629-1 Circling: 729-1	Clear Approach	none	No
	141	36	GPS Rwy 36 VOR/DME-A	S-36: 610-1 Circling: 729-1	Approach Obstruction	none	No
Belmond	Y48	17	None	NA	Clear Approach	none	No
Somona	1 40	35	None	NA	Clear Approach	none	No
		18	None	NA	Clear Approach	none	No
Bloomfield	4K6	36	RNAV (GPS) Rwy 36 NDB Rwy 36	LNAV MDA: 452-1 S-36: 612-1	Approach Obstruction	none	No



Table 3-51: Summary of Runway Approaches and Navigational Aids

NOTE: Primary	runways ar	e identified	in bold				
Associated City	FAA Identifier	Runway End	Published Approach	Category of Approach	Approach Obstruction Condition	VGSI Equipment Type	REIL
		15	RNAV (GPS) Rwy 15 NDB Rwy 15 COPTER NDB or GPS 225	LNAV MDA: 442-1 S-15: 682-1 H-225: 513-1/2	Approach Obstruction	PAPI	Yes
Boone	BNW	33	RNAV (GPS) Rwy 33 NDB Rwy 33 COPTER NDB or GPS 225	LNAV MDA: 382-1 S-33 (APSCO FIX): 522-1 H-225: 513-1/2	Clear Approach	PAPI	Yes
		02	COPTER NDB or GPS 225	H-225: 513-1/2	Clear Approach	none	No
		20	COPTER NDB or GPS 225	H-225: 513-1/2	Clear Approach	none	No
		18	None	NA	Approach Obstruction	PAPI	No
		36	ILS or LOC Rwy 36 RNAV (GPS) Rwy 36	S-ILS 36: 446-1/2 LPV DA: 200-1/2; LNAV MDA: 406-1/2	Approach Obstruction	none	No
Burlington	BRL	12	RNAV (GPS) Rwy 12 VOR/DME Rwy 12	LNAV MDA: 608-1 S-12: 588-1	Clear Approach	VASI	Yes
		30	RNAV (GPS) Rwy 30 VOR Rwy 30	LNAV MDA: 387-1 S-30 (UGULE FIX): 387-1	Approach Obstruction	PAPI	Yes
		13	RNAV (GPS) Rwy 13	LNAV MDA: 457-1	Approach Obstruction	PAPI	Yes
Carroll	CIN	31	RNAV (GPS) Rwy 31 NDB Rwy 31	LNAV MDA: 437-1 S-31: 577-1	Clear Approach	PAPI	Yes
Garron	Ont	03	None	NA	Clear Approach	PAPI	No
		21	None	NA	Clear Approach	PAPI	No
		09	ILS or LOC Rwy 9 RNAV (GPS) Rwy 9 VOR Rwy 9	S-ILS 9: 200-1/2 LPV DA: 250-1/2; LNAV MDA: 345-1/2 S-9: 385-1/2	Clear Approach	PAPI	No
Cedar Rapids	CID	27	ILS or LOC Rwy 27 RNAV (GPS) Rwy 27 VOR Rwy 27	S-ILS 27: 200-3/4 LPV DA: 250-1/2; LNAV MDA: 398-1/2 S-27: 398-3/4	Approach Obstruction	PAPI	No
		13	RNAV (GPS) Rwy 13	LPV DA: 251-1; LNAV MDA: 391-1	Clear Approach	PAPI	Yes
		31	RNAV (GPS) Rwy 31	LPV DA: 259-1/2; LNAV MDA: 379-1/2	Clear Approach	VASI	Yes
0	T) ((4)	16	RNAV (GPS) 16 NDB or GPS Rwy 16	LNAV MDA: 517-1 S-16 (Des Moines Alt Setting Min): 877-1	Approach Obstruction	PAPI	Yes
Centerville	TVK	34	RNAV (GPS) Rwy 34 NDB or GPS Rwy 34	LPV DA: 250-1; LNAV MDA: 477-1 S-32 (Des Moines Alt Setting Min): 757-1	Clear Approach	PAPI	Yes
		10	RNAV (GPS) Rwy 10	LNAV MDA: 394-1	Clear Approach	SAVASI	Yes
		28	None	NA	Approach Obstruction	SAVASI	Yes
Chariton	CNC	17	VOR or GPS Rwy 17 NDB Rwy 17 RNAV (GPS) Rwy 17	S-17: 450-1 S-17: 470-1 LNAV MDA: 410-1	Clear Approach	PAPI	Yes
		35	None	NA	Clear Approach	PAPI	Yes
		12	LOC Rwy 12 NDB Rwy 12 RNAV (GPS) Rwy 12	S-12: 360-1 S-12: 520-1 LNAV MDA: 380-1	Approach Obstruction	VASI	Yes
		30	RNAV (GPS) Rwy 30	LNAV MDA: 380-1	Approach Obstruction	VASI	Yes
Charles City	CCY	04	None	NA	Clear Approach	none	No
		22	None	NA	Clear Approach	none	No
		17	None	NA	Clear Approach	none	No
		35	None	NA	Clear Approach	none	No



Table 3-51: Summary of Runway Approaches and Navigational Aids

Associated City	FAA Identifier	Runway End	Published Approach	Category of Approach	Approach Obstruction Condition	VGSI Equipment Type	REIL
Cherokee		18	None	NA	Approach Obstruction	PAPI	Yes
	CKP	36	RNAV (GPS) Y Rwy 36 RNAV (GPS) Z Rwy 36	LNAV MDA: 453-1 LPV DA: 323-1 1/4; LNAV/VNAV DA: 626-2 1/4	Clear Approach	PAPI	Yes
		01	None	NA	Clear Approach	none	No
		19	None	NA	Clear Approach	none	No
		02	GPS Rwy 02 NDB-A	LPV DA: 302-1; LNAV MDA: 489-1 Circling: 726-1	Approach Obstruction	PAPI	Yes
Clarinda	ICL	20	GPS Rwy 20 NDB-A	LNAV MDA: 445-1 Circling: 726-1	Approach Obstruction	PAPI	Yes
		13	NDB-A	Circling: 726-1	Clear Approach	none	No
		31	NDB-A	Circling: 726-1	Clear Approach	none	No
Clarion	CAV	14	RNAV (GPS) Rwy 14 NBD Rwy 14	LNAV MDA: 364-1 S-14: 584-1	Approach Obstruction	VASI	Yes
0.0	0/11	32	RNAV (GPS) Rwy 32	LNAV MDA: 444-1	Clear Approach	VASI	Yes
		03	ILS or LOC Rwy 03 VOR Rwy 03 RNAV (GPS) Rwy 03	S-ILS 3: 200-1/2 S-3 (YINUN MIN): 420-1 LPV DA: 200-1/2; LNAV MDA: 320-1/2	Approach Obstruction	none	No
Clinton	CWI	21	RNAV (GPS) Rwy 21 VOR/DME Rwy 21	LNAV MDA: 512-1 S-21: 492-1	Clear Approach	VASI	Yes
		14	RNAV (GPS) Rwy 14	LNAV MDA: 379-1	Clear Approach	PAPI	Yes
		32	RNAV (GPS) Rwy 32	LNAV MDA: 483-1	Approach Obstruction	PAPI	No
Corning	CRZ	18	RNAV (GPS) Rwy 18 NDB Rwy 18	LNAV MDA: 546-1 S-18: 686-1	Clear Approach	none	Yes
· · · · · · · · · · · · · · · · · ·		36	None	NA	Clear Approach	none	No
	CBF	18	RNAV (GPS) Rwy 18 VOR-A	LPV DA: 271-1; LNAV MDA: 399-1 Circling: 507-1	Clear Approach	PAPI	Yes
Council Bluffs		36	RNAV (GPS) Rwy 36 VOR-A	LPV DA: 250-3/4; LNAV MDA: 375-1 Circling: 507-1	Clear Approach	PAPI	Yes
Council Bluis		14	RNAV (GPS) Rwy 14 VOR-A	LNAV MDA: 535-1 Circling: 507-1	Clear Approach	PAPI	Yes
		32	RNAV (GPS) Rwy 32 VOR-A	LNAV MDA: 415-1 Circling: 507-1	Clear Approach	PAPI	Yes
		15	GPS Rwy 15	S-15: 701-1	Approach Obstruction	VASI	No
Cresco	CJJ	33	GPS Rwy 33 NDB Rwy 33	S-33: 461-1 S-33: 561-1	Clear Approach	VASI	No
		16	RNAV (GPS) Rwy 16	LNAV MDA: 524-1	Clear Approach	VASI	Yes
Creston	CSQ	34	RNAV (GPS) Rwy 34 NDB Rwy 34	LNAV MDA: 364-1 S-34: 424-1	Approach Obstruction	VASI	Yes
		04	None	NA	Clear Approach	none	No
		22	None	NA	Clear Approach	none	No
		15	ILS Rwy 15 RNAV (GPS) Rwy 15	S-ILS 15: 409-1/2 LPV DA: 250-1/2; LNAV MDA: 449-1/2	Approach Obstruction	VASI	No
		33	RNAV (GPS) Rwy 33	LNAV MDA: 409-1	Clear Approach	VASI	Yes
Davenport	DVN	03	VOR Rwy 03 RNAV (GPS) Rwy 03	S-3: 490-1 LNAV MDA: 390-1	Clear Approach	VASI	No
		21	RNAV (GPS) Rwy 21 VOR Rwy 21	LNAV MDA: 430-1 S-21 (HUSBO FIX): 430-1	Approach Obstruction	VASI	No
		11	None	NA	Clear Approach	PAPI	Yes
Decorah	DEH	29	RNAV (GPS) Rwy 29 NDB Rwy 29 VOR Rwy 29	LNAV MDA: 422-1 S-29 (SUSTE FIX): 622-1 S-29 (DME MIN): 422-1	Approach Obstruction	VASI	Yes



Table 3-51: Summary of Runway Approaches and Navigational Aids

Associated	FAA	e identified Runway		Approach	VGSI		
City	Identifier	End	Published Approach	Category of Approach	Obstruction Condition	Equipment Type	REI
		12	RNAV (GPS) Rwy 12	LPV DA: 250-1; LNAV MDA: 586-1	Clear Approach	PAPI	Yes
		30	RNAV (GPS) Rwy 30 NDB Rwy 30	LPV DA: 285-1; LNAV MDA: 534-1 S-30: 854-1	Approach Obstruction	PAPI	Yes
Denison	DNS	06	None	NA	Clear Approach	none	No
Defiliation	DINO	24	None	NA	Clear Approach	none	No
		18	None	NA	Clear Approach	none	No
		36	None	NA	Clear Approach	none	No
		05	ILS or LOC Rwy 05 RNAV (GPS) Rwy 05	S-ILS 5: 429-1/2 LPV DA: 257-1/2; LNAV MDA: 349-1/2	Clear Approach	PAPI	No
		23	RNAV (GPS) Rwy 23 VOR/DME Rwy 23	LNAV MDA: 601-1 S-23: 781-1	Clear Approach	PAPI	Yes
Des Moines- International	DSM	13	ILS or LOC Rwy 13 RNAV (GPS) Rwy 13	S-ILS 13: 200-1/2 LPV DA: 250-1/2; LNAV MDA: 459-1/2	Clear Approach	VASI	No
mternational		31	HI-ILS Rwy 31 ILS or LOC Rwy 31 ILS Rwy 31 Cat II ILS Rwy 31 Cat III RNAV (GPS) Rwy 31	S-ILS 31: 200-1/2 S-ILS 31: 200-1/2 CAT II CAT III LPV DA: 250-1/2; LNAV MDA: 342-1/2	Clear Approach	PAPI	No
Des Moines -	\/=0	17	None	NA	Approach Obstruction	none	No
Morningstar	Y76	35	None	NA	Approach Obstruction	none	No
	DBQ	13	LOC/DME BC Rwy 13 RNAV (GPS) Rwy 13 VOR Rwy 13	S-13: 404-3/4 LPV DA: 316-1; LNAV MDA: 343-3/4 S-13 (TAYOD FIX): 443-3/4	Clear Approach	VASI	No
Dubuque		31	LOC Rwy 31 VOR Rwy 31 RNAV (GPS) Rwy 31	S-31: 478-1/2 S-31 (ZUKOB FIX): 478-3/4 LPV DA: 419-1; LNAV MDA: 478-3/4	Clear Approach	PAPI	No
		18	None	NA	Clear Approach	PAPI	No
		36	ILS or LOC Rwy 36 VOR Rwy 36 RNAV (GPS) Rwy 36	S-ILS 36: 200-1/2 S-36 (GAPGE FIX): 492-1/2 LPV DA: 200-1/2; LNAV MDA: 432-1/2	Clear Approach	PAPI	No
Dyersville	IA80	13	None	NA	Approach Obstruction	none	Yes
By Crovine	17100	31	None	NA	Clear Approach	none	Yes
		13	RNAV (GPS) Rwy 13 NDB Rwy 13 VOR/DME or GPS-A	LNAV MDA: 527-1 S-13: 567-1 Circling: 527-1	Clear Approach	none	Yes
Eagle Grove	EAG	31	RNAV (GPS) Rwy 31 VOR/DME or GPS-A	LNAV MDA: 507-1 Circling: 527-1	Clear Approach	none	Yes
		01	VOR/DME or GPS-A	Circling: 527-1	Clear Approach	none	No
		19	VOR/DME or GPS-A	Circling: 527-1	Approach Obstruction	none	No
Eldora	C60	18	None	NA	Clear Approach	none	No
		36	None	NA	Clear Approach	none	No
Elkader	127	17	None	NA	Clear Approach	none	No
		35	None PNAY (OPO) Post 40	NA	Approach Obstruction	none	No
		13	RNAV (GPS) Rwy 13 NDB Rwy 13	LNAV MDA: 415-1 S-13: 655-1	Clear Approach	SAVASI	No
		31	RNAV (GPS) Rwy 31 NDB Rwy 31	LNAV MDA: 395-1 S-31: 655-1	Clear Approach	SAVASI	No
Emmetsburg	EGQ	04	None	NA	Clear Approach	none	No
Limitisburg	Lag	22	None	NA	Clear Approach	none	No
			A.1	NIA	A	2020	NI-
		17	None	NA	Approach Obstruction	none	No



Table 3-51: Summary of Runway Approaches and Navigational Aids

NOTE: Primary	runways ar	e identified	in bold				
Associated City	FAA Identifier	Runway End	Published Approach	Category of Approach	Approach Obstruction Condition	VGSI Equipment Type	REIL
Estherville		16	RNAV (GPS) Rwy 16 VOR Rwy 16	LPV DA: 250-1; LNAV MDA: 401-1 S-16: 523-1	Clear Approach	PAPI	Yes
	EST	34	RNAV (GPS) Rwy 34 VOR Rwy 34	LPV DA: 250-1; LNAV MDA: 381-1 S-34: 463-1	Clear Approach	PAPI	Yes
		06	None	NA	Clear Approach	none	No
		24	None	NA	Clear Approach	none	No
		18	RNAV (GPS) Rwy 18	LPV DA: 250-1; LNAV MDA: 599-1	Clear Approach	VASI	Yes
Fairfield	FFL	36	RNAV (GPS) Rwy 36 NDB Rwy 36	LPV DA: 250-1; LNAV MDA: 381-1 S-36: 401-1	Clear Approach	VASI	Yes
Tamicia		08	None	NA	Clear Approach	none	No
		26	None	NA	Clear Approach	none	No
		15	VOR/DME-A	Circling: 451-1	Clear Approach	VASI	Yes
Forest City	FXY	33	RNAV (GPS) Rwy 33 NDB Rwy 33 VOR/DME-A	LPV DA: 250-1; LNAV MDA: 317-1 S-33: 694-1 Circling: 451-1	Approach Obstruction VA	VASI	Yes
		09	VOR/DME-A	Circling: 451-1	Approach Obstruction	none	No
		27	VOR/DME-A	Circling: 451-1	Approach Obstruction	none	No
		06	ILS Rwy 06 RNAV (GPS) Rwy 06	S-ILS 6 (ATLOJ FIX): 293-1/2 LPV DA: 200-1/2; LNAV MDA: 393-1/2	Clear Approach	PAPI	No
		24	RNAV (GPS) Rwy 24	LPV DA: 250-1; LNAV MDA: 364-1	Clear Approach	VASI	Yes
Fort Dodge	FOD	12	RNAV (GPS) Rwy 12 VOR Rwy 12	LPV DA: 277-1; LNAV MDA: 432-1 S-12: 432-1	Clear Approach	VASI	Yes
		30	RNAV (GPS) Rwy 30 VOR/DME Rwy 30	LPV DA: 282-1; LNAV MDA: 378-1 S-30: 378-1	Clear Approach	PAPI	Yes
Fort Madison	FSW	16	VOR/DME RNAV or (GPS) Rwy 16 VOR/DME or GPS-A	S-16: 467-1 Circling: 496-1	Approach Obstruction	none	No
FOIL MAUISOIT		34	VOR/DME RNAV or (GPS) Rwy 34 VOR/DME or GPS-A	S-34: 580-1 Circling: 496-1	Approach Obstruction	PAPI	Yes
		07	None	NA	Clear Approach	none	No
Greenfield	GFZ	25	None	NA	Clear Approach	none	No
G., 666.G	S	14	None	NA	Clear Approach	VASI	Yes
	GGI	32 13	NDB or GPS Rwy 32 RNAV (GPS) Rwy 13 NDB Rwy 13	S-32: 639-1 LPV DA: 279-1; LNAV MDA: 475-1 S-13: 615-1	Clear Approach Approach Obstruction	PAPI	Yes
Grinnell		31	RNAV (GPS) Rwy 31 VOR/DME Rwy 31	LNAV MDA: 552-1 S-31: 672-1	Approach Obstruction	PAPI	Yes
0 10 1	01/=	17	None	NA	Clear Approach	none	No
Grundy Center	6K7	35	None	NA	Approach Obstruction	none	No
Guthrie Center	GCT	18	NDB Rwy 18 RNAV (GPS) Rwy 18	S-18: 559-1 LNAV MDA: 439-1	Clear Approach	PAPI	Yes
3.00	<u></u>	36	GPS Rwy 36	LNAV MDA: 439-1	Clear Approach	PAPI	Yes
Hampton	LIDT	17	RNAV (GPS) Rwy 17 NDB Rwy 17	LNAV MDA: 484-1 S-17: 904-1 1/4	Approach Obstruction	PAPI	Yes
Hampton	HPT	35	RNAV (GPS) Rwy 35 VOR/DME Rwy 35	LNAV MDA: 705-1 S-35: 705-1	Approach Obstruction	PAPI	Yes
		15	GPS Rwy 15	S-15: 549-1	Clear Approach	PAPI	No
Harlan	HNR	33	GPS Rwy 33	S-33: 425-1	Clear Approach	PAPI	No
····		03	None	NA	Clear Approach	none	No
		21	None	NA	Clear Approach	none	No



Table 3-51: Summary of Runway Approaches and Navigational Aids

NOTE: Primary Associated City	FAA Identifier	Runway End	Published Approach	Category of Approach	Approach Obstruction Condition	VGSI Equipment Type	REII	
Humboldt 0K	01/7	12	None	NA	Approach Obstruction	SAVASI	No	
	UK/	30	None	NA	Clear Approach	SAVASI	Yes	
	IDO	12	None	NA	Clear Approach	none	No	
Ida Grove	IDG	30	None	NA	Clear Approach	none	No	
l.,	UD	17	NDB or GPS Rwy 17	S-17: 663-1	Clear Approach	PAPI	Yes	
Independence	IIB	35	None	NA	Clear Approach	PAPI	Yes	
		07	VOR-A	Circling: 612-1	Approach Obstruction	PAPI	Yes	
Iowa City	lowa Falls	25	RNAV (GPS) Rwy 25 VOR-A	LPV DA: 394-1 1/2; LNAV MDA: 543-1 Circling: 612-1	Approach Obstruction	PAPI	Yes	
lowa Gity	Municipal	12	VOR-A	Circling: 612-1	Approach Obstruction	none	No	
	·	30	RNAV (GPS) Rwy 30 VOR-A	LNAV MDA: 444-1 Circling: 612-1	Approach Obstruction	none	No	
		13	None	NA	Clear Approach	PAPI	Yes	
Iowa Falls	IFA	31	RNAV (GPS) Rwy 31 NDB Rwy 31	LNAV MDA: 383-1 S-31: 583-1	Approach Obstruction	PAPI	Yes	
		14	GPS Rwy 14	S-14: 758-1	Clear Approach	PAPI	Yes	
Jefferson	EFW	32	GPS Rwy 32 NDB 32	S-32: 512-1 S-32: 592-1	Clear Approach	PAPI	Yes	
		17	None	NA	Clear Approach	none	No	
		35	None	NA	Clear Approach	none	No	
	EOK	08	RNAV (GPS) Rwy 08	LPV DA: 250-1; LNAV MDA: 369-1	Clear Approach	PAPI	Yes	
Keokuk		26	ILS or LOC/DME Rwy 26 NDB Rwy 26 RNAV (GPS) Rwy 26	S-ILS 26: 429-1/2 S-26: 510-3/4 LPV DA: 254-3/4; LNAV MDA: 370-3/4	Clear Approach	PAPI	No	
		14	RNAV (GPS) Rwy 14 NDB Rwy 14	LPV DA: 278-1; LNAV MDA: 369-1 S-14: 609-1	Approach Obstruction	VASI	Yes	
		32	RNAV (GPS) Rwy 32	LPV DA: 250-1; LNAV MDA: 429-1	Approach Obstruction	PAPI	Yes	
Vacceusus	6K9	06	None	NA	Approach Obstruction	none	No	
Keosauqua	ons	24	None	NA	Clear Approach	none	No	
I/man silla	0)/1/	15	GPS Rwy 15	LPV DA: 314-1 1/4; LNAV MDA: 432-1	Approach Obstruction	PAPI	Yes	
Knoxville	OXV	33	GPS Rwy 33	LNAV MDA: 472-1	Approach Obstruction	PAPI	Yes	
Lamani	OVe	18	RNAV (GPS) Rwy 18	LNAV MDA: 350-1	Clear Approach	none	No	
Lamoni	OY6	36	RNAV (GPS) Rwy 36	LNAV MDA: 570-1	Approach Obstruction	none	No	
Late Malla	LWD	18	None	NA	Clear Approach	none	No	
Lake Mills	LWD	36	None	NA	Clear Approach	none	No	
l analasse - d	0)//	12	None	NA	Clear Approach	none	No	
Larchwood	2VA	30	None	NA	Clear Approach	none	No	
		18	RNAV (GPS) Rwy 18	LPV DA: 330-1 1/4; LNAV MDA: 423-1	Clear Approach	SAVASI	Yes	
Le Mars	LRJ	36	VOR/DME Rwy 36 RNAV (GPS) Rwy 36	S-36: 803-1 LPV DA: 312-1; LNAV MDA: 483-1	Clear Approach	SAVASI	Yes	
Manchester	C27	18	None	NA	Clear Approach	none	No	
	OL.	36	None	NA TO A TO A TO A	Clear Approach	None	No	
Mapleton	MEY	20	RNAV (GPS) Rwy 02 RNAV (GPS) Rwy 20	LNAV MDA: 784-1 LNAV MDA: 804-1	Clear Approach Approach Obstruction	none	No Yes	
				NDB Rwy 20	S-20 (SYRUP FIX): 800-1	, pprodon Obstruction	.10110	. 03



Table 3-51: Summary of Runway Approaches and Navigational Aids

NOTE: Primary	runways ar	e identified	in bold				
Associated City	FAA Identifier	Runway End	Published Approach	Category of Approach	Approach Obstruction Condition	VGSI Equipment Type	REIL
Maquoketa OC	00111	15	RNAV (GPS) Rwy 15	LNAV MDA: 511-1	Approach Obstruction	PAPI	Yes
	OQW	33	RNAV (GPS) Rwy 33	LNAV MDA: 514-1	Clear Approach	PAPI	Yes
	047	17	None	NA	Approach Obstruction	none	No
Marion	C17	35	None	NA	Approach Obstruction	none	No
		12	GPS Rwy 12 VOR Rwy 12	S-12: 386-1 S-12 (DME MIN): 386-1	Approach Obstruction	VASI	Yes
Marshalltown	MIW	30	VOR Rwy 30	S-30 (TUWAJ FIX): 446-1	Approach Obstruction	VASI	Yes
maronamoviii	,,,,,,,	18	None	NA	Clear Approach	none	No
		36	None	NA	Approach Obstruction	none	No
		18	LOC BC Rwy 18 VOR/DME Rwy 18 RNAV (GPS) Rwy 18	S-18: 347-3/4 S-18: 387-3/4 LNAV MDA: 347-3/4	Clear Approach	VASI	No
Mason City	MCW	36	ILS or LOC Rwy 36 VOR Rwy 36 RNAV (GPS) Rwy 36	S-ILS 36: 200-1/2 S-36: 447-1/2 LNAV MDA: 447-1/2	Clear Approach	PAPI	No
		12	None	NA	Clear Approach	PAPI	Yes
		30	RNAV (GPS) Rwy 30	LNAV MDA: 525-1	Clear Approach	PAPI	No
	4D8	09	VOR/DME or GPS-A	NA	Approach Obstruction	none	No
Milford		27	VOR/DME or GPS-A	NA	Clear Approach	none	No
		18	VOR/DME or GPS-A	NA	Clear Approach	none	No
		36	VOR/DME or GPS-A	NA	Approach Obstruction	none	No
	7C3	18	None	NA	Clear Approach	none	No
Monona		36	None	NA	Clear Approach	none	No
		18	None	NA	Clear Approach	none	No
Montezuma	7C5	36	None	NA	Clear Approach	none	No
		15	RNAV (GPS) Rwy 15	LNAV MDA: 493-1	Clear Approach	PAPI	Yes
	MXO	33	RNAV (GPS) Rwy 33	LNAV MDA: 511-1	Approach Obstruction	PAPI	Yes
Monticello		09	None	NA	Clear Approach	none	No
		27	None	NA			No
		17		NA	Clear Approach	none	
Mount Ayr	1Y3		None		Clear Approach	none	No
		35	None	NA NA	Clear Approach	none	No
Mount		33	None NDB or GPS Rwy 33	NA S-33: 606-1	Clear Approach Clear Approach	PAPI	No Yes
Pleasant	MPZ	03	None	NA	Clear Approach	none	No
		21	None	NA	Clear Approach	none	No
		06	RNAV (GPS) Rwy 06 VOR Rwy 06	LPV DA: 529-2; LNAV MDA: 573-1 S-6 (DME MIN): 593-1	Clear Approach	VASI	Yes
Muscatine	MUT	24	ILS or LOC Rwy 24 RNAV (GPS) Rwy 24	S-ILS 24: 535-1/2 LPV DA: 267-1/2; LNAV MDA: 415-1/2	Clear Approach	PAPI	Yes
		12	None	NA	Clear Approach	PAPI	Yes
		30	None	NA	Clear Approach	PAPI	Yes
		18	None	NA	Approach Obstruction	none	No
New Hampton	1Y5	36	None	NA NA	Clear Approach	none	No
		04	None	NA NA	Clear Approach	none	No
		22	None	NA	Clear Approach	none	No



Table 3-51: Summary of Runway Approaches and Navigational Aids

NOTE: Primar	y runways ar	e identified	in bold				
Associated City	FAA Identifier	Runway End	Published Approach	Category of Approach	Approach Obstruction Condition	VGSI Equipment Type	REIL
		14	RNAV (GPS) Rwy 14 VOR Rwy 14	LNAV MDA: 488-1 S-14 (DME MIN): 428-1	Clear Approach	VASI	Yes
Newton	TNU	32	ILS or LOC Rwy 32 RNAV (GPS) Rwy 32 VOR Rwy 32	S-ILS 32: 200-1/2 LPV DA: 250-1/2; LNAV MDA: 370-1/2 S-32: 350-1/2	Clear Approach	VASI	No
Northwood	5D2	18	None	NA	Clear Approach	none	No
NOTTIWOOG	302	36	None	NA	Clear Approach	none	No
		13	RNAV (GPS) Rwy 13 NDB Rwy 13 VOR or GPS-A	LNAV MDA: 384-1 S-13: 664-1 Circling: 524-1	Approach Obstruction	none	Yes
Oelwein	OLZ	31	VOR or GPS-A	Circling: 524-1	Clear Approach	none	No
		18	VOR or GPS-A	Circling: 524-1	Clear Approach	none	No
		36	VOR or GPS-A	Circling: 524-1	Clear Approach	none	No
_		15	None	NA	Clear Approach	PAPI	Yes
Onawa	K36	33	None	NA	Approach Obstruction	PAPI	Yes
Overes O't	ODC	16	None	NA	Clear Approach	VASI	Yes
Orange City	ORC	34	NDB or GPS Rwy 34	S-34: 506-1	Clear Approach	VASI	Yes
_	500	17	None	NA	Approach Obstruction	none	No
Osage	D02	35	None	NA	Approach Obstruction	none	No
Osceola	175	18	GPS Rwy 18 VOR/DME Rwy 18	S-18: 450-1 S-18: 470-1	Approach Obstruction	PAPI	Yes
Coocola		36	GPS Rwy 36	S-36: 510-1	Approach Obstruction	PAPI	Yes
		13	RNAV (GPS) Rwy 13	LPV DA: 356-1 1/4; LNAV MDA: 383-1	Clear Approach	SAVASI	Yes
Oskaloosa	OOA	31	RNAV (GPS) Rwy 31 VOR/DME Rwy 31	LPV DA: 350-1 1/4; LNAV MDA: 363-1 S-31: 363-1	Clear Approach	SAVASI	Yes
		04	None	NA	Clear Approach	none	No
		22	NDB Rwy 22	S-22: 700-1	Clear Approach	none	No
		13	RNAV (GPS) Rwy 13 LOC/DME BC Rwy 13 VOR/DME Rwy 13	LPV DA: 250-1; LNAV MDA: 316-3/4 S-13: 376-1 S-13: 296-3/4	Clear Approach	VASI	Yes
Ottumwa	ОТМ	31	ILS Rwy 31 RNAV (GPS) Rwy 31 VOR Rwy 31	S-ILS 31: 200-1/2 LPV DA: 250-1/2; LNAV MDA: 459-1/2 S-31 (ZARVO FIX): 359-1/2	Clear Approach	none	Yes
		04	None	NA	Clear Approach	PAPI	Yes
		22	RNAV (GPS) Rwy 22	LNAV MDA: 355-1	Clear Approach	PAPI	Yes
Davillia	4)/0	17	None	NA	Clear Approach	none	No
Paullina	1Y9	35	None	NA	Approach Obstruction	none	No
		16	RNAV (GPS) Rwy 16	LPV DA: 347-1 1/4; LNAV MDA: 475-1	Approach Obstruction	PAPI	Yes
Pella	PEA	34	RNAV (GPS) Rwy 34 NDB Rwy 34	LNAV MDA: 441-1 S-34: 540-1	Approach Obstruction	PAPI	Yes
		14	GPS Rwy 14 NDB Rwy 14	S-14: 468-1 S-14: 628-1	Approach Obstruction	PAPI	Yes
Perry	PRO	RNAV (GPS) Rwy 32 LPV DA: 250-1; LNAV MDA	LPV DA: 250-1; LNAV MDA: 368-1 S-32: 668-1	Approach Obstruction	PAPI	Yes	
•		04	None	NA	Clear Approach	none	No
		22	None	NA	Clear Approach	none	No
		11	NDB or GPS Rwy 11	S-11: 656-1	Approach Obstruction	PAPI	Yes
Poophentee	POH.	29	VOR/DME or GPS Rwy 29	S-29: 678-1	Clear Approach	VASI	Yes
Pocahontas	POH	18	None	NA	Clear Approach	none	No
		36	None	NA	Clear Approach	none	No
		50	140110		Cicai Appidadii	110110	140



Table 3-51: Summary of Runway Approaches and Navigational Aids

NOTE: Primary	runways ar	e identified	in bold				
Associated City	FAA Identifier	Runway End	Published Approach	Category of Approach	Approach Obstruction Condition	VGSI Equipment Type	REIL
Primghar	2Y0	17	None	NA	Clear Approach	none	No
- Innigrial	210	35	None	NA	Clear Approach	none	No
		05	VOR/DME-A GPS Rwy 05	Circling: 616-1 LNAV MDA: 557-1	Approach Obstruction	PLASI	Yes
		23	VOR/DME-A	Circling: 616-1	Clear Approach	PLASI	Yes
		13	None	NA	Clear Approach	none	No
Red Oak	RDK	31	None	NA	Clear Approach	none	No
				Circling: 616-1 LNAV MDA: 555-1 S-17: 716-1	Clear Approach	SAVASI	Yes
		35	VOR/DME-A	Circling: 616-1	Clear Approach	SAVASI	Yes
		16	GPS Rwy 16	S-16: 537-1	Clear Approach	PAPI	Yes
Rock Rapids	RRQ	34	GPS Rwy 34	S-34: 537-1	Clear Approach	PAPI	Yes
		12	None	NA	Approach Obstruction	none	No
Rockwell City	2Y4	30	None	NA	• • • • • • • • • • • • • • • • • • • •		No
					Approach Obstruction	none	
		18	None	NA	Clear Approach	PLASI	No
Sac City	SKI	36	RNAV (GPS) Rwy 36 NDB Rwy 36	LNAV MDA: 397-1 S-36: 757-1	Clear Approach	PLASI	Yes
		14	None	NA	Clear Approach	PAPI	No
		32	None	NA	Clear Approach	PAPI	No
		15	RNAV (GPS) Rwy 15	LNAV MDA: 421-1	Approach Obstruction	VASI	Yes
Sheldon	SHL	33	RNAV (GPS) Rwy 33 NDB Rwy 33	LNAV MDA: 462-1 S-33: 682-1	Approach Obstruction	VASI	Yes
		04	RNAV (GPS) Rwy 04 NDB Rwy 04	LPV DA: 263-1; LNAV MDA: 493-1 S-4: 653-1	Clear Approach	VASI	Yes
		22	None	NA	Clear Approach	VASI	Yes
Shenandoah	SDA	12	VOR/DME or GPS Rwy 12	S-12: 573- 1 1/4	Clear Approach	none	No
		30	None	NA	Clear Approach	VASI	Yes
0".1	100	17	NDB or GPS Rwy 17	S-17: 623-1	Clear Approach	PAPI	No
Sibley	ISB	35	NDB or GPS Rwy 35	S-35: 583-1	Approach Obstruction	PAPI	No
Sioux Center	SOY	18	RNAV (GPS) Rwy 18 NDB Rwy 18	LNAV MDA: 512-1 S-18: 632-1	Clear Approach	none	No
Ground Gorner		36	None	NA	Approach Obstruction	none	No
		13	ILS or LOC Rwy 13 RNAV (GPS) Rwy 13 VOR/DME or TACAN Rwy 13 HI-TACAN or VOR/DME Rwy 13 NDB Rwy 13	S-ILS 13: 200-3/4 LPV DA: 200-3/4; LNAV MDA: 525- 3/4 S-13: 567-3/4 S-13: 525-3/4 S-13: 525-1 1/2	Approach Obstruction	VASI	No
Sioux City SI	SUX	ILS or LOC Rwy 31 SUX RNAV (GPS) Rwy 31 S-ILS 3 HI-TACAN or LPV DA VOR/DME Rwy 31 VOR or TACAN Rwy S-31: 4		S-ILS 31: 200-1/2 LPV DA: 200-1/2; LNAV MDA: 464-1/2 S-31: 464-1/2 S-31: 464-1/2 S-31: 525-1/2	Clear Approach	VASI	No
		17	RNAV (GPS) Rwy 17 NDB Rwy 17	LNAV MDA: 562-1 S-17: 662-1	Approach Obstruction	VASI	No
		35	NDB Rwy 35	S-35 (MOWVY FIX): 464-1	Clear Approach	VASI	Yes

Source: Airport manager survey, FAA 5010 forms, FAA approach plates, Airport Layout Plans, WAAS survey information, Office of Aviation



Table 3-51: Summary of Runway Approaches and Navigational Aids

NOTE: Primar	ry runways ar	e identified	in bold				
Associated City	FAA Identifier	Runway End	Published Approach	Category of Approach	Approach Obstruction Condition	VGSI Equipment Type	REIL
		12	ILS Rwy 12 RNAV (GPS) Rwy 12 VOR Rwy 12	S-ILS 12: 200-1/2 LPV DA: 200-1/2; LNAV MDA: 401-1/2 S-12 (NENPE FIX): 401-1/2	Clear Approach	VASI	No
Spencer	SPW	30	RNAV (GPS) Rwy 30 VOR Rwy 30 NDB Rwy 30	LNAV MDA: 383-1 S-30: 743-1 S-30: 503-1	Clear Approach	VASI	Yes
		18	RNAV (GPS) Rwy 18	LNAV MDA: 423-1	Clear Approach	PAPI	Yes
		36	RNAV (GPS) Rwy 36	LNAV MDA: 383-1	Approach Obstruction	PAPI	Yes
Spirit Lake 0F3		16			Clear Approach	none	Yes
Spirit Lake	UF3	34	None	NA	Approach Obstruction	none	Yes
		17	RNAV (GPS) Rwy 17 NDB Rwy 17	LNAV MDA: 376-1 S-17: 716-1	Clear Approach	PAPI	Yes
		RNAV (GPS) Rwy 35 LPV DA: 250-1; LNA NDB Rwy 35 S-35: 536-1		LPV DA: 250-1; LNAV MDA: 376-1 S-35: 536-1	Clear Approach	PAPI	Yes
Storm Lake	SLB	06	None	NA	Clear Approach	none	No
		24	None	NA	Clear Approach	none	No
		13	None	NA	Approach Obstruction	none	No
		31	None	NA	Clear Approach	none	No
0.11	200	08	None	NA	Approach Obstruction	none	No
Sully	8C2	26	None	NA	Clear Approach	none	No
Tipton	8C4	11	RNAV (GPS) Rwy 11 VOR Rwy 11	LNAV MDA: 520-1 Clear Approach		none	Yes
ripto	001	29	None	NA	Approach Obstruction	none	No
Toledo	8C5	17	None	NA	Clear Approach	none	No
Toledo	803	35	None	NA	Approach Obstruction	none	No
Traer	8C6	17	None	NA	Approach Obstruction	none	No
rraer	800	35	None	NA	Clear Approach	none	No
		09	RNAV (GPS) Rwy 09	LNAV MDA: 424-1	Approach Obstruction	PAPI	Yes
V. Contract	VITI	27	RNAV (GPS) Rwy 27	LPV DA: 250-1; LNAV MDA: 421-1	Approach Obstruction	PAPI	Yes
Vinton	VTI	16	None	NA	Clear Approach	none	No
		34	None	NA	Clear Approach	none	No
		18	RNAV (GPS) Rwy 18	LPV DA: 200-3/4; LNAV MDA: 448-1	Clear Approach	PAPI	Yes
Washington	AWG	36	RNAV (GPS) Rwy 36 VOR/DME Rwy 36	LPV DA: 200-3/4; LNAV MDA: 348-1 S-36: 368-1	Clear Approach	PAPI	Yes
		13	None	NA	Clear Approach	none	Yes
		31	NDB 31	S-31: 466-1	Approach Obstruction	none	Yes
		12	ILS or LOC Rwy 12 RNAV (GPS) Rwy 12 VOR Rwy 12	S-ILS 12: 200-1/2 LPV DA: 250-1/2; LNAV MDA: 387-1/2 S-12: 467-1/2	Approach Obstruction	PAPI	No
Waterloo		30	RNAV (GPS) Rwy 30 LOC BC Rwy 30 VOR/DME Rwy 30	LPV DA: 250-3/4; LNAV MDA: 433-3/4 S-30: 433-3/4 S-30: 453-3/4	Clear Approach	VASI	No
	ALO	06	RNAV (GPS) Rwy 06 VOR Rwy 06	LNAV MDA: 572-1 S-6 (DME MIN): 572-1	Clear Approach	VASI	Yes
		24	RNAV (GPS) Rwy 24 VOR Rwy 24	LNAV MDA: 373-1 S-24 (DME MIN): 373-1	Clear Approach	VASI	Yes
		18	RNAV (GPS) Rwy 18 VOR Rwy 18	LNAV MDA: 450-1 S-18 (DME MIN): 450-1	Approach Obstruction	VASI	Yes
		36	RNAV (GPS) Rwy 36 VOR Rwy 36	LNAV MDA: 551-1 S-36 (DME MIN): 571-1	Clear Approach	VASI	Yes
				· · · · · · · · · · · · · · · · · · ·			

Source: Airport manager survey, FAA 5010 forms, FAA approach plates, Airport Layout Plans, WAAS survey information, Office of Aviation



Table 3-51: Summary of Runway Approaches and Navigational Aids

NOTE: Primary	runways ar	e identified	in bold				
Associated City	FAA Identifier	Runway End	Published Approach	Category of Approach	Approach Obstruction Condition	VGSI Equipment Type	REIL
Waukon	Y01	07	None	NA	Clear Approach	none	No
Waukon	101	25	None	NA	Clear Approach	none	No
Waverly	C25	11	VOR or GPS-A	Circling: 550-1	Approach Obstruction	PAPI	Yes
vvaveny	G25	29	VOR or GPS-A	Circling: 550-1	Clear Approach	PAPI	Yes
		14	VOR/DME or GPS Rwy 14	S-14: 524-1	Approach Obstruction	SAVASI	Yes
Webster City	EBS	32	32 RNAV (GPS) Rwy 32 LPV DA: 275-1; LNAV MDA: 358-1 S-32: 599-1		Approach Obstruction	SAVASI	Yes
		05	None	NA	Clear Approach	none	No
		23	None	NA	Clear Approach	none	No
West Union	3Y2	17	GPS Rwy 17 VOR/DME or GPS-A	S-17 (WATERLOO ALT SETT): 528-1 CIRCLING (WATERLOO AL SETT): 608-1	Clear Approach	PAPI	No
West Union	312	35	GPS Rwy 35 VOR/DME or GPS-A	S-35 (WATERLOO ALT SETT): 549-1 CIRCLING (WATERLOO AL SETT): 608-1	Clear Approach	PAPI	No
Minterest	ovo.	14	VOR/DME or GPS-A	Circling: 670-1	Clear Approach	PAPI	Yes
Winterset	3Y3	32	VOR/DME or GPS-A	Circling: 670-1	Clear Approach	PAPI	Yes
Woodhina	2V4	17	None	NA	Approach Obstruction	none	No
Woodbine	3Y4	35	None	NA	Approach Obstruction	none	No

Source: Airport manager survey, FAA 5010 forms, FAA approach plates, Airport Layout Plans, WAAS survey information, Office of Aviation



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Table 3-52: Summary of Navigational Aids

Associated City	FAA Identifier	Airport Name	Rotating Beacon	Lighted Wind Indicator	RCO	Weather Reporting Equipment
Ackley	4C7	Ackley Municipal	No	No	none	none
Albia	4C8	Albia Municipal	Yes	Yes	none	none
Algona	AXA	Algona Municipal	Yes	Yes	none	AWOS
Allison	K98	Allison Municipal	No	No	none	none
Amana	C11	Amana	No	No	none	none
Ames	AMW	Ames Municipal	Yes	Yes	RCO	ASOS
Anita	Y43	Anita Municipal - Kevin Burke Memorial	No	Yes	none	none
Ankeny	IKV	Ankeny Regional	Yes	Yes	RCO	AWOS
Atlantic	AIO	Atlantic Municipal	Yes	Yes	none	AWOS
Audubon	ADU	Audubon County	Yes	Yes	none	AWOS
Bedford	Y46	Bedford Municipal	No	No	none	none
Belle Plaine	TZT	Belle Plaine Municipal - Mansfield Tippie	Yes	Yes	none	none
Belmond	Y48	Belmond Municipal	No	Yes	none	none
Bloomfield	4K6	Bloomfield Municipal	Yes	Yes	none	none
Boone	BNW	Boone Municipal	Yes	Yes	none	AWOS
Burlington	BRL	Southeast Iowa Regional	Yes	Yes	RCO	ASOS
Carroll	CIN	Carroll Municipal - Arthur N. Neu	Yes	Yes	none	AWOS
Cedar Rapids	CID	Eastern Iowa	Yes	Yes	none	ASOS
Centerville	TVK	Centerville Municipal	Yes	Yes	none	AWOS
Chariton	CNC	Chariton Municipal	Yes	Yes	none	AWOS
Charles City	CCY	Northeast Iowa Regional	Yes	Yes	RCO	AWOS
Cherokee	CKP	Cherokee County Regional	Yes	Yes	none	AWOS
Clarinda	ICL	Clarinda Municipal - Schenck	Yes	Yes	none	AWOS
Clarion	CAV	Clarion Municipal	Yes	Yes	none	AWOS
Clinton	CWI	Clinton Municipal	Yes	Yes	RCO	ASOS
Corning	CRZ	Corning Municipal	Yes	Yes	none	none
Council Bluffs	CBF	Council Bluffs Municipal	Yes	Yes	none	AWOS
Cresco	CJJ	Cresco Municipal - Ellen Church	No	Yes	none	none
Creston	CSQ	Creston Municipal	Yes	Yes	none	AWOS
Davenport	DVN	Davenport Municipal	Yes	Yes	RCO	ASOS
Decorah	DEH	Decorah Municipal	Yes	Yes	none	AWOS
Denison	DNS	Denison Municipal	Yes	Yes	RCO	AWOS
Des Moines (International)	DSM	Des Moines International	Yes	Yes	none	ASOS
Des Moines (Morningstar)	Y76	Des Moines - Morningstar	No	Yes	none	none
Dubuque	DBQ	Dubuque Regional	Yes	Yes	none	ASOS
Dyersville	IA80	Dyersville Area	No	Yes	none	none
Eagle Grove	EAG	Eagle Grove Municipal	Yes	Yes	none	none
Eldora	6C0	Eldora Municipal	No	Yes	none	none
Elkader	127	Elkader	No	No	none	none
Emmetsburg	EGQ	Emmetsburg Municipal	Yes	Yes	none	none
		or Office of Activities				

Source: Airport manager survey, Office of Aviation



Table 3-52: Summary of Navigational Aids

Associated City	FAA Identifier	Airport Name	Rotating Beacon	Lighted Wind Indicator	RCO	Weather Reporting Equipment
Estherville	EST	Estherville Municipal	Yes	Yes	none	ASOS
Fairfield	FFL	Fairfield Municipal	Yes	Yes	none	AWOS
Forest City	FXY	Forest City Municipal	Yes	Yes	none	AWOS
Fort Dodge	FOD	Fort Dodge Regional	Yes	Yes	RCO	ASOS
Fort Madison	FSW	Fort Madison Municipal	Yes	Yes	none	AWOS
Greenfield	GFZ	Greenfield Municipal	Yes	Yes	none	none
Grinnell	GGI	Grinnell Regional	Yes	Yes	RCO	AWOS
Grundy Center	6K7	Grundy Center Municipal	No	No	none	none
Guthrie Center	GCT	Guthrie County Regional	Yes	Yes	none	none
Hampton	HPT	Hampton Municipal	Yes	Yes	none	AWOS
Harlan	HNR	Harlan Municipal	Yes	Yes	none	AWOS
Humboldt	0K7	Humboldt Municipal	Yes	Yes	none	none
Ida Grove	IDG	Ida Grove Municipal	Yes	Yes	none	none
Independence	IIB	Independence Municipal	Yes	Yes	none	AWOS
Iowa City	IOW	Iowa City Municipal	Yes	Yes	RCO	ASOS
Iowa Falls	IFA	Iowa Falls Municipal	Yes	Yes	none	AWOS
Jefferson	EFW	Jefferson Municipal	Yes	Yes	RCO	none
Keokuk	EOK	Keokuk Municipal	Yes	Yes	RCO	AWOS
Keosauqua	6K9	Keosauqua Municipal	No	Yes	none	none
Knoxville	OXV	Knoxville Municipal	Yes	Yes	none	AWOS
Lake Mills	OY6	Lake Mills Municipal	No	Yes	none	none
Lamoni	LWD	Lamoni Municipal	Yes	Yes	none	ASOS
Larchwood	2VA	Zangger Vintage Airpark	No	No	none	none
Le Mars	LRJ	Le Mars Municipal	Yes	Yes	none	AWOS
Manchester	C27	Manchester Municipal	Yes	Yes	none	none
Mapleton	MEY	Mapleton - James G Whiting Memorial	Yes	Yes	none	none
Maquoketa	OQW	Maquoketa Municipal	Yes	Yes	none	none
Marion	C17	Marion	Yes	Yes	none	none
Marshalltown	MIW	Marshalltown Municipal	Yes	Yes	RCO	ASOS
Mason City	MCW	Mason City Municipal	Yes	Yes	RCO	ASOS
Milford	4D8	Milford Municipal - Fuller	No	Yes	none	none
Monona	7C3	Monona Municipal	No	Yes	none	none
Montezuma	7C5	Montezuma Sig Field	No	No	none	none
Monticello	MXO	Monticello Regional	Yes	Yes	none	AWOS
Mount Ayr	1Y3	Mount Ayr Municipal - Judge Lewis	No	Yes	none	none
Mount Pleasant	MPZ	Mount Pleasant Municipal	Yes	Yes	none	AWOS
Muscatine	MUT	Muscatine Municipal	Yes	Yes	RCO	AWOS
New Hampton	1Y5	New Hampton Municipal	No	Yes	none	none
Newton	TNU	Newton Municipal	Yes	Yes	RCO	AWOS
Northwood	5D2	Northwood Municipal	No	Yes	none	none

Source: Airport manager survey, Office of Aviation



Table 3-52: Summary of Navigational Aids

Oelwein OLZ Oelwein Municipal Yes Yes none AWOS Onawa K36 Onawa Municipal No Yes none none Orange City ORC Orange City Municipal No Yes none AWOS Osage D02 Osage Municipal Yes Yes none AWOS Oskaloosa OOA Oskaloosa Municipal Yes Yes none AWOS Ottumwa OTM Ottumwa Regional Yes Yes none AWOS Paullina 179 Paullina Municipal Yes Yes none none Pella PEA Pella Municipal Yes Yes none none AWOS Perry PRO Perry Municipal Yes Yes none AWOS Perry PRO Perry Municipal Yes Yes none none AWOS Perry PRO Perry Municipal Yes Yes none	Associated City	FAA Identifier	Airport Name	Rotating Beacon	Lighted Wind Indicator	RCO	Weather Reporting Equipment
Orange City ORC Orange City Municipal No Yes none AWOS Osage D02 Osage Municipal No Yes none none Oscalosa D04 Oskaloosa Municipal Yes Yes none AWOS Oskaloosa OOA Oskaloosa Municipal Yes Yes none AWOS Ostalousa OOA Oskaloosa Municipal Yes Yes none AWOS Paullina 1 Y9 Paullina Municipal No Yes none none Pella PEA Pella Municipal Yes Yes none AWOS Perry PRO Perry Municipal Yes Yes none AWOS No Yes none none none none none none none none	Oelwein	OLZ	Oelwein Municipal	Yes	Yes	none	AWOS
Osage D02 Osage Municipal No Yes none none Oscacola 175 Oscacola Municipal Yes Yes none AWOS Oskaloosa OOA Oskaloosa Municipal Yes Yes none AWOS Ottumwa OTM Ottumwa Regional Yes Yes RCO ASOS Paullina 1179 Paullina Municipal No Yes none none none Pella PEA Pella Municipal Yes Yes none AWOS Perry PRO Perry Municipal Yes Yes none AWOS Perry PRO Perry Municipal Yes Yes none none AWOS Perry PRO Perry Municipal Yes Yes none	Onawa	K36	Onawa Municipal	No	Yes	none	none
Osceola 175 Osceola Municipal Yes Yes none AWOS Oskaloosa OOA Oskaloosa Municipal Yes Yes none AWOS Ottumwa OTM Ottumwa Regional Yes Yes RCO ASOS Paullina 179 Paullina Municipal No Yes none none Pella PEA Pella Municipal Yes Yes none AWOS Perry PRO Perry Municipal Yes Yes none none Primghar PRO Perry Municipal Yes Yes none none Primghar POH Pocahontas Municipal Yes Yes none AWOS Pocahontas POH Pocahontas Municipal Yes Yes none none Primghar 2Y0 Primghar Municipal Yes Yes none none none Primghar POH Pocahontas Municipal Yes Yes none none none Red Oak RDK Red Oak Municipal Yes Yes none none none Red Oak RDK Red Oak Municipal Yes Yes none none none Rockwell City 2Y4 Rockwell City Municipal Yes Yes none none Sac City SKI Sac City Municipal Yes Yes none none Sheldon SHL Sheldon Municipal Yes Yes none AWOS Shenandoah SDA Shenandoah Municipal Yes Yes none AWOS Sibley ISB Sibley Municipal No Yes none none Sioux Center SOY Sioux Center Municipal No Yes none none Sioux Center SOY Sioux Gateway Yes Yes none none Sioux City SUX Sioux Gateway Yes Yes none ASOS Spencer SPW Spencer Municipal No Yes none none Storm Lake SLB Storm Lake Municipal No No none none Storm Lake SLB Storm Lake Municipal No No none none Tipton &C4 Tipton Municipal No No No none none Storm Lake SLB Storm Lake Municipal No No none none None Tipton &C4 Tipton Municipal No No No none none Storm Lake SLB Storm Lake Municipal No No none none None Tipton &C4 Tipton Municipal No No No none none None Tipton &C5 Toledo Municipal No No No none none AWOS Washington AWG Washington Municipal No Yes none none AWOS Washington AWG Washington Municipal Yes Yes none ASOS Washington AWG Washington Municipal Yes Yes none none None None None None None None	Orange City	ORC	Orange City Municipal	No	Yes	none	AWOS
Oskaloosa OOA Oskaloosa Municipal Yes Yes none AWOS Ottumwa OTM Ottumwa Regional Yes Yes RCO ASOS Paullina 179 Paullina Municipal No Yes none none Pella PEA Pella Municipal Yes Yes none none Pella PEA Pella Municipal Yes Yes none AWOS Pocahontas POH Pocahontas Municipal Yes Yes none none Primghar 2Y0 Primghar Municipal Yes Yes none none Red Oak RDK Red Oak Municipal Yes Yes none none Red Oak RDK Red Oak Municipal Yes Yes none none Red Rapids RRQ Rock Rapids Municipal Yes Yes none none Rockwell City 2Y4 Rockwell City Municipal Yes Yes none none Sac City SKI Sac City Municipal Yes Yes none none Sheldon SHL Sheldon Municipal Yes Yes none AWOS Shenandoah SDA Shenandoah Municipal Yes Yes none AWOS Sibley ISB Sibley Municipal Yes Yes none none Sioux Center SOY Sioux Center Municipal No Yes none none Sioux City SUX Sioux Gateway Yes Yes none ASOS Spencer SPW Spencer Municipal No Yes None none Storm Lake SLB Storm Lake Municipal No Yes none none Storm Lake SLB Storm Lake Municipal No No No none none Tipton 8C4 Tipton Municipal No No No none none Traer 8C6 Traer Municipal No No No none none Traer 8C6 Traer Municipal No Yes none none Traer 8C6 Traer Municipal No No No none none Washington AWG Washington Municipal Yes Yes none AWOS Washington AWG Washington Municipal No Yes none none Traer 8C6 Traer Municipal No No No none none Traer 8C6 Traer Municipal No Yes none none Washington AWG Washington Municipal Yes Yes none AWOS Washington AWG Washington Municipal No Yes none none Washington AWG Washington Municipal Yes Yes none AWOS Washington AWG Washington Municipal Yes Yes none none Waset Union 3Y2 West Union Municipal Yes Yes none none Webster City EBS Webster City Municipal Yes Yes none none Winterset 3Y3 Winterset Municipal Yes Yes none none	Osage	D02	Osage Municipal	No	Yes	none	none
Ottumwa OTM Ottumwa Regional Yes Yes RCO ASOS Paullina 1Y9 Paullina Municipal No Yes none none Pella PEA Pella Municipal Yes Yes none AWOS Perry PRO Perry Municipal Yes Yes none AWOS Pocahontas POH Pocahontas Municipal Yes Yes none none Primghar 2Y0 Primghar Municipal No Yes none none Red Oak RDK Red Oak Municipal Yes Yes none none Rock Rapids RRQ Rock Rapids Municipal Yes Yes none none Rock Rapids RRQ Rock Rapids Municipal Yes Yes none none Rock Rapids RRQ Rock Rapids Municipal Yes Yes none none Rock Rapids RRQ Rock Rapids Municipal Yes Yes none	Osceola	175	Osceola Municipal	Yes	Yes	none	AWOS
Paullina 1Y9 Paullina Municipal No Yes none none Pella PEA Pella Municipal Yes Yes none AWOS Perry PRO Perry Municipal Yes Yes none AWOS Pocahontas POH Pocahontas Municipal Yes Yes none none Primghar 2Y0 Primghar Municipal No Yes none none Red Oak RDK Red Oak Municipal Yes Yes none none Rock Rapids RRQ Rock Rapids Municipal Yes Yes none none Rockwell City 2Y4 Rockwell City Municipal Yes Yes none none Sac City SKI Sac City Municipal Yes Yes none none Sheldon SHL Sheldon Municipal Yes Yes none none Shenandoah SDA Shenandoah Municipal Yes Yes none	Oskaloosa	OOA	Oskaloosa Municipal	Yes	Yes	none	AWOS
Pella PEA Pella Municipal Yes Yes none AWOS Perry PRO Perry Municipal Yes Yes none AWOS Pocahontas POH Pocahontas Municipal Yes Yes none none Primghar 2Y0 Primghar Municipal No Yes none none Red Oak RDK Red Oak Municipal Yes Yes none AWOS Rock Rapids RRQ Rock Rapids Municipal Yes Yes none none Rock Rapids RRQ Rock Rapids Municipal Yes Yes none none Rock Rapids RRQ Rock Rapids Municipal Yes Yes none none Rock Rapids RRQ Rock Rapids Municipal Yes Yes none none Sac City SKI Sac City Municipal Yes Yes none none Sheldon SHL Sheladon Municipal Yes Yes none </td <td>Ottumwa</td> <td>ОТМ</td> <td>Ottumwa Regional</td> <td>Yes</td> <td>Yes</td> <td>RCO</td> <td>ASOS</td>	Ottumwa	ОТМ	Ottumwa Regional	Yes	Yes	RCO	ASOS
Perry PRO Perry Municipal Yes Yes none AWOS Pocahontas POH Pocahontas Municipal Yes Yes none none Primghar 2Y0 Primghar Municipal No Yes none none Red Oak RDK Red Oak Municipal Yes Yes none none Red Oak RDK Red Oak Municipal Yes Yes none none Rock Rapids RRQ Rock Rapids Municipal Yes Yes none none Rockwell City 2Y4 Rockwell City Municipal No Yes RCO none Sac City SKI Sac City Municipal Yes Yes none none Sheldon SHL Sheldon Municipal Yes Yes none AWOS Shenandoah SDA Shenandoah Municipal Yes Yes none AWOS Sibley ISB Sibley Municipal No Yes none none Sioux Center SOY Sioux Center Municipal No Yes none none Sioux City SUX Sioux Gateway Yes Yes none ASOS Spencer SPW Spencer Municipal Yes Yes none none Storm Lake SLB Storm Lake Municipal Yes Yes none none Storm Lake SLB Storm Lake Municipal No Yes none none Tipton 8C4 Tipton Municipal Yes Yes none AWOS Sully 8C2 Sully Municipal No No none none Tipton 8C4 Tipton Municipal No No none none Traer 8C6 Traer Municipal No No none none Traer 8C6 Traer Municipal No Yes none none Traer 8C6 Traer Municipal No Yes none none Washington AWG Washington Municipal Yes Yes none AWOS Washington AWG Washington Municipal Yes Yes none AWOS Washington AWG Washington Municipal Yes Yes none AWOS Waterloo ALO Waterloo Regional Yes Yes none none Waverly C25 Waverly Municipal Yes Yes none none Webster City EBS Webster City Municipal Yes Yes none none West Union Witterset Municipal George L Winterset 3Y3 Winterset Municipal Yes Yes none none	Paullina	1Y9	Paullina Municipal	No	Yes	none	none
Pocahontas POH Pocahontas Municipal Yes Yes none none Primghar 2Y0 Primghar Municipal No Yes none none Red Oak RDK Red Oak Municipal Yes Yes none AWOS Rock Rapids RRQ Rock Rapids Municipal Yes Yes none none Rockwell City 2Y4 Rockwell City Municipal No Yes RCO none Sac City SKI Sac City Municipal Yes Yes none none Shenandoah SHL Sheldon Municipal Yes Yes none AWOS Shenandoah SDA Shenandoah Municipal Yes Yes none AWOS Sibley ISB Sibley Municipal No Yes none none Sioux Center SOY Sioux Center Municipal No Yes none none Sioux City SUX Sioux Gateway Yes Yes <td< td=""><td>Pella</td><td>PEA</td><td>Pella Municipal</td><td>Yes</td><td>Yes</td><td>none</td><td>AWOS</td></td<>	Pella	PEA	Pella Municipal	Yes	Yes	none	AWOS
Primghar 270 Primghar Municipal No Yes none none Red Oak RDK Red Oak Municipal Yes Yes none AWOS Rock Rapids RRQ Rock Rapids Municipal Yes Yes none none Rockwell City 274 Rockwell City Municipal Yes Yes none none Rockwell City SKI Sac City Municipal Yes Yes none none Sac City SKI Sac City Municipal Yes Yes none none Sheldon SHL Sheldon Municipal Yes Yes none AWOS Shenandoah SDA Shenandoah Municipal Yes Yes none none Sioux Center SOY Sioux Center Municipal No Yes none none Sioux Center SOY Sioux Gateway Yes Yes none ASOS Spencer SPW Spencer Municipal Yes Yes none ASOS Spirit Lake OF3 Spirit Lake Municipal No Yes none none Storm Lake SLB Storm Lake Municipal No No No none none Tipton 8C4 Tipton Municipal No No No none none Tipton 8C4 Tipton Municipal No No No none none Traer 8C6 Traer Municipal No No No none none Traer 8C6 Traer Municipal No Yes none none Vinton VTI Vinton Veterans Memorial Yes Yes none AWOS Washington AWG Washington Municipal Yes Yes none AWOS Waterloo ALO Waterloo Regional Yes Yes none AWOS Wast Union 372 West Union Municipal Yes Yes none none Winterset 373 Winterset Municipal Yes Yes none none	Perry	PRO	Perry Municipal	Yes	Yes	none	AWOS
Red Oak RDK Red Oak Municipal Yes Yes none AWOS Rock Rapids RRQ Rock Rapids Municipal Yes Yes none none Rock Rapids RRQ Rock Rapids Municipal Yes Yes none none Rock City SKI Sac City Municipal Yes Yes none none Sheldon SHL Sheldon Municipal Yes Yes none none Sheldon SHL Sheldon Municipal Yes Yes none none Sheldon SHL Sheldon Municipal Yes Yes none AWOS Shenandoah SDA Shenandoah Municipal Yes Yes none none AWOS Sibley ISB Sibley Municipal No Yes none none none none none ASOS Spencer SPPW Spencer Municipal No Yes Yes none none AWOS Sully Spe	Pocahontas	POH	Pocahontas Municipal	Yes	Yes	none	none
Rock Rapids RRQ Rock Rapids Municipal Yes Yes none none Rockwell City 2Y4 Rockwell City Municipal No Yes RCO none Sac City SKI Sac City Municipal Yes Yes none none Sheldon SHL Sheldon Municipal Yes Yes none AWOS Shenandoah SDA Shenandoah Municipal Yes Yes none AWOS Shenandoah SDA Shenandoah Municipal Yes Yes none AWOS Sibley ISB Sibley Municipal No Yes none none none Sioux Center SOY Sioux Center Municipal No Yes none none none Sioux City SUX Sioux Center Municipal No Yes none none ASOS Spencer SPW Spencer Municipal Yes Yes none none none ASOS Spirit Lake Municipal No	Primghar	2Y0	Primghar Municipal	No	Yes	none	none
Rockwell City2Y4Rockwell City MunicipalNoYesRCOnoneSac CitySKISac City MunicipalYesYesnonenoneSheldonSHLSheldon MunicipalYesYesnoneAWOSShenandoahSDAShenandoah MunicipalYesYesnoneAWOSSibleyISBSibley MunicipalNoYesnonenoneSioux CenterSOYSioux Center MunicipalNoYesnonenoneSioux CitySUXSioux GatewayYesYesnoneASOSSpencerSPWSpencer MunicipalYesYesRCOASOSSpirit Lake0F3Spirit Lake MunicipalNoYesnonenoneStorm LakeSLBStorm Lake MunicipalYesYesnonenoneSully8C2Sully MunicipalNoNononenoneTipton8C4Tipton Municipal - Mathews MemorialNoYesnonenoneToledo8C5Toledo MunicipalNoNononenoneVintonVTIVinton Veterans MemorialYesYesnoneAWOSWashingtonAWGWashington MunicipalYesYesnoneAMOSWaterlooALOWaterloo RegionalYesYesnonenoneWaverlyC25Waverly MunicipalYesYesnonenoneWest Union3Y2West Union Municipal	Red Oak	RDK	Red Oak Municipal	Yes	Yes	none	AWOS
Sac City SKI Sac City Municipal Yes Yes none none Sheldon SHL Sheldon Municipal Yes Yes none AWOS Shenandoah SDA Shenandoah Municipal Yes Yes none AWOS Sibley ISB Sibley Municipal No Yes none none Sioux Center SOY Sioux Center Municipal No Yes none none Sioux City SUX Sioux Gateway Yes Yes none ASOS Spencer SPW Spencer Municipal No Yes none none Storm Lake 0F3 Spirit Lake Municipal No Yes none none Storm Lake SLB Storm Lake Municipal Yes Yes none AWOS Sully 8C2 Sully Municipal No No No none none Tipton 8C4 Tipton Municipal - Mathews Memorial No No none none Traer 8C6 Traer Municipal No No No none none None Traer 8C6 Traer Municipal Yes Yes none AWOS Washington AWG Washington Municipal Yes Yes none AWOS Waterloo ALO Waterloo Regional Yes Yes none AWOS Waterloo ALO Waterloo Regional Yes Yes none none None No	Rock Rapids	RRQ	Rock Rapids Municipal	Yes	Yes	none	none
SheldonSHLSheldon MunicipalYesYesnoneAWOSShenandoahSDAShenandoah MunicipalYesYesnoneAWOSSibleyISBSibley MunicipalNoYesnonenoneSioux CenterSOYSioux Center MunicipalNoYesnonenoneSioux CitySUXSioux GatewayYesYesnoneASOSSpencerSPWSpencer MunicipalYesYesRCOASOSSpirit Lake0F3Spirit Lake MunicipalNoYesnonenoneStorm LakeSLBStorm Lake MunicipalYesYesnoneAWOSSully8C2Sully MunicipalNoNononenoneTipton8C4Tipton Municipal - Mathews MemorialNoYesnonenoneToledo8C5Toledo MunicipalNoNononenoneTraer8C6Traer MunicipalNoYesnonenoneVintonVTIVinton Veterans MemorialYesYesnoneAWOSWashingtonAWGWashington MunicipalYesYesnonenoneWaterlooALOWaterloo RegionalYesYesnonenoneWaverlyC25Waverly MunicipalYesYesnonenoneWest Union3Y2West Union Municipal - George L ScottYesYesnonenoneWinterset3Y3Winterset M	Rockwell City	2Y4	Rockwell City Municipal	No	Yes	RCO	none
Shenandoah SDA Shenandoah Municipal Yes Yes none AWOS Sibley ISB Sibley Municipal No Yes none none Sioux Center SOY Sioux Center Municipal No Yes none none Sioux City SUX Sioux Gateway Yes Yes none ASOS Spencer SPW Spencer Municipal Yes Yes none none Storm Lake 0F3 Spirit Lake Municipal No Yes none none Storm Lake SLB Storm Lake Municipal Yes Yes none AWOS Sully 8C2 Sully Municipal No No none none Tipton 8C4 Tipton Municipal - Mathews No Yes none none Toledo 8C5 Toledo Municipal No No none none Traer 8C6 Traer Municipal No Yes none none Vinton VTI Vinton Veterans Memorial Yes Yes none AWOS Washington AWG Washington Municipal Yes Yes none AWOS Waterloo ALO Waterloo Regional Yes Yes none none Waverly C25 Waverly Municipal Yes Yes none none West Union 3Y2 West Union Municipal Yes Yes none none Winterset 3Y3 Winterset Municipal Yes Yes none none	Sac City	SKI	Sac City Municipal	Yes	Yes	none	none
Sibley ISB Sibley Municipal No Yes none none Sioux Center SOY Sioux Center Municipal No Yes none none Sioux City SUX Sioux Gateway Yes Yes none ASOS Spencer SPW Spencer Municipal Yes Yes RCO ASOS Spirit Lake 0F3 Spirit Lake Municipal No Yes none none Storm Lake SLB Storm Lake Municipal Yes Yes none AWOS Sully 8C2 Sully Municipal No No none none Tipton 8C4 Tipton Municipal - Mathews No Yes none none Toledo 8C5 Toledo Municipal No No none none None Traer 8C6 Traer Municipal No Yes none none None Vinton VTI Vinton Veterans Memorial Yes Yes none AWOS Washington AWG Washington Municipal Yes Yes none AWOS Waterloo ALO Waterloo Regional Yes Yes none AWOS Waverly C25 Waverly Municipal Yes Yes none none None Waverly C25 Waverly Municipal Yes Yes none none None West Union 3Y2 West Union Municipal Yes Yes none AWOS West Union 3Y2 West Union Municipal Yes Yes none none None None None None None None	Sheldon	SHL	Sheldon Municipal	Yes	Yes	none	AWOS
Sioux Center SOY Sioux Center Municipal No Yes none none Sioux City SUX Sioux Gateway Yes Yes none ASOS Spencer SPW Spencer Municipal Yes Yes RCO ASOS Spirit Lake 0F3 Spirit Lake Municipal No Yes none none Storm Lake SLB Storm Lake Municipal Yes Yes none AWOS Sully 8C2 Sully Municipal No No none none Tipton 8C4 Tipton Municipal - Mathews No Yes none none Toledo 8C5 Toledo Municipal No No none none Traer 8C6 Traer Municipal No Yes none none Vinton VTI Vinton Veterans Memorial Yes Yes none AWOS Washington AWG Washington Municipal Yes Yes none AWOS Waterloo ALO Waterloo Regional Yes Yes none ASOS Waverly C25 Waverly Municipal Yes Yes none none Webster City EBS Webster City Municipal Yes Yes none none West Union 3Y2 West Union Municipal Yes Yes none none Winterset 3Y3 Winterset Municipal Yes Yes none none	Shenandoah	SDA	Shenandoah Municipal	Yes	Yes	none	AWOS
Sioux City SUX Sioux Gateway Yes Yes none ASOS Spencer SPW Spencer Municipal Yes Yes RCO ASOS Spirit Lake 0F3 Spirit Lake Municipal No Yes none none Storm Lake SLB Storm Lake Municipal Yes Yes none AWOS Sully 8C2 Sully Municipal No No none none Tipton 8C4 Tipton Municipal - Mathews No Yes none none Toledo 8C5 Toledo Municipal No No none none Traer 8C6 Traer Municipal No Yes none none Vinton VTI Vinton Veterans Memorial Yes Yes none AWOS Washington AWG Washington Municipal Yes Yes none AWOS Waterloo ALO Waterloo Regional Yes Yes none none Waverly C25 Waverly Municipal Yes Yes none none West Union 3Y2 West Union Municipal Yes Yes none AWOS West Union 3Y2 West Union Municipal Yes Yes none none None None none None None none none Newst Union 3Y2 West Union Municipal Yes Yes none Newst Union 3Y2 West Union Municipal Yes Yes None	Sibley	ISB	Sibley Municipal	No	Yes	none	none
SpencerSPWSpencer MunicipalYesYesRCOASOSSpirit Lake0F3Spirit Lake MunicipalNoYesnonenoneStorm LakeSLBStorm Lake MunicipalYesYesnoneAWOSSully8C2Sully MunicipalNoNononenoneTipton8C4Tipton Municipal - Mathews MemorialNoNononenoneToledo8C5Toledo MunicipalNoNononenoneTraer8C6Traer MunicipalNoYesnonenoneVintonVTIVinton Veterans MemorialYesYesnoneAWOSWashingtonAWGWashington MunicipalYesYesnoneAWOSWaterlooALOWaterloo RegionalYesYesnonenoneWaverlyC25Waverly MunicipalNoYesronenoneWebster CityEBSWebster City MunicipalYesYesnonenoneWest Union3Y2West Union Municipal - George L ScottYesYesnonenoneWinterset3Y3Winterset MunicipalYesYesnonenone	Sioux Center	SOY	Sioux Center Municipal	No	Yes	none	none
Spirit Lake 0F3 Spirit Lake Municipal No Yes none none Storm Lake SLB Storm Lake Municipal Yes Yes none AWOS Sully 8C2 Sully Municipal No No none none Tipton 8C4 Tipton Municipal - Mathews No Yes none none Toledo 8C5 Toledo Municipal No No none none Traer 8C6 Traer Municipal No Yes none none Vinton VTI Vinton Veterans Memorial Yes Yes none AWOS Washington AWG Washington Municipal Yes Yes none AWOS Waterloo ALO Waterloo Regional Yes Yes none none Waverly C25 Waverly Municipal Yes Yes none none Webster City EBS Webster City Municipal Yes Yes none AWOS West Union 3Y2 West Union Municipal Yes Yes none none Winterset 3Y3 Winterset Municipal Yes Yes none none	Sioux City	SUX	Sioux Gateway	Yes	Yes	none	ASOS
Storm Lake SLB Storm Lake Municipal Yes Yes none AWOS Sully 8C2 Sully Municipal No No none none Tipton 8C4 Tipton Municipal - Mathews No Yes none none Toledo 8C5 Toledo Municipal No No none none Traer 8C6 Traer Municipal No Yes none none Vinton VTI Vinton Veterans Memorial Yes Yes none AWOS Washington AWG Washington Municipal Yes Yes none AWOS Waterloo ALO Waterloo Regional Yes Yes none none Waverly C25 Waverly Municipal Yes Yes none none Webster City EBS Webster City Municipal Yes Yes none AWOS West Union 3Y2 West Union Municipal Yes Yes none none Winterset 3Y3 Winterset Municipal Yes Yes none none	Spencer	SPW	Spencer Municipal	Yes	Yes	RCO	ASOS
Sully8C2Sully MunicipalNoNononenoneTipton8C4Tipton Municipal - Mathews MemorialNoYesnonenoneToledo8C5Toledo MunicipalNoNononenoneTraer8C6Traer MunicipalNoYesnonenoneVintonVTIVinton Veterans MemorialYesYesnoneAWOSWashingtonAWGWashington MunicipalYesYesnoneAWOSWaterlooALOWaterloo RegionalYesYesnonenoneWaukonY01Waukon MunicipalNoYesnonenoneWaverlyC25Waverly MunicipalYesYesnonenoneWebster CityEBSWebster City MunicipalYesYesnonenoneWest Union3Y2West Union Municipal - George L ScottYesYesnonenoneWinterset3Y3Winterset MunicipalYesYesnonenone	Spirit Lake	0F3	Spirit Lake Municipal	No	Yes	none	none
Tipton 8C4 Tipton Municipal - Mathews Memorial No Yes none none Toledo 8C5 Toledo Municipal No No none none Traer 8C6 Traer Municipal No Yes none none Vinton VTI Vinton Veterans Memorial Yes Yes none AWOS Washington AWG Washington Municipal Yes Yes none AWOS Waterloo ALO Waterloo Regional Yes Yes none ASOS Waukon Y01 Waukon Municipal No Yes none none Waverly C25 Waverly Municipal Yes Yes none none Webster City EBS Webster City Municipal Yes Yes none AWOS West Union 3Y2 West Union Municipal Yes Yes none none Winterset 3Y3 Winterset Municipal Yes Yes none none	Storm Lake	SLB	Storm Lake Municipal	Yes	Yes	none	AWOS
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Traer 8C6 Traer Municipal No Yes none none Vinton VTI Vinton Veterans Memorial Yes Yes none AWOS Washington AWG Washington Municipal Yes Yes none AWOS Waterloo ALO Waterloo Regional Yes Yes none ASOS Waukon Y01 Waukon Municipal No Yes none none Waverly C25 Waverly Municipal Yes Yes none none Webster City EBS Webster City Municipal Yes Yes none AWOS West Union 3Y2 West Union Municipal - George L Scott Winterset Municipal Yes Yes none none	Tipton	8C4	•	No	Yes	none	none
Vinton VTI Vinton Veterans Memorial Yes Yes none AWOS Washington AWG Washington Municipal Yes Yes none AWOS Waterloo ALO Waterloo Regional Yes Yes none ASOS Waukon Y01 Waukon Municipal No Yes none none Waverly C25 Waverly Municipal Yes Yes none none Webster City EBS Webster City Municipal Yes Yes none AWOS West Union 3Y2 West Union Municipal George L Scott Yes None none none Winterset 3Y3 Winterset Municipal Yes Yes none none	Toledo	8C5	Toledo Municipal	No	No	none	none
WashingtonAWGWashington MunicipalYesYesnoneAWOSWaterlooALOWaterloo RegionalYesYesnoneASOSWaukonY01Waukon MunicipalNoYesnonenoneWaverlyC25Waverly MunicipalYesYesnonenoneWebster CityEBSWebster City MunicipalYesYesnoneAWOSWest Union3Y2West Union Municipal - George L ScottYesYesnonenoneWinterset3Y3Winterset MunicipalYesYesnonenone	Traer	8C6	Traer Municipal	No	Yes	none	none
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WaverlyC25Waverly MunicipalYesYesnonenoneWebster CityEBSWebster City MunicipalYesYesnoneAWOSWest Union3Y2West Union Municipal - George L ScottYesYesnonenoneWinterset3Y3Winterset MunicipalYesYesnonenone	Waterloo	ALO	Waterloo Regional	Yes	Yes	none	ASOS
Webster City EBS Webster City Municipal Yes Yes none AWOS West Union 3Y2 West Union Municipal - George L Scott Yes Yes none none Winterset 3Y3 Winterset Municipal Yes Yes none none	Waukon	Y01	Waukon Municipal	No	Yes	none	none
West Union 3Y2 West Union Municipal - George L Yes Yes none none Winterset 3Y3 Winterset Municipal Yes Yes none none	Waverly	C25	Waverly Municipal	Yes	Yes	none	none
Winterset 3Y3 Winterset Municipal Yes Yes none none	Webster City	EBS	Webster City Municipal	Yes	Yes	none	AWOS
	West Union	3Y2	_ ·	Yes	Yes	none	none
Woodbine 3Y4 Woodbine Municipal No Yes none none	Winterset	3Y3	Winterset Municipal	Yes	Yes	none	none
	Woodbine	3Y4	Woodbine Municipal	No	Yes	none	none

Source: Airport manager survey, Office of Aviation



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Associated City	FAA Identifier	Type of Terminal Building	Terminal Parking Lot Spaces	Ground Transportation Options	Food & Beverage Available	Posted After Hours Contact Information	Method of Internet Access	Number of Restrooms	Pilot Area
Ackley	4C7	No terminal	3	none	No	Yes	No internet	none	No
Albia	4C8	No terminal	15	Car rental	No	Yes	No internet	2	No
Algona	AXA	Free standing	29	Courtesy car & car rental	Yes	Yes	Computer & Wireless	2	Yes
Allison	K98	Free standing	2	none	No	Yes	No internet	none	No
Amana	C11	Attached to hangar	6	none	No	Yes	Wireless	1	No
Ames	AMW	Free standing	45	Courtesy car & car rental	Yes	Yes	Computer & Wireless	2	Yes
Anita	Y43	No terminal	0	none	No	Yes	No internet	none	No
Ankeny	IKV	Free standing	100	Courtesy car & car rental	Yes	Yes	Computer & Wireless	2	Yes
Atlantic	AIO	Free standing	17	Courtesy car & car rental	No	Yes	Wireless	2	Yes
Audubon	ADU	Free standing	7	Car rental	No	Yes	Computer	2	Yes
Bedford	Y46	Free standing	4	none	No	Yes	No internet	1	No
Belle Plaine	TZT	Attached to hangar	30	Courtesy car	No	Yes	Wireless	2	Yes
Belmond	Y48	No terminal	12	none	No	Yes	No internet	none	No
Bloomfield	4K6	Free standing	17	Courtesy car	No	Yes	Computer	1	Yes
Boone	BNW	Attached to hangar	20	Courtesy car & car rental	No	Yes	Computer & Wireless	2	Yes
Burlington	BRL	Free standing	372	Courtesy car & car rental	Yes	Yes	Computer & Wireless	2	Yes
Carroll	CIN	Free standing	15	Courtesy car & car rental	Yes	Yes	Wireless	2	Yes
Cedar Rapids	CID	Free standing	2,592	Courtesy car & car rental	Yes	Yes	Wireless	6	Yes
Centerville	TVK	Free standing	10	Courtesy car	Yes	Yes	Computer	2	Yes
Chariton	CNC	Free standing	13	Courtesy car	No	Yes	No internet	1	Yes
Charles City	CCY	Attached to hangar	24	Courtesy car & car rental	Yes	Yes	Computer & Wireless	3	Yes
Cherokee	CKP	Free standing	10	Courtesy car	Yes	Yes	Computer & Wireless	2	Yes
Clarinda	ICL	Free standing	11	Courtesy car & car rental	Yes	Yes	No internet	2	Yes
Clarion	CAV	Free standing	20	Courtesy car & car rental	Yes	Yes	Computer	2	Yes
Clinton	CWI	Free standing	33	Courtesy car & car rental	Yes	Yes	Computer & Wireless	2	Yes
Corning	CRZ	Free standing	30	none	Yes	Yes	No internet	1	No
Council Bluffs	CBF	Free standing	42	Courtesy car & car rental	Yes	Yes	Computer & Wireless	2	Yes
Cresco	CJJ	Free standing	20	Car rental	No	Yes	No internet	1	No
Creston	CSQ	Free standing	25	Courtesy car & car rental	Yes	Yes	Wireless	2	Yes
Davenport	DVN	Free standing	150	Courtesy car & car rental	Yes	Yes	Wireless	2	Yes



Associated City	FAA Identifier	Type of Terminal Building	Terminal Parking Lot Spaces	Ground Transportation Options	Food & Beverage Available	Posted After Hours Contact Information	Method of Internet Access	Number of Restrooms	Pilot Area
Decorah	DEH	Attached to hangar	20	Courtesy car & car rental	No	Yes	No internet	1	Yes
Denison	DNS	Free standing	20	Courtesy car & car rental	Yes	Yes	Computer & Wireless	2	Yes
Des Moines (International)	DSM	Free standing	4,600	Car rental	Yes	Yes	Computer & Wireless	22	Yes
Des Moines (Morningstar)	Y76	No terminal	20	none	No	No	No internet	none	No
Dubuque	DBQ	Free standing	385	Courtesy car & car rental	Yes	Yes	Wireless	4	Yes
Dyersville	IA80	No terminal	10	Car rental	No	Yes	No internet	1	Yes
Eagle Grove	EAG	Free standing	50	Courtesy car	No	Yes	No internet	1	No
Eldora	6C0	Free standing	10	none	No	Yes	No internet	1	No
Elkader	127	No terminal	0	Courtesy car	No	No	No internet	none	No
Emmetsburg	EGQ	Free standing	40	none	No	Yes	Computer & Wireless	1	Yes
Estherville	EST	Free standing	8	Courtesy car & car rental	Yes	Yes	Computer & Wireless	2	Yes
Fairfield	FFL	Attached to hangar	20	Car rental	Yes	Yes	Computer & Wireless	2	Yes
Forest City	FXY	Attached to hangar	25	Courtesy car & car rental	No	Yes	Computer & Wireless	1	Yes
Fort Dodge	FOD	Free standing	116	Courtesy car & car rental	Yes	Yes	Wireless	3	Yes
Fort Madison	FSW	Free standing	14	Car rental	Yes	Yes	No internet	2	Yes
Greenfield	GFZ	Free standing	8	none	No	Yes	No internet	2	Yes
Grinnell	GGI	Attached to hangar	30	Car rental	No	Yes	Wireless	2	Yes
Grundy Center	6K7	No terminal	2	none	No	Yes	No internet	none	No
Guthrie Center	GCT	Free standing	10	none	No	Yes	No internet	1	Yes
Hampton	HPT	Attached to hangar	30	Courtesy car & car rental	Yes	Yes	Wireless	2	Yes
Harlan	HNR	Free standing	11	Courtesy car	Yes	Yes	Computer	2	Yes
Humboldt	0K7	Free standing	10	Car rental	Yes	Yes	Wireless	2	Yes
Ida Grove	IDG	Free standing	5	none	No	Yes	No internet	2	Yes
Independence	IIB	Attached to hangar	25	Courtesy car & car rental	No	Yes	Computer & Wireless	2	Yes
Iowa City	IOW	Free standing	72	Courtesy car & car rental	Yes	Yes	Computer & Wireless	2	Yes
Iowa Falls	IFA	Attached to residence	25	Courtesy car & car rental	Yes	Yes	Computer & Wireless	2	Yes
Jefferson	EFW	Attached to hangar	20	Courtesy car	Yes	Yes	No internet	2	Yes
Keokuk	EOK	Attached to hangar	100	Courtesy car & car rental	Yes	Yes	Wireless	2	Yes
Keosauqua	6K9	No terminal	2	none	No	Yes	No internet	none	No
Knoxville	OXV	Free standing	30	Courtesy car & car rental	Yes	Yes	Computer & Wireless	2	Yes



Associated City	FAA Identifier	Type of Terminal Building	Terminal Parking Lot Spaces	Ground Transportation Options	Food & Beverage Available	Posted After Hours Contact Information	Method of Internet Access	Number of Restrooms	Pilot Area
Lake Mills	OY6	Attached to hangar	4	none	No	Yes	No internet	1	No
Lamoni	LWD	Free standing	15	none	No	Yes	Computer & Wireless	1	Yes
Larchwood	2VA	No terminal	20	Courtesy car	No	No	No internet	none	No
Le Mars	LRJ	Attached to hangar	20	Courtesy car & car rental	Yes	Yes	Computer & Wireless	2	Yes
Manchester	C27	Free standing	24	Courtesy car	No	Yes	Computer	1	Yes
Mapleton	MEY	Free standing	12	none	No	Yes	Computer	1	Yes
Maquoketa	OQW	Attached to hangar	16	Courtesy car	Yes	Yes	No internet	2	Yes
Marion	C17	Free standing	25	Courtesy car & car rental	Yes	Yes	Computer & Wireless	2	Yes
Marshalltown	MIW	Attached to hangar	37	Courtesy car & car rental	Yes	Yes	Computer & Wireless	2	Yes
Mason City	MCW	Free standing	164	Courtesy car & car rental	Yes	Yes	Computer & Wireless	2	Yes
Milford	4D8	Free standing	5	Courtesy car	No	Yes	No internet	1	No
Monona	7C3	No terminal	13	none	No	Yes	No internet	1	Yes
Montezuma	7C5	No terminal	0	none	No	No	No internet	none	No
Monticello	MXO	Attached to hangar	29	Courtesy car & car rental	Yes	Yes	Computer & Wireless	2	Yes
Mount Ayr	1Y3	No terminal	10	none	No	No	No internet	none	No
Mount Pleasant	MPZ	Free standing	20	Courtesy car & car rental	Yes	Yes	Wireless	2	Yes
Muscatine	MUT	Free standing	15	Courtesy car & car rental	Yes	Yes	Computer & Wireless	3	Yes
New Hampton	1Y5	No terminal	6	none	No	Yes	No internet	2	No
Newton	TNU	Free standing	60	Courtesy car & car rental	Yes	Yes	Computer & Wireless	4	Yes
Northwood	5D2	No terminal	10	none	No	No	No internet	none	No
Oelwein	OLZ	Attached to residence	23	Courtesy car	Yes	Yes	No internet	1	Yes
Onawa	K36	No terminal	30	none	No	Yes	No internet	none	No
Orange City	ORC	Free standing	40	Courtesy car & car rental	Yes	Yes	No internet	1	Yes
Osage	D02	Free standing	5	none	No	Yes	No internet	none	No
Osceola	l75	Attached to residence	8	Courtesy car & car rental	Yes	Yes	Computer & Wireless	2	Yes
Oskaloosa	OOA	Attached to hangar	20	Courtesy car & car rental	Yes	Yes	Computer & Wireless	2	Yes
Ottumwa	OTM	Free standing	37	Courtesy car & car rental	Yes	Yes	Computer & Wireless	2	Yes
Paullina	1Y9	Free standing	4	none	No	Yes	Wireless	2	No
Pella	PEA	Free standing	53	Courtesy car & car rental	Yes	Yes	Computer & Wireless	2	Yes
Perry	PRO	Free standing	10	Courtesy car & car rental	Yes	Yes	Computer & Wireless	2	Yes
Pocahontas	РОН	Attached to hangar	10	Courtesy car	Yes	Yes	Computer & Wireless	2	Yes



Associated City	FAA Identifier	Type of Terminal Building	Terminal Parking Lot Spaces	Ground Transportation Options	Food & Beverage Available	Posted After Hours Contact Information	Method of Internet Access	Number of Restrooms	Pilot Area
Primghar	2Y0	No terminal	5	none	No	Yes	No internet	none	No
Red Oak	RDK	Attached to hangar	14	Courtesy car & car rental	Yes	Yes	Computer & Wireless	2	Yes
Rock Rapids	RRQ	Attached to hangar	12	none	No	Yes	Wireless	1	Yes
Rockwell City	2Y4	Free standing	9	none	No	Yes	No internet	2	No
Sac City	SKI	Free standing	28	Courtesy car	Yes	Yes	No internet	1	Yes
Sheldon	SHL	Free standing	16	Courtesy car & car rental	Yes	Yes	Computer & Wireless	2	Yes
Shenandoah	SDA	Free standing	23	Courtesy car & car rental	Yes	Yes	Computer & Wireless	2	Yes
Sibley	ISB	Attached to hangar	18	Courtesy car & car rental	No	Yes	No internet	2	Yes
Sioux Center	SOY	Attached to hangar	36	Courtesy car & car rental	Yes	Yes	Computer & Wireless	2	Yes
Sioux City	SUX	Free standing	155	Car rental	Yes	Yes	Wireless	2	Yes
Spencer	SPW	Free standing	150	Courtesy car & car rental	Yes	Yes	Computer & Wireless	4	Yes
Spirit Lake	0F3	Free standing	8	Car rental	No	Yes	No internet	2	No
Storm Lake	SLB	Free standing	45	Car rental	Yes	Yes	Wireless	3	Yes
Sully	8C2	No terminal	6	none	No	No	No internet	none	No
Tipton	8C4	Free standing	25	Car rental	Yes	Yes	Computer	2	Yes
Toledo	8C5	No terminal	5	none	No	No	No internet	none	No
Traer	8C6	Free standing	10	none	No	Yes	No internet	none	No
Vinton	VTI	Free standing	40	Courtesy car & car rental	Yes	Yes	Computer & Wireless	2	Yes
Washington	AWG	Free standing	15	Courtesy car	Yes	Yes	Computer & Wireless	2	Yes
Waterloo	ALO	Free standing	270	Courtesy car & car rental	Yes	Yes	Wireless	7	Yes
Waukon	Y01	No terminal	20	none	No	Yes	No internet	1	No
Waverly	C25	Attached to hangar	12	Courtesy car & car rental	No	Yes	Computer & Wireless	2	Yes
Webster City	EBS	Attached to hangar	19	Courtesy car & car rental	Yes	Yes	Computer & Wireless	2	Yes
West Union	3Y2	Free standing	10	Courtesy car	No	Yes	Wireless	1	Yes
Winterset	3Y3	Attached to hangar	25	none	No	Yes	Computer & Wireless	2	Yes
Woodbine	3Y4	No terminal	7	none	No	No	No internet	none	No



Table 3-54: Summary of Services

Associated City	FAA Identifier	Weekday Hours of Personnel	Weekend Hours of Personnel	Fuel Types Available	Fuel Available 24 Hours	Snow Removal Method	Rental Aircraft	Flight Instruction	Aircraft Maintenance and Repair	Aircraft Charter	Weather Reporting & Flight Planning Capabilities
Ackley	4C7	none	On-call	No fuel	No fuel available	No snow removal	none	none	none	none	Flight planning
Albia	4C8	none	none	100LL	No	No snow removal	none	none	none	none	Flight planning
Algona	AXA	8am-5pm	Saturday 8am- 12pm	Jet A & 100LL	Yes	Plowing	none	On-call	Based	On-call	Weather reporting & flight planning
Allison	K98	none	none	No fuel	No fuel available	No snow removal	none	none	none	none	none
Amana	C11	Varies (1-8 hours)	Varies (1-8 hours)	No fuel	No fuel available	No snow removal	none	none	none	none	Flight planning
Ames	AMW	7:30am-6pm	7:30am-6:00pm	Jet A & 100LL	Yes	Plowing	Available	Based	Based	Based	Weather reporting & flight planning
Anita	Y43	none	none	No fuel	No fuel available	Plowing	none	none	none	none	none
Ankeny	IKV	6am-10pm	6am-10pm	Jet A & 100LL	Yes	Anti-icing & plowing	Available	Based	Based	Based	Weather reporting & flight planning
Atlantic	AIO	8am-5pm	Saturday 8am- 12pm	Jet A & 100LL	Yes	Plowing	Available	Based	Based	none	Weather reporting & flight planning
Audubon	ADU	none	none	100LL	No	Plowing	none	none	none	none	Weather reporting & flight planning
Bedford	Y46	On-call	On-call	No fuel	No fuel available	No snow removal	none	none	none	none	none
Belle Plaine	TZT	24 hours	24 hours	Jet A & 100LL	Yes	Plowing	none	none	none	none	Flight planning
Belmond	Y48	none	none	No fuel	No fuel available	No snow removal	none	none	none	none	none
Bloomfield	4K6	9am-4pm	9am-12pm	100LL	No	Plowing	Available	Based	Based	none	Flight planning
Boone	BNW	Summer 9am-7pm, Winter 8am-5pm	Summer 8am-7pm, Winter 8am-5pm	Jet A & 100LL	Yes	Plowing	Available	Based	Based	none	Weather reporting & flight planning
Burlington	BRL	7am-7pm	7am-7pm	Jet A & 100LL	Yes	Anti-icing & plowing	Available	Based	Based	Based	Weather reporting & flight planning
Carroll	CIN	7am-7pm	On-call	Jet A & 100LL	Yes	Plowing	Available	Based	Based	Based	Weather reporting & flight planning
Cedar Rapids	CID	4am-11pm	4am-11pm	Jet A & 100LL	Yes	Anti-icing & plowing	Available	Based	Based	Based	Weather reporting & flight planning
Centerville	TVK	8:30am-5pm	On-call	Jet A, 100LL, & automobile	Yes	Plowing	Available	On-call	none	none	Weather reporting & flight planning
Chariton	CNC	On-call	On-call	100LL	Yes	Plowing	none	none	On-call	none	Weather reporting
Charles City	CCY	7am-5pm	7am-4pm	Jet A & 100LL	Yes	Anti-icing & plowing	Available	Based	Based	Based	Weather reporting & flight planning



Table 3-54: Summary of Services

Associated City	FAA Identifier	Weekday Hours of Personnel	Weekend Hours of Personnel	Fuel Types Available	Fuel Available 24 Hours	Snow Removal Method	Rental Aircraft	Flight Instruction	Aircraft Maintenance and Repair	Aircraft Charter	Weather Reporting & Flight Planning Capabilities
Cherokee	CKP	8:30am-5pm	9am-12pm	Jet A & 100LL	Yes	Plowing	Available	Based	On-call	On-call	Weather reporting & flight planning
Clarinda	ICL	8am-5pm	On-call	Jet A & 100LL	Yes	Plowing	none	none	On-call	none	Weather reporting
Clarion	CAV	Varies (1-8 hours)	On-call	Jet A & 100LL	No	Plowing	none	none	Based	none	Weather reporting & flight planning
Clinton	CWI	8am-5pm	Summer 8am-7pm, Winter 8am-5pm	Jet A & 100LL	Yes	Plowing	Available	Based	On-call	On-call	Weather reporting & flight planning
Corning	CRZ	On-call	none	100LL	No	Plowing	none	none	none	none	none
Council Bluffs	CBF	8am-5pm	7:30am-dusk	Jet A & 100LL	Yes	Plowing	Available	Based	Based	Based	Weather reporting & flight planning
Cresco	CJJ	none	none	Automobile	No	No snow removal	none	none	none	none	none
Creston	CSQ	8am-5pm	Varies (1-8 hours)	Jet A & 100LL	Yes	Plowing	none	none	Based	Based	Weather reporting & flight planning
Davenport	DVN	6am-dusk	6am-dusk	Jet A & 100LL	Yes	Anti-icing & plowing	Available	Based	Based	On-call	Weather reporting & flight planning
Decorah	DEH	7am-7pm	On-call	Jet A & 100LL	Yes	Plowing	Available	Based	Based	none	Weather reporting
Denison	DNS	8am-5pm	8am-5pm	Jet A & 100LL	No	Plowing	Available	Based	On-call	On-call	Weather reporting & flight planning
Des Moines (International)	DSM	24 hours	24 hours	Jet A & 100LL	Yes	Anti-icing & plowing	none	On-call	Based	Based	Weather reporting & flight planning
Des Moines (Morningstar)	Y76	On-call	On-call	100LL & automobile	No	No snow removal	none	none	none	none	none
Dubuque	DBQ	5am-10pm	5am-10pm	Jet A & 100LL	Yes	Anti-icing & plowing	On-call	On-call	Based	On-call	Weather reporting & flight planning
Dyersville	IA80	none	none	100LL	No	No snow removal	none	none	none	none	none
Eagle Grove	EAG	none	none	100LL	No	No snow removal	none	none	none	none	none
Eldora	6C0	none	none	No fuel	No fuel available	No snow removal	none	none	none	none	none
Elkader	127	24 hours	24 hours	No fuel	No fuel available	No snow removal	none	On-call	On-call	none	none
Emmetsburg	EGQ	7am-4pm	On-call	100LL	Yes	Plowing	none	none	On-call	none	Flight planning
Estherville	EST	24 hours	24 hours	100LL	Yes	Plowing	Available	Based	Based	On-call	Weather reporting & flight planning
Fairfield	FFL	7:30am-5pm	Saturday 8am-4pm, Sunday 9am-3pm	Jet A & 100LL	No	Plowing	Available	Based	Based	Based	Weather reporting & flight planning



Table 3-54: Summary of Services

Associated City	FAA Identifier	Weekday Hours of Personnel	Weekend Hours of Personnel	Fuel Types Available	Fuel Available 24 Hours	Snow Removal Method	Rental Aircraft	Flight Instruction	Aircraft Maintenance and Repair	Aircraft Charter	Weather Reporting & Flight Planning Capabilities
Forest City	FXY	Summer 8am- 5:30pm, Winter 8am-5pm	On-call	Jet A & 100LL	Yes	Plowing	Available	Based	Based	none	Weather reporting & flight planning
Fort Dodge	FOD	8am-5pm	8am-5pm	Jet A & 100LL	Yes	Anti-icing & plowing	Available	Based	Based	none	Weather reporting & flight planning
Fort Madison	FSW	5:30am-11am	Saturday 5:30am- 11am	100LL	Yes	Plowing	none	none	none	none	Weather reporting
Greenfield	GFZ	7:30am-4:30pm	none	100LL	Yes	Plowing	none	none	none	none	none
Grinnell	GGI	Winter 8am-5pm; Summer 8am-6pm	Saturday 8am-5pm, Sunday 1pm-5pm	Jet A & 100LL	No	Plowing	Available	On-call	none	none	Weather reporting & flight planning
Grundy Center	6K7	none	none	No fuel	No fuel available	No snow removal	none	none	none	none	none
Guthrie Center	GCT	On-call	On-call	100LL	Yes	Plowing	none	none	none	none	none
Hampton	HPT	8am-5pm	Saturday 8am- 12pm	Jet A & 100LL	Yes	Plowing	none	none	Based	none	Weather reporting & flight planning
Harlan	HNR	8am-6pm	8am-5pm	Jet A, 100LL, & automobile	No	Plowing	Available	Based	none	none	Weather reporting & flight planning
Humboldt	0K7	none	none	100LL	Yes	Plowing	none	On-call	none	On-call	Flight planning
Ida Grove	IDG	none	none	100LL	No	Plowing	none	none	none	none	none
Independence	IIB	24 hours	24 hours	Jet A & 100LL	Yes	Plowing	Available	Based	Based	On-call	Weather reporting & flight planning
Iowa City	IOW	7am-7pm	7am-7pm	Jet A & 100LL	Yes	Plowing	Available	Based	Based	Based	Weather reporting & flight planning
Iowa Falls	IFA	8am-5pm	none	Jet A & 100LL	Yes	Plowing	Available	Based	none	none	Weather reporting & flight planning
Jefferson	EFW	24 hours	24 hours	100LL	No	Plowing	none	none	Based	none	none
Keokuk	EOK	Winter 8am-5pm; Summer 8am-6pm	8am-5pm	Jet A & 100LL	No	Anti-icing & plowing	Available	Based	Based	On-call	Weather reporting & flight planning
Keosauqua	6K9	none	none	No fuel	No fuel available	No snow removal	none	none	none	none	none
Knoxville	OXV	8am-5pm	Saturday 8am-5pm, Sunday On-call	Jet A & 100LL	Yes	Plowing	Available	Based	Based	On-call	Weather reporting & flight planning
Lake Mills	OY6	none	none	No fuel	No fuel available	No snow removal	none	none	none	none	none
Lamoni	LWD	On-call	On-call	100LL	Yes	Plowing	none	none	none	none	Weather reporting & flight planning
Larchwood	2VA	Varies (1-8 hours)	Varies (1-8 hours)	No fuel	No fuel available	No snow removal	none	none	none	none	none



Table 3-54: Summary of Services

Associated City	FAA Identifier	Weekday Hours of Personnel	Weekend Hours of Personnel	Fuel Types Available	Fuel Available 24 Hours	Snow Removal Method	Rental Aircraft	Flight Instruction	Aircraft Maintenance and Repair	Aircraft Charter	Weather Reporting & Flight Planning Capabilities
Le Mars	LRJ	8am-5:30pm	Saturday 8am-1pm, Sunday On-call	Jet A & 100LL	No	Anti-icing & plowing	Available	Based	Based	none	weather reporting
Manchester	C27	On-call	On-call	100LL	Yes	Plowing	none	none	none	none	Flight planning
Mapleton	MEY	8am-5pm	On-call	100LL	Yes	Plowing	none	none	Based	none	Flight planning
Maquoketa	OQW	none	none	Jet A & 100LL	Yes	Plowing	none	none	none	none	none
Marion	C17	24 hours	24 hours	100LL & automobile	Yes	Anti-icing & plowing	Available	Based	Based	Based	Flight planning
Marshalltown	MIW	7:30am-6pm	8am-5pm	Jet A & 100LL	No	Anti-icing & plowing	Available	Based	Based	Based	Weather reporting & flight planning
Mason City	MCW	7am-5pm	7am-5pm	Jet A & 100LL	Yes	Anti-icing & plowing	Available	Based	Based	Based	Weather reporting & flight planning
Milford	4D8	none	none	100LL	No	Plowing	none	none	none	none	none
Monona	7C3	On-call	On-call	100LL & automobile	No	No snow removal	none	none	none	none	none
Montezuma	7C5	none	none	No fuel	No fuel available	No snow removal	none	none	none	none	none
Monticello	MXO	7:30am-6:30pm	8am-6pm	Jet A & 100LL	No	Anti-icing & plowing	Available	Based	Based	Based	Weather reporting & flight planning
Mount Ayr	1Y3	none	none	No fuel	No fuel available	Plowing	Available	none	none	none	none
Mount Pleasant	MPZ	8am-5pm	On-call	Jet A & 100LL	Yes	Plowing	Available	Based	Based	Based	Weather reporting & flight planning
Muscatine	MUT	Winter 6:30am- 6pm; Summer 7am-8pm	7am-6pm	Jet A, 100LL, & automobile	No	Plowing	Available	Based	On-call	Based	Weather reporting & flight planning
New Hampton	1Y5	none	none	No fuel	No fuel available	Plowing	none	none	none	none	none
Newton	TNU	Summer 7am-7pm, Winter 7:30am-6pm	8am-5pm	Jet A & 100LL	Yes	Plowing	Available	Based	On-call	Based	Weather reporting & flight planning
Northwood	5D2	none	none	No fuel	No fuel available	Plowing	none	none	none	none	none
Oelwein	OLZ	8am-5pm	Saturday 8am-5pm	Jet A & 100LL	Yes	Plowing	none	Based	Based	none	Weather reporting
Onawa	K36	none	none	No fuel	No fuel available	Anti-icing & plowing	none	none	none	none	none
Orange City	ORC	Dawn-dusk	Dawn-dusk	Jet A & 100LL	Yes	Plowing	Available	Based	none	On-call	Weather reporting
Osage	D02	none	none	No fuel	No fuel available	Plowing	none	none	none	none	none



Table 3-54: Summary of Services

Oskaloosa OOA Winter 8am-5pm, Saturday 8am-7pm; Sunday 12pm-5pm	Associated City	FAA Identifier	Weekday Hours of Personnel	Weekend Hours of Personnel	Fuel Types Available	Fuel Available 24 Hours	Snow Removal Method	Rental Aircraft	Flight Instruction	Aircraft Maintenance and Repair	Aircraft Charter	Weather Reporting & Flight Planning Capabilities
Oskadosa Ook Summer 8am-7pm Sunday 12pm-5pm Jet A 8 100LL Ves Aplowing Available On-Call On-Call None flight planning flight planning and flight p	Osceola	175	24 hours	24 hours	Jet A & 100LL	Yes	Plowing	Available	Based	Based	Based	Weather reporting & flight planning
Paullina 1Y9 none none 100LL No Plowing none none none Flight planning values; Sunday 9am- Jet A & 100LL Yes Plowing none none none none Flight planning Perly PRO 8am-6pm Saturday 8am-4pm Sunday 9am-4pm Sunday 8am-4pm Sunday 8am-4p	Oskaloosa	OOA			Jet A & 100LL	No		Available	On-call	On-call	none	
Pella PEA 7am-dusk Saturday 8am- gbm dusk; Sunday 9am- gbm Sunday 8am- 9bm Sunday 8a	Ottumwa	ОТМ	7am-7pm	8am-6pm	Jet A & 100LL	Yes		Available	Based	Based	Based	
Pella PEA 7am-dusk dusk; Sunday 9am-spm spm dusk; Sunday 9am-spm sunday 9am-spm sunday 8am-spm sunday 9am-spm s	Paullina	1Y9	none	none	100LL	No	Plowing	none	none	none	none	Flight planning
Pocahontas POH none none 100LL Yes Plowing None none none flight planning Primghar 2Y0 none none none 100LL Yes Plowing Available Based none none Flight planning Primghar 2Y0 none none No fuel No fuel available Plowing none none none none none none none no	Pella	PEA	7am-dusk	dusk; Sunday 9am-	Jet A & 100LL	No	-	Available	Based	Based	none	
Primghar 2Y0 none none No fuel available Plowing none none none none none none none no	Perry	PRO	8am-6pm		Jet A & 100LL	Yes	Plowing	none	none	Based	none	
Primghar 2YU none none No fuel available available Plowing none none none none none none none no	Pocahontas	POH	none	none	100LL	Yes	Plowing	Available	Based	none	none	Flight planning
Rock Rapids RRQ 8am-5pm Saturday 9am-12pm Jet A & 100LL Yes Anti-icing & plowing none none Based none Flight planning Rockwell City 2Y4 On-call On-call 100LL No Plowing none none none none none none none Sac City SKI On-call On-call 100LL No Plowing none On-call none none none none Sheldon SHL 8am-5pm Varies (1-8 hours) Jet A & 100LL No Anti-icing & plowing Available Based Based Based Hight planning Shenandoah SDA 8am-5pm Saturday 8am-5pm Jet A & 100LL Yes Plowing none On-call On-call none Weather reporting & flight planning Sibley ISB 8am-6pm On-call Jet A, 100LL & Plowing none Based Based none none Sioux Center SOY 8am-6pm 8am-3pm 100L No Plowing none Based Based Based Flight planning Sioux City SUX 24 hours 24 hours Jet A, 100LL & Anti-icing & plowing Available Based Based Based Flight planning Spencer SPW 7:30am-5pm none Jet A & 100LL No Plowing none none none none none Storm Lake SLB 8am-5pm Saturday 8am-5pm Jet A & 100LL Yes Plowing none none none none none none No fuel No Plowing Available Based Based Based Weather reporting & flight planning Weather reporting & flight planning Spirit Lake 0F3 none none 100LL No Plowing none none none none none none Storm Lake SLB 8am-5pm Saturday 8am-5pm Jet A & 100LL Yes Plowing Available Based Based On-call Weather reporting & flight planning Sully 8C2 none none No fuel No Fuel No Sonow none none none none none none none	Primghar	2Y0	none	none	No fuel		Plowing	none	none	none	none	none
Rock Rapids RRQ sam-spm 12pm	Red Oak	RDK	8am-5pm	On-call	Jet A & 100LL	Yes	Plowing	none	On-call	none	none	weather reporting
Sac City SKI On-call On-call 100LL No Plowing none On-call none none none Sheldon SHL 8am-5pm Varies (1-8 hours) Jet A & 100LL No Anti-icing & plowing None On-call None Meather reporting & flight planning Shenandoah SDA 8am-5pm Saturday 8am-5pm Jet A & 100LL Yes Plowing none On-call On-call none Meather reporting & flight planning Sibley ISB 8am-6pm On-call Jet A, 100LL, & automobile No Plowing none Based Based None none none Sioux Center SOY 8am-6pm 8am-3pm 100LL No Plowing Available Based Based Based Flight planning Sioux City SUX 24 hours 24 hours Jet A, 100LL, & automobile & plowing Available Based Based Based Based Meather reporting & Anti-icing & plowing Available Based Based Based Based Based Meather reporting & flight planning Spencer SPW 7:30am-5pm none Jet A & 100LL No Plowing Available Based Based Based Based Meather reporting & flight planning Spirit Lake 0F3 none none 100LL No Plowing none none none none none Storm Lake SLB 8am-5pm Saturday 8am-5pm Jet A & 100LL Yes Plowing Available Based Based On-call Weather reporting & flight planning Sully 8C2 none none No fuel No fuel No snow removal none none none none none none none non	Rock Rapids	RRQ	8am-5pm		Jet A & 100LL	Yes		none	none	Based	none	Flight planning
Sheldon SHL 8am-5pm Varies (1-8 hours) Jet A & 100LL No Anti-icing & plowing Available Based Based Based Weather reporting & flight planning Shenandoah SDA 8am-5pm Saturday 8am-5pm Jet A & 100LL Yes Plowing none On-call On-call none Weather reporting & flight planning Sibley ISB 8am-6pm On-call Jet A, 100LL, & automobile No Plowing none Based Based none none None Sioux Center SOY 8am-6pm 8am-3pm 100LL No Plowing Available Based Based Based Flight planning Sioux City SUX 24 hours 24 hours Jet A, 100LL, & automobile Yes Anti-icing & plowing Available Based Based Based Based Weather reporting & flight planning Spencer SPW 7:30am-5pm none Jet A & 100LL No Plowing Available Based Based Based Weather reporting & flight planning Spirit Lake OF3 none none none 100LL No Plowing none none none none none none Storm Lake SLB 8am-5pm Saturday 8am-5pm Jet A & 100LL Yes Plowing Available Based Based On-call Weather reporting & flight planning Spirit Lake No Plowing No snow removal none none none none none none none non	Rockwell City	2Y4	On-call	On-call	100LL	No	Plowing	none	none	none	none	none
Shenandoah SDA 8am-5pm Saturday 8am-5pm Jet A & 100LL Yes Plowing none On-call On-call none flight planning flight planning flight planning flight planning shenandoah SDA 8am-6pm Saturday 8am-5pm Jet A & 100LL, & Plowing none Based Based none none slight planning flight planning flight planning flight planning flight planning shenandoah SDA 8am-6pm Saturday 8am-5pm 100LL No Plowing Available Based Based Based Flight planning slight planning shenandoah SDA 8am-6pm Saturday Sam-3pm 100LL No Plowing Available Based Based Based Based Flight planning slight planning shenandoah SDA 8am-6pm none Jet A & 100LL, & Anti-icing Anti-icing Available Based Based Based Based Slight planning shenandoah SDA 8am-5pm none none none none none none none non	Sac City	SKI	On-call	On-call	100LL	No	Plowing	none	On-call	none	none	none
Sibley ISB 8am-6pm On-call Jet A, 100LL, 8 automobile No Plowing none On-call On-call none flight planning Sioux Center SOY 8am-6pm 8am-3pm 100LL No Plowing Available Based Based Based Flight planning Sioux City SUX 24 hours 24 hours Jet A, 100LL, 8 automobile Yes Anti-icing 8 plowing Available Based Based Based Based Weather reporting 8 flight planning Spencer SPW 7:30am-5pm none Jet A & 100LL No Plowing Available Based Based Based Weather reporting 8 flight planning Spirit Lake 0F3 none none 100LL No Plowing none none none none none Storm Lake SLB 8am-5pm Saturday 8am-5pm Jet A & 100LL Yes Plowing Available Based Based On-call Weather reporting 8 flight planning Weather reporting 8 flight planning No fuel No fuel No snow removal none none none none none none none non	Sheldon	SHL	8am-5pm	Varies (1-8 hours)	Jet A & 100LL	No	-	Available	Based	Based	Based	flight planning
Sioux Center SOY 8am-6pm 8am-3pm 100LL No Plowing Available Based Based Based Flight planning Sioux City SUX 24 hours 24 hours Jet A, 100LL, & automobile No Plowing Available Based Based Based Flight planning Spencer SPW 7:30am-5pm none Jet A & 100LL No Plowing Available Based Based Based Weather reporting & flight planning Spirit Lake 0F3 none none 100LL No Plowing none none none none none none Storm Lake SLB 8am-5pm Saturday 8am-5pm Jet A & 100LL Yes Plowing Available Based Based On-call Weather reporting & flight planning Spirit A & 100LL No Plowing none none none none none none none Storm Lake SLB 8am-5pm Saturday 8am-5pm Jet A & 100LL Yes Plowing Available Based Based On-call Weather reporting & flight planning Sully 8C2 none none none none none none none non	Shenandoah	SDA	8am-5pm	Saturday 8am-5pm		Yes	Plowing	none	On-call	On-call	none	, ,
Sioux City SUX 24 hours 24 hours Jet A, 100LL, & automobile Spencer SPW 7:30am-5pm none Jet A & 100LL No Plowing Available Based Based Based Based Weather reporting & flight planning Weather reporting & flight planning Weather reporting & flight planning No Plowing Spirit Lake Storm Lake SLB Sam-5pm Saturday 8am-5pm Jet A & 100LL Yes Plowing Available Based Based Based Based Based Meather reporting & flight planning No Plowing No Plowing Available Based Based Based On-call Weather reporting & flight planning No fuel No snow flight planning No fuel No snow removal No none No none none none none none none	Sibley	ISB	8am-6pm	On-call		No	Plowing	none	Based	Based	none	none
Spencer SPW 7:30am-5pm none Jet A & 100LL No Plowing Available Based Based Based Hight planning Weather reporting & flight planning Spencer SPW 7:30am-5pm none 100LL No Plowing none none none none none none Storm Lake SLB 8am-5pm Saturday 8am-5pm Jet A & 100LL Yes Plowing Available Based Based On-call Weather reporting & flight planning No fuel No snow none none none none none none none n	Sioux Center	SOY	8am-6pm	8am-3pm	100LL	No	Plowing	Available	Based	Based	Based	0 1
Spirit Lake 0F3 none none 100LL No Plowing none none none none none none Storm Lake SLB 8am-5pm Saturday 8am-5pm Jet A & 100LL Yes Plowing Available Based Based On-call Weather reporting & flight planning Sully 8C2 none none No fuel No fuel No snow removal none none none none none none none non	Sioux City	SUX	24 hours	24 hours		Yes	-	Available	Based	Based	Based	flight planning
Storm Lake SLB 8am-5pm Saturday 8am-5pm Jet A & 100LL Yes Plowing Available Based Based On-call Weather reporting & flight planning Sully 8C2 none none No fuel No fuel available removal none none none none none none	Spencer	SPW	7:30am-5pm	none	Jet A & 100LL	No	Plowing	Available	Based	Based	Based	
Sully 8C2 none none No fuel No snow available removal none none none none none	Spirit Lake	0F3	none	none	100LL	No	Plowing	none	none	none	none	
Sully 8C2 none none No fuel available removal none none none none none	Storm Lake	SLB	8am-5pm	Saturday 8am-5pm	Jet A & 100LL			Available	Based	Based	On-call	
Tipton 8C4 On-call On-call 100LL Yes Plowing none none none none Flight planning	Sully	8C2	none	none	No fuel			none	none	none	none	none
	Tipton	8C4	On-call	On-call	100LL	Yes	Plowing	none	none	none	none	Flight planning



Table 3-54: Summary of Services

Associated City	FAA Identifier	Weekday Hours of Personnel	Weekend Hours of Personnel	Fuel Types Available	Fuel Available 24 Hours	Snow Removal Method	Rental Aircraft	Flight Instruction	Aircraft Maintenance and Repair	Aircraft Charter	Weather Reporting & Flight Planning Capabilities
Toledo	8C5	none	none	100LL	No	No snow removal	none	none	none	none	none
Traer	8C6	none	none	Automobile	No	Plowing	none	none	none	none	none
Vinton	VTI	9am-6pm	9am-6pm	Jet A, 100LL, & automobile	Yes	Plowing	On-call	Based	Based	none	Weather reporting & flight planning
Washington	AWG	Varies (10 hours)	Varies (1-8 hours)	Jet A & 100LL	Yes	Plowing	Available	Based	Based	none	Weather reporting & flight planning
Waterloo	ALO	5am-9:30pm	5am-10pm	Jet A, 100LL, & automobile	Yes	Plowing	Available	Based	Based	Based	Weather reporting & flight planning
Waukon	Y01	none	none	100LL	No	Plowing	none	none	none	none	none
Waverly	C25	8am-5pm	12pm-5pm	100LL	No	Plowing	Available	On-call	Based	none	Flight planning
Webster City	EBS	8am-5pm	8am-5pm	Jet A & 100LL	Yes	Anti-icing & plowing	Available	Based	Based	Based	Weather reporting & flight planning
West Union	3Y2	Varies (1-8 hours)	Varies (1-8 hours)	100LL	No	Plowing	none	none	none	none	Flight planning
Winterset	3Y3	8am-5pm	On-call	100LL	No	Plowing	none	Based	Based	none	Flight planning
Woodbine	3Y4	none	none	No fuel	No fuel available	No snow removal	none	none	none	none	none



Table 3-55: Summary of Planning

Associated City	FAA Identifier	Emergency Response Plan	Security Plan	Master Plan/ALP	Protected by Height Zoning	Airport Land Use Included In Comp/Land Use Plan
Ackley	4C7	No	No	none	No	No
Albia	4C8	No	No	Yes	No	No
Algona	AXA	Yes	Yes	Yes	Yes	No
Allison	K98	No	Yes	none	No	No
Amana	C11	Yes	Yes	none	No	No
Ames	AMW	Yes	Yes	Yes	Yes	Yes
Anita	Y43	No	No	none	No	No
Ankeny	IKV	No	Yes	Yes	Yes	Yes
Atlantic	AIO	Yes	Yes	Yes	No	No
Audubon	ADU	No	No	Yes	Yes	No
Bedford	Y46	No	No	none	No	No
Belle Plaine	TZT	No	Yes	Yes	Yes	Yes
Belmond	Y48	Yes	Yes	none	Yes	No
Bloomfield	4K6	No	Yes	Yes	Yes	No
Boone	BNW	Yes	No	Yes	Yes	Yes
Burlington	BRL	Yes	Yes	Yes	Yes	Yes
Carroll	CIN	No	Yes	Yes	Yes	Yes
Cedar Rapids	CID	Yes	Yes	Yes	Yes	Yes
Centerville	TVK	Yes	Yes	Yes	No	No
Chariton	CNC	Yes	No	Yes	Yes	Yes
Charles City	CCY	Yes	Yes	Yes	Yes	Yes
Cherokee	CKP	Yes	Yes	Yes	Yes	Yes
Clarinda	ICL	No	Yes	Yes	Yes	No
Clarion	CAV	Yes	Yes	Yes	Yes	Yes
Clinton	CWI	Yes	Yes	Yes	Yes	No
Corning	CRZ	Yes	Yes	none	Yes	No
Council Bluffs	CBF	Yes	Yes	Yes	Yes	Yes
Cresco	CJJ	No	No	Yes	Yes	Yes
Creston	CSQ	No	No	Yes	Yes	No
Davenport	DVN	No	Yes	Yes	Yes	No
Decorah	DEH	Yes	Yes	Yes	Yes	Yes
Denison	DNS	Yes	No	Yes	Yes	Yes
Des Moines (International)	DSM	Yes	Yes	Yes	Yes	Yes
Des Moines (Morningstar)	Y76	No	No	none	No	No
Dubuque	DBQ	Yes	Yes	Yes	Yes	No
Dyersville	IA80	No	No	none	No	No
Eagle Grove	EAG	Yes	No	Yes	Yes	No
Eldora	6C0	No	No	none	No	No
Elkader	127	No	Yes	none	No	No
Emmetsburg	EGQ	No	No	Yes	Yes	Yes
Estherville	EST	Yes	Yes	Yes	Yes	No



Table 3-55: Summary of Planning

Associated City	FAA Identifier	Emergency Response Plan	Security Plan	Master Plan/ALP	Protected by Height Zoning	Airport Land Use Included In Comp/Land Use Plan
Fairfield	FFL	Yes	Yes	Yes	Yes	Yes
Forest City	FXY	Yes	Yes	Yes	Yes	No
Fort Dodge	FOD	Yes	Yes	Yes	Yes	Yes
Fort Madison	FSW	Yes	No	Yes	Yes	No
Greenfield	GFZ	No	No	Yes	Yes	No
Grinnell	GGI	Yes	Yes	Yes	Yes	Yes
Grundy Center	6K7	No	No	none	Yes	No
Guthrie Center	GCT	No	Yes	Yes	No	No
Hampton	HPT	No	Yes	Yes	Yes	No
Harlan	HNR	Yes	No	Yes	Yes	Yes
Humboldt	0K7	No	No	Yes	Yes	No
Ida Grove	IDG	No	No	none	Yes	Yes
Independence	IIB	Yes	Yes	Yes	Yes	Yes
Iowa City	IOW	Yes	Yes	Yes	Yes	Yes
Iowa Falls	IFA	Yes	Yes	Yes	Yes	Yes
Jefferson	EFW	No	Yes	Yes	Yes	Yes
Keokuk	EOK	No	Yes	Yes	Yes	Yes
Keosauqua	6K9	No	No	none	No	No
Knoxville	OXV	Yes	Yes	Yes	Yes	Yes
Lake Mills	OY6	No	No	none	No	Yes
Lamoni	LWD	No	No	Yes	No	No
Larchwood	2VA	No	No	none	Yes	Yes
Le Mars	LRJ	Yes	Yes	Yes	Yes	No
Manchester	C27	No	No	none	Yes	No
Mapleton	MEY	No	Yes	Yes	No	No
Maquoketa	OQW	No	Yes	Yes	Yes	No
Marion	C17	Yes	Yes	none	Yes	Yes
Marshalltown	MIW	Yes	Yes	Yes	No	Yes
Mason City	MCW	Yes	Yes	Yes	Yes	Yes
Milford	4D8	No	Yes	none	Yes	No
Monona	7C3	No	No	none	Yes	No
Montezuma	7C5	No	No	none	No	No
Monticello	MXO	Yes	Yes	Yes	Yes	Yes
Mount Ayr	1Y3	No	No	none	Yes	No
Mount Pleasant	MPZ	Yes	Yes	Yes	Yes	No
Muscatine	MUT	No	Yes	Yes	Yes	Yes
New Hampton	1Y5	No	Yes	Yes	Yes	Yes
Newton	TNU	Yes	Yes	Yes	Yes	No
Northwood	5D2	No	No	none	No	No
Oelwein	OLZ	Yes	Yes	Yes	Yes	No
Onawa	K36	No	No	Yes	Yes	Yes



Table 3-55: Summary of Planning

Orange City ORC No Yes Yes Yes Yes Osage D02 Yes No Yes Yes No Oscola 175 Yes Yes Yes Yes No Oskaloosa OOA No Yes Yes Yes No OStudinum OTM Yes Yes Yes Yes No Paullina 1Y9 No No Yes Yes Yes No Pella PEA No Yes Yes Yes No No No Perry PRO Yes Yes Yes Yes No No No Pes No	Associated City	FAA Identifier	Emergency Response Plan	Security Plan	Master Plan/ALP	Protected by Height Zoning	Airport Land Use Included In Comp/Land Use Plan
Osceola 175 Yes Yes Yes Yes No Oskaloosa OOA No Yes Yes Yes No Ottumwa OTM Yes Yes Yes Yes Yes Paullina 1Y9 No No Yes No No Pella PEA No Yes Yes Yes No Pella PEA No Yes Yes Yes No Perry PRO Yes Yes Yes Yes No Perry PRO Yes Yes Yes Yes No Pocahontas POH Yes Yes Yes Yes No Pocahontas POH Yes Yes Yes Yes Yes No Primphar 2Y0 Yes No nonee No No Primphar 2Y0 Yes No nonee No No <td>Orange City</td> <td>ORC</td> <td>No</td> <td>Yes</td> <td>Yes</td> <td>Yes</td> <td>Yes</td>	Orange City	ORC	No	Yes	Yes	Yes	Yes
Oskaloosa OOA No Yes No Pers Yes Yes No No No Pers No	Osage	D02	Yes	No	Yes	Yes	No
Ottumwa OTM Yes Yes Yes Yes Yes Paullina 1Y9 No No Yes No No Pella PEA No Yes Yes Yes No Perry PRO Yes Yes Yes Yes No Pocahontas POH Yes Yes Yes Yes No Primghar 2YO Yes No none No No Red Oak RDK No Yes Yes Yes Yes Rock Rapids RRQ Yes Yes Yes Yes Yes Rockwell City 2Y4 No Yes Yes Yes Yes	Osceola	175	Yes	Yes	Yes	Yes	No
Paullina 1Y9 No No Yes Yes No Pella PEA No Yes Yes Yes No Perry PRO Yes Yes Yes Yes No Pocahontas POH Yes Yes Yes Yes No Primghar 2Y0 Yes No none No No Red Oak RDK No Yes Yes Yes Yes Rock Rapids RRQ Yes Yes Yes Yes Yes Rockwell City 2Y4 No Yes Yes Yes Yes Sheldon SHL Yes Yes Yes Yes No	Oskaloosa	OOA	No	Yes	Yes	Yes	No
Pella PEA No Yes Yes Yes No Perry PRO Yes Yes Yes Yes No Pocahontas POH Yes Yes Yes Yes No Primghar 2Y0 Yes No none No No Red Oak RDK No Yes Yes Yes Yes Rock Rapids RRQ Yes Yes Yes Yes No Sack Well City 2Y4 No Yes Yes Yes Y	Ottumwa	ОТМ	Yes	Yes	Yes	Yes	Yes
Perry PRO Yes Yes Yes Yes No Pocahontas POH Yes Yes Yes Yes No Primghar 2Y0 Yes No none No No Red Oak RDK No Yes Yes Yes Yes Rock Rapids RRQ Yes Yes Yes Yes Yes Rock Well City 2Y4 No Yes Yes Yes Yes Sheldon SHI Yes Yes Yes Yes	Paullina	1Y9	No	No	Yes	No	No
Pocahontas POH Yes Yes Yes No Primghar 2Y0 Yes No none No No Red Oak RDK No Yes Yes Yes Yes Rock Rapids RRQ Yes Yes Yes Yes Yes Rockwell City 2Y4 No Yes Yes Yes No Sac City SKI Yes Yes Yes Yes No Sheldon SHL Yes Yes Yes Yes Yes Shenandoah SDA Yes Yes Yes Yes No Sibley ISB Yes Yes Yes No No	Pella	PEA	No	Yes	Yes	Yes	No
Primghar 2YO Yes No none No No Red Oak RDK No Yes Yes Yes Yes Rock Rapids RRQ Yes Yes Yes Yes Yes Rockwell City 2Y4 No Yes Yes Yes No Sac City SKI Yes Yes Yes Yes No Sheldon SHL Yes Yes Yes Yes Yes Shenandoah SDA Yes Yes Yes Yes No Shenandoah SDA Yes Yes Yes Yes No Sibley ISB Yes Yes Yes Yes No No Sibley ISB Yes Yes Yes No <	Perry	PRO	Yes	Yes	Yes	Yes	No
Red Oak RDK No Yes Yes Yes Yes Rock Rapids RRQ Yes Yes Yes Yes Yes Rockwell City 2Y4 No Yes Yes Yes No Sac City SKI Yes Yes Yes Yes No Sheldon SHL Yes Yes Yes Yes Yes Shenandoah SDA Yes Yes Yes Yes No Shenandoah SDA Yes Yes Yes Yes No Shenandoah SDA Yes Yes Yes Yes No Shenandoah SDA Yes Yes Yes Yes No No Sibley ISB Yes Yes Yes Yes No No Sioux Center SOY No Yes Yes Yes Yes No Spencer SPW Yes Yes	Pocahontas	POH	Yes	Yes	Yes	Yes	No
Rock Rapids RRQ Yes Yes Yes Yes Yes Rockwell City 2Y4 No Yes Yes Yes No Sac City SKI Yes Yes Yes Yes No Sheldon SHL Yes Yes Yes Yes Yes Shenandoah SDA Yes Yes Yes Yes No Sibley ISB Yes Yes Yes Yes No Sioux Center SOY No Yes Yes No No Sioux City SUX Yes Yes Yes Yes No Spencer SPW Yes Yes Yes Yes Yes Spirit Lake 0F3 No No none No No Storm Lake SLB No Yes Yes Yes Yes Sully 8C2 No Yes No No No <	Primghar	2Y0	Yes	No	none	No	No
Rockwell City 2Y4 No Yes Yes Yes No Sac City SKI Yes Yes Yes Yes No Sheldon SHL Yes Yes Yes Yes Yes Shenandoah SDA Yes Yes Yes Yes No Sibley ISB Yes Yes Yes Yes No Sioux Center SOY No Yes Yes No No Sioux City SUX Yes Yes Yes No No Spencer SPW Yes Yes Yes Yes Yes Spirit Lake 0F3 No No none No No Storm Lake SLB No Yes Yes Yes Yes Sully 8C2 No Yes none No No Tipton 8C4 No Yes Yes No No	Red Oak	RDK	No	Yes	Yes	Yes	Yes
Sac City SKI Yes No No Sibley ISB Yes Yes Yes Yes Yes No No <td>Rock Rapids</td> <td>RRQ</td> <td>Yes</td> <td>Yes</td> <td>Yes</td> <td>Yes</td> <td>Yes</td>	Rock Rapids	RRQ	Yes	Yes	Yes	Yes	Yes
Sheldon SHL Yes Yes Yes Yes Yes Shenandoah SDA Yes Yes Yes Yes No Sibley ISB Yes Yes Yes Yes No Sioux Center SOY No Yes Yes No No Sioux City SUX Yes Yes Yes Yes No Spencer SPW Yes Yes Yes Yes Yes Spirit Lake 0F3 No No none No No Spirit Lake 0F3 No No none No No Spirit Lake 0F3 No No none No No Storm Lake SLB No Yes Yes Yes Yes Sully 8C2 No Yes none No No Tipton 8C4 No Yes Yes No No	Rockwell City	2Y4	No	Yes	Yes	Yes	No
Shenandoah SDA Yes Yes Yes Yes No Sibley ISB Yes Yes Yes Yes No Sioux Center SOY No Yes Yes No No Sioux City SUX Yes Yes Yes Yes No Spencer SPW Yes Yes Yes Yes Yes Spirit Lake 0F3 No No none No No Storm Lake SLB No Yes Yes Yes Yes Sully 8C2 No Yes none No No Tipton 8C4 No Yes Yes No No Toledo 8C5 No No none No No Traer 8C6 No No none Yes Yes Washington AWG Yes Yes Yes Yes Waukon <td>Sac City</td> <td>SKI</td> <td>Yes</td> <td>Yes</td> <td>Yes</td> <td>Yes</td> <td>No</td>	Sac City	SKI	Yes	Yes	Yes	Yes	No
Sibley ISB Yes Yes Yes Yes No Sioux Center SOY No Yes Yes No No Sioux City SUX Yes Yes Yes Yes No Spencer SPW Yes Yes Yes Yes Yes Spirit Lake 0F3 No No none No No Storm Lake SLB No Yes Yes Yes Yes Sully 8C2 No Yes none No No Tipton 8C4 No Yes Yes No No Toledo 8C5 No No none No No Traer 8C6 No No none Yes No Vinton VTI Yes Yes Yes Yes Yes Washington AWG Yes Yes Yes Yes Yes	Sheldon	SHL	Yes	Yes	Yes	Yes	Yes
Sioux Center SOY No Yes Yes No No Sioux City SUX Yes Yes Yes Yes No Spencer SPW Yes Yes Yes Yes Yes Spirit Lake 0F3 No No none No No Storm Lake SLB No Yes Yes Yes Yes Sully 8C2 No Yes none No No Tipton 8C4 No Yes Yes No No Toledo 8C5 No No none No No Traer 8C6 No No none Yes No Vinton VTI Yes Yes Yes Yes Yes Waterloo ALO Yes Yes Yes Yes Yes Waukon Y01 No No none Yes No	Shenandoah	SDA	Yes	Yes	Yes	Yes	No
Sioux City SUX Yes	Sibley	ISB	Yes	Yes	Yes	Yes	No
Spencer SPW Yes Yes Yes Yes Yes Spirit Lake 0F3 No No No none No No Storm Lake SLB No Yes Yes Yes Yes Sully 8C2 No Yes none No No Tipton 8C4 No Yes Yes No No Toledo 8C5 No No none No No Traer 8C6 No No none Yes No Vinton VTI Yes Yes Yes Yes Yes Washington AWG Yes Yes Yes Yes Yes Waterloo ALO Yes Yes Yes Yes No Waverly C25 Yes Yes Yes Yes No	Sioux Center	SOY	No	Yes	Yes	No	No
Spirit Lake 0F3 No No none No No Storm Lake SLB No Yes Yes Yes Yes Sully 8C2 No Yes none No No Tipton 8C4 No Yes Yes No No Toledo 8C5 No No none No No Traer 8C6 No No none Yes No Vinton VTI Yes Yes Yes Yes Yes Washington AWG Yes Yes Yes Yes Yes Waterloo ALO Yes Yes Yes Yes No Waverly C25 Yes Yes Yes Yes No	Sioux City	SUX	Yes	Yes	Yes	Yes	No
Storm Lake SLB No Yes Yes Yes Yes Sully 8C2 No Yes none No No Tipton 8C4 No Yes Yes No No Toledo 8C5 No No none No No Traer 8C6 No No none Yes No Vinton VTI Yes Yes Yes Yes Yes Washington AWG Yes Yes Yes Yes Yes Waterloo ALO Yes Yes Yes Yes No Waukon Y01 No No none Yes No Waverly C25 Yes Yes Yes Yes No	Spencer	SPW	Yes	Yes	Yes	Yes	Yes
Sully 8C2 No Yes none No No Tipton 8C4 No Yes Yes No No Toledo 8C5 No No none No No Traer 8C6 No No none Yes No Vinton VTI Yes Yes Yes Yes Yes Washington AWG Yes Yes Yes Yes Yes Waterloo ALO Yes Yes Yes Yes No Waukon Y01 No No none Yes No Waverly C25 Yes Yes Yes Yes No	Spirit Lake	0F3	No	No	none	No	No
Tipton 8C4 No Yes Yes No No Toledo 8C5 No No none No No Traer 8C6 No No none Yes No Vinton VTI Yes Yes Yes Yes Yes Washington AWG Yes Yes Yes Yes Yes Waterloo ALO Yes Yes Yes Yes Yes Waukon Y01 No No none Yes No Waverly C25 Yes Yes Yes Yes No	Storm Lake	SLB	No	Yes	Yes	Yes	Yes
Toledo 8C5 No No none No No Traer 8C6 No No none Yes No Vinton VTI Yes Yes Yes Yes Yes Washington AWG Yes Yes Yes Yes Yes Waterloo ALO Yes Yes Yes Yes Yes Waukon Y01 No No none Yes No Waverly C25 Yes Yes Yes Yes No	Sully	8C2	No	Yes	none	No	No
Traer 8C6 No No none Yes No Vinton VTI Yes Yes Yes Yes Yes Washington AWG Yes Yes Yes Yes Yes Waterloo ALO Yes Yes Yes Yes Yes Waukon Y01 No No none Yes No Waverly C25 Yes Yes Yes Yes No	Tipton	8C4	No	Yes	Yes	No	No
VintonVTIYesYesYesYesYesWashingtonAWGYesYesYesYesYesWaterlooALOYesYesYesYesYesWaukonY01NoNononeYesNoWaverlyC25YesYesYesYesNo	Toledo	8C5	No	No	none	No	No
WashingtonAWGYesYesYesYesWaterlooALOYesYesYesYesWaukonY01NoNononeYesNoWaverlyC25YesYesYesYesNo	Traer	8C6	No	No	none	Yes	No
WaterlooALOYesYesYesYesWaukonY01NoNononeYesNoWaverlyC25YesYesYesYesNo	Vinton	VTI	Yes	Yes	Yes	Yes	Yes
WaukonY01NoNononeYesNoWaverlyC25YesYesYesYesNo	Washington	AWG	Yes	Yes	Yes	Yes	Yes
Waverly C25 Yes Yes Yes Yes No	Waterloo	ALO	Yes	Yes	Yes	Yes	Yes
, , , , , , , , , , , , , , , , , , , ,	Waukon	Y01	No	No	none	Yes	No
Webster City EBS Yes No Yes Yes Yes	Waverly	C25	Yes	Yes	Yes	Yes	No
	Webster City	EBS	Yes	No	Yes	Yes	Yes
West Union 3Y2 No No Yes Yes Yes	West Union	3Y2	No	No	Yes	Yes	Yes
Winterset 3Y3 No No Yes Yes No	Winterset	3Y3	No	No	Yes	Yes	No
Woodbine 3Y4 No No none No No	Woodbine	3Y4	No	No	none	No	No



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Table 3-56: Summary of Based Aircraft, Operations, and Pilots

A i . i . d	E0.0			•	Based A	ircraft			GA Annual	Licensed
Associated City	FAA Identifier	Single Engine	Multi Engine	Jets	Military	Ultra Lights	Helicopters	2010 Total Aircraft	Operations (Estimate)	Pilots in Airport County
Ackley	4C7	1	0	0	0	0	0	1	250	42
Albia	4C8	6	2	0	0	0	0	8	2,000	23
Algona	AXA	26	1	0	0	1	0	28	7,000	48
Allison	K98	2	0	0	0	3	0	5	1,250	26
Amana	C11	4	1	0	0	0	0	5	1,250	31
Ames	AMW	53	6	3	0	3	0	65	22,750	183
Anita	Y43	1	0	0	0	2	0	3	750	38
Ankeny	IKV	79	15	4	1	0	4	103	15,450	967
Atlantic	AIO	25	1	1	0	3	0	30	7,500	38
Audubon	ADU	5	0	0	0	0	0	5	1,250	14
Bedford	Y46	6	0	0	0	1	0	7	1,750	4
Belle Plaine	TZT	5	0	0	0	1	0	6	1,500	62
Belmond	Y48	0	0	0	0	0	0	0	250	35
Bloomfield	4K6	8	0	0	0	0	0	8	2,000	31
Boone	BNW	38	2	0	6	1	0	47	16,450	63
Burlington	BRL	46	5	0	0	1	0	52	18,200	102
Carroll	CIN	18	3	0	0	1	1	23	5,750	41
Cedar Rapids	CID	113	12	9	0	0	1	135	60,750	622
Centerville	TVK	12	1	0	0	0	0	13	3,250	22
Chariton	CNC	12	1	0	0	0	0	13	3,250	23
Charles City	CCY	13	3	0	0	0	0	16	4,000	42
Cherokee	CKP	32	1	0	0	1	0	34	11,900	35
Clarinda	ICL	19	0	0	0	1	0	20	5,000	32
Clarion	CAV	11	3	0	0	1	0	15	3,750	35
Clinton	CWI	25	2	0	0	6	0	33	11,550	67
Corning	CRZ	8	0	0	0	0	0	8	2,000	24
Council Bluffs	CBF	64	10	5	0	3	13	95	33,250	226
Cresco	CJJ	5	0	0	0	1	0	6	1,500	22
Creston	CSQ	16	0	0	0	2	0	18	4,500	16
Davenport	DVN	83	10	3	8	0	0	104	46,800	321
Decorah	DEH	24	0	0	0	0	0	24	6,000	40
Denison	DNS	15	1	0	0	0	0	16	4,000	23
Des Moines (International)	DSM	52	25	24	17	0	0	118	53,100	967
Des Moines (Morningstar)	Y76	56	0	0	0	0	0	56	19,600	967
Dubuque	DBQ	61	11	2	0	0	0	74	25,900	207
Dyersville	IA80	3	0	0	0	1	0	4	1,000	207
Eagle Grove	EAG	7	1	0	0	0	0	8	2,000	35
Eldora	6C0	0	0	0	0	0	0	0	250	42
Elkader	127	3	0	0	0	0	0	3	750	28
Emmetsburg	EGQ	12	0	0	0	1	0	13	3,250	18

Note: Operation estimates calculated using forecast methodology outlined in FAA Order 5090.3C Source: Airport manager survey, FAA database



Table 3-56: Summary of Based Aircraft, Operations, and Pilots

Part		GA Annual	Licensed								
Estherwille EST 22 1 0 0 0 23 5,750 35 Fairfield FFL 17 5 1 0 3 0 26 6,500 53 Forest City FXY 12 1 1 0 2 0 16 4,000 18 Fort Madison FSW 6 1 0 0 0 0 7 1,750 62 Fort Madison FSW 6 1 0 0 1 0 14 3,00 17 Grindle GCI 14 0 1 0 0 1 16 4,00 3 Grinnell GCI 13 2 0 0 0 0 15 3,750 28 Centher GCT 13 2 0 0 0 0 15 3,750 24 Hampton HPT 15 0 <t< th=""><th>Associated City</th><th>FAA Identifier</th><th></th><th></th><th>Jets</th><th></th><th>Ultra</th><th>Helicopters</th><th></th><th>Operations</th><th></th></t<>	Associated City	FAA Identifier			Jets		Ultra	Helicopters		Operations	
Forest City	Estherville	EST	22	1	0	0	0	0	23	5,750	•
Fort Dodge	Fairfield	FFL	17	5	1	0	3	0	26	6,500	53
Form Madison FSW 6	Forest City	FXY	12	1	1	0	2	0	16	4,000	18
Greenfield GFZ 12 1 0 0 1 0 14 3,500 17 Grinnell GGI 14 0 1 0 0 1 16 4,000 33 Genter 6K7 0 0 0 0 0 15 3,750 28 Guthrie GCT 13 2 0 0 0 0 15 3,750 25 Hampton HPT 15 0 0 0 0 0 27 6,750 46 Humboldt 0K7 14 0 0 0 0 25 1,250 7 Ida Grove IDG 1 2 0 0 2 0 5 1,250 7 Idadependence IIB 22 2 0 0 2 0 5 1,250 7 Idwa City IOW 69 11 4 0 <td>Fort Dodge</td> <td>FOD</td> <td>25</td> <td>3</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>28</td> <td>7,000</td> <td>62</td>	Fort Dodge	FOD	25	3	0	0	0	0	28	7,000	62
Grinnell GGI 14 0 1 0 0 1 16 4,000 33 Grundy Center 6K7 0 0 0 0 1 0 1 250 24 Guthrie Center GCT 13 2 0 0 0 0 15 3,750 28 Hampton HPT 15 0 0 0 0 0 15 3,750 25 Harlan HNR 28 1 0 0 0 0 27 6,750 46 Humboldt 0K7 14 0 0 0 1 0 15 3,750 34 Ida Grove IDG 1 2 0 0 1 0 15 3,750 34 Ida Grove IDG 1 2 0 0 1 0 28 7,000 32 Ida Grove IDG 1	Fort Madison	FSW	6	1	0	0	0	0	7	1,750	62
Grundy Center 6k7 0 0 0 0 0 1 0 1 250 24 Countrie GCT 13 2 0 0 0 0 15 3,750 28 Harmaton HPT 15 0 0 0 0 0 27 6,750 46 Humboldt 0K7 14 0 0 0 0 27 6,750 46 Humboldt 0K7 14 0 0 0 1 0 15 3,750 36 Ida Grove IDG 1 2 0 0 2 0 5 1,250 7 Independence IIB 22 2 0 0 4 0 28 7,000 32 Iowa City IOW 69 11 4 0 0 1 85 29,750 305 Iowa City IOW 69	Greenfield	GFZ	12	1	0	0	1	0	14	3,500	17
Center GC 1 0 1 20 2 3 3 3 4 4 4 4 0 0 0 0 2 2 6 7 1 1 0 0 1 1 3 7 0 4 1 0 0 2 0 0 1 1 0 0 2 0 0 1 1 0 0 0 2 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0<	Grinnell	GGI	14	0	1	0	0	1	16	4,000	33
Center GCT 13 2 0 0 0 15 3,750 28 Hampton HPT 15 0 0 0 0 15 3,750 26 Harlam HNR 26 1 0 0 0 27 6,780 36 Ida Grove IDG 1 2 0 0 2 0 5 1,250 7 Independence IIB 22 2 0 0 4 0 28 7,000 32 Iowa Falls IFA 15 0 0 0 2 0 17 4,250 42 Jefferson EFW 20 2 0 0 2 0 24 6,000 20 Keokuk EOK 19 5 1 0 0 0 1 1,550 89 Lake Malls OY6 1 0 0 0 1	Center	6K7	0	0	0	0	1	0	1	250	24
Harian HNR 26 1 0 0 0 27 6,750 46 Humboldt 0K7 14 0 0 0 1 0 15 3,750 34 Ida Grove IDG 1 2 0 0 2 0 5 1,250 7 Independence IIB 22 2 0 0 4 0 28 7,000 32 Iowa City IOW 69 11 4 0 0 1 85 29,750 305 Iowa Falls IFA 15 0 0 0 2 0 17 4,250 42 Jefferson EFW 20 2 0 0 2 0 24 6,000 20 Keokulk EOK 19 5 1 0 0 0 0 1 25 6,250 62 Keosauqa GKY <th< td=""><td></td><td>GCT</td><td>13</td><td>2</td><td>0</td><td>0</td><td>0</td><td>0</td><td>15</td><td>3,750</td><td>28</td></th<>		GCT	13	2	0	0	0	0	15	3,750	28
Humboldt	Hampton	HPT	15	0	0	0	0	0	15	3,750	25
Ida Grove IDG 1 2 0 0 2 0 5 1,250 7 Independence IIB 22 2 0 0 4 0 28 7,000 32 Iowa City IOW 69 11 4 0 0 1 85 29,750 305 Iowa Falls IFA 15 0 0 0 2 0 17 4,250 42 Jefferson EFW 20 2 0 0 2 0 24 6,000 20 Keokuk EOK 19 5 1 0 0 0 25 6,250 62 Keosauqua 6K9 1 0 0 0 0 0 1 250 16 Knoxville OXV 40 0 0 0 1 0 2 5,050 33 Lake Mills OY6 1 <th< td=""><td>Harlan</td><td>HNR</td><td>26</td><td>1</td><td>0</td><td>0</td><td>0</td><td>0</td><td>27</td><td>6,750</td><td>46</td></th<>	Harlan	HNR	26	1	0	0	0	0	27	6,750	46
Independence IIB	Humboldt	0K7	14	0	0	0	1	0	15	3,750	34
Iowa City IOW 69 11 4 0 0 1 85 29,750 305 Iowa Falls IFA 15 0 0 0 2 0 17 4,250 42 Jefferson EFW 20 2 0 0 2 0 24 6,000 20 Keokuk EOK 19 5 1 0 0 0 25 6,250 62 Keosauqua 6K9 1 0 0 0 0 1 250 16 Kroxxille OXV 40 0 0 0 0 45 15,750 89 Lake Mills OY6 1 0 0 0 1 0 2 500 33 Lake Mills OY6 1 0 0 1 0 2 500 33 Lake Mills 14 0 1 0 5 0 <td>Ida Grove</td> <td>IDG</td> <td>1</td> <td>2</td> <td>0</td> <td>0</td> <td>2</td> <td>0</td> <td>5</td> <td>1,250</td> <td>7</td>	Ida Grove	IDG	1	2	0	0	2	0	5	1,250	7
Indicate Indicate	Independence	IIB	22	2	0	0	4	0	28	7,000	32
Hefferson EFW 20	Iowa City	IOW	69	11	4	0	0	1	85	29,750	305
Keokuk EOK 19 5 1 0 0 0 25 6,250 62 Keosauqua 6K9 1 0 0 0 0 1 250 16 Knoxville OXV 40 0 0 0 5 0 45 15,750 89 Lake Mills OY6 1 0 0 0 1 0 2 500 33 Lamoni LWD 8 0 0 0 1 0 9 2,250 11 Larchwood 2VA 20 0 0 0 1 0 21 5,250 26 Le Mars LRJ 14 0 1 0 5 0 20 5,000 47 Manchester C27 14 0 0 0 0 11 2,750 23 Maquoketa OQW 10 5 0 0	Iowa Falls	IFA	15	0	0	0	2	0	17	4,250	42
Keosauqua 6K9 1 0 0 0 0 1 250 16 Knoxville OXV 40 0 0 0 5 0 45 15,750 89 Lake Mills OY6 1 0 0 1 0 2 500 33 Lamoni LWD 8 0 0 0 1 0 9 2,250 11 Larchwood 2VA 20 0 0 0 1 0 21 5,250 26 Le Mars LRJ 14 0 1 0 5 0 20 5,000 47 Manchester C27 14 0 0 0 0 14 3,500 46 Mapleton MEY 8 0 0 0 0 11 2,750 23 Maquoketa OQW 10 5 0 0 0 0	Jefferson	EFW	20	2	0	0	2	0	24	6,000	20
Knoxville OXV 40 0 0 0 5 0 45 15,750 89 Lake Mills OY6 1 0 0 0 1 0 2 500 33 Lamoni LWD 8 0 0 0 1 0 9 2,250 11 Larchwood 2VA 20 0 0 0 1 0 21 5,250 26 Le Mars LRJ 14 0 1 0 5 0 20 5,000 47 Marshall town MEY 8 0 0 0 0 11 2,750 23 Marion C17 39 3 0 0 0 0 15 3,750 35 Marion C17 39 3 0 0 0 0 15 3,750 35 Marion C17 39 3 0	Keokuk	EOK	19	5	1	0	0	0	25	6,250	62
Lake Mills OY6 1 0 0 1 0 2 500 33 Lamoni LWD 8 0 0 0 1 0 9 2,250 11 Larchwood 2VA 20 0 0 0 1 0 21 5,250 26 Le Mars LRJ 14 0 1 0 5 0 20 5,000 47 Manchester C27 14 0 0 0 0 0 14 3,500 46 Mapleton MEY 8 0 0 0 0 11 2,750 23 Maquoketa OQW 10 5 0 0 0 0 15 3,750 35 Marion C17 39 3 0 0 4 4 50 17,500 622 Marion MIW 42 0 0 0	Keosauqua	6K9	1	0	0	0	0	0	1	250	16
Lamoni LWD 8 0 0 0 1 0 9 2,250 11 Larchwood 2VA 20 0 0 0 1 0 21 5,250 26 Le Mars LRJ 14 0 1 0 5 0 20 5,000 47 Manchester C27 14 0 0 0 0 14 3,500 46 Mapleton MEY 8 0 0 0 0 11 2,750 23 Maquoketa OQW 10 5 0 0 0 11 2,750 23 Marion C17 39 3 0 0 0 15 3,750 35 Marion C17 39 3 0 0 4 4 50 17,500 622 Marshalltown MIW 42 0 0 0 0 1 <td>Knoxville</td> <td>OXV</td> <td>40</td> <td>0</td> <td>0</td> <td>0</td> <td>5</td> <td>0</td> <td>45</td> <td>15,750</td> <td>89</td>	Knoxville	OXV	40	0	0	0	5	0	45	15,750	89
Larchwood 2VA 20 0 0 0 1 0 21 5,250 26 Le Mars LRJ 14 0 1 0 5 0 20 5,000 47 Manchester C27 14 0 0 0 0 14 3,500 46 Mapleton MEY 8 0 0 0 0 11 2,750 23 Maquoketa OQW 10 5 0 0 0 0 15 3,750 35 Marion C17 39 3 0 0 4 4 50 17,500 622 Marshalltown MIW 42 0 0 0 0 42 14,700 101 Mason City MCW 33 4 1 0 0 1 39 13,650 99 Milford 4D8 10 0 0 0	Lake Mills	OY6	1	0	0	0	1	0	2	500	33
Le Mars LRJ 14 0 1 0 5 0 20 5,000 47 Manchester C27 14 0 0 0 0 14 3,500 46 Mapleton MEY 8 0 0 0 3 0 11 2,750 23 Maquoketa OQW 10 5 0 0 0 0 15 3,750 35 Marion C17 39 3 0 0 4 4 50 17,500 622 Marshalltown MIW 42 0 0 0 0 42 14,700 101 Mason City MCW 33 4 1 0 0 1 39 13,650 99 Milford 4D8 10 0 0 1 0 11 2,750 68 Monona 7C3 5 0 0 0 <t< td=""><td>Lamoni</td><td>LWD</td><td>8</td><td>0</td><td>0</td><td>0</td><td>1</td><td>0</td><td>9</td><td>2,250</td><td>11</td></t<>	Lamoni	LWD	8	0	0	0	1	0	9	2,250	11
Manchester C27 14 0 0 0 0 14 3,500 46 Mapleton MEY 8 0 0 0 3 0 11 2,750 23 Maquoketa OQW 10 5 0 0 0 0 15 3,750 35 Marion C17 39 3 0 0 4 4 50 17,500 622 Marshalltown MIW 42 0 0 0 0 42 14,700 101 Mason City MCW 33 4 1 0 0 1 39 13,650 99 Milford 4D8 10 0 0 1 0 11 2,750 68 Monona 7C3 5 0 0 0 1 0 6 1,500 28 Montezuma 7C5 3 0 0 0 <t< td=""><td>Larchwood</td><td>2VA</td><td>20</td><td>0</td><td>0</td><td>0</td><td>1</td><td>0</td><td>21</td><td>5,250</td><td>26</td></t<>	Larchwood	2VA	20	0	0	0	1	0	21	5,250	26
Mapleton MEY 8 0 0 0 3 0 11 2,750 23 Maquoketa OQW 10 5 0 0 0 0 15 3,750 35 Marion C17 39 3 0 0 4 4 50 17,500 622 Marshalltown MIW 42 0 0 0 0 42 14,700 101 Mason City MCW 33 4 1 0 0 1 39 13,650 99 Milford 4D8 10 0 0 1 0 11 2,750 68 Monona 7C3 5 0 0 0 1 0 4 1,000 28 Montezuma 7C5 3 0 0 0 1 0 4 1,000 33 Montezuma TY3 3 0 0 0	Le Mars	LRJ	14	0	1	0	5	0	20	5,000	47
Maquoketa OQW 10 5 0 0 0 0 15 3,750 35 Marion C17 39 3 0 0 4 4 50 17,500 622 Marshalltown MIW 42 0 0 0 0 42 14,700 101 Mason City MCW 33 4 1 0 0 1 39 13,650 99 Milford 4D8 10 0 0 0 1 0 11 2,750 68 Monona 7C3 5 0 0 0 1 0 11 2,750 68 Montezuma 7C5 3 0 0 0 1 0 4 1,000 28 Montezuma 7C5 3 0 0 0 3 0 38 13,300 52 Mount Ayr 1Y3 3 0 <t< td=""><td>Manchester</td><td>C27</td><td>14</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>14</td><td>3,500</td><td>46</td></t<>	Manchester	C27	14	0	0	0	0	0	14	3,500	46
Marion C17 39 3 0 0 4 4 50 17,500 622 Marshalltown MIW 42 0 0 0 0 42 14,700 101 Mason City MCW 33 4 1 0 0 1 39 13,650 99 Milford 4D8 10 0 0 0 1 0 11 2,750 68 Monona 7C3 5 0 0 0 1 0 6 1,500 28 Montezuma 7C5 3 0 0 0 1 0 4 1,000 33 Monticello MXO 29 6 0 0 3 0 38 13,300 52 Mount Ayr 1Y3 3 0 0 0 1 0 4 1,000 6 Mount Ayr 1Y3 3 0	Mapleton	MEY	8	0	0	0	3	0	11	2,750	23
Marshalltown MIW 42 0 0 0 0 42 14,700 101 Mason City MCW 33 4 1 0 0 1 39 13,650 99 Milford 4D8 10 0 0 0 1 0 11 2,750 68 Monona 7C3 5 0 0 0 1 0 6 1,500 28 Montezuma 7C5 3 0 0 0 1 0 4 1,000 33 Monticello MXO 29 6 0 0 3 0 38 13,300 52 Mount Ayr 1Y3 3 0 0 0 1 0 4 1,000 6 Mount Pleasant MPZ 11 6 0 0 2 0 19 4,750 38 Muscatine MUT 28 1	Maquoketa	OQW	10	5	0	0	0	0	15	3,750	35
Mason City MCW 33 4 1 0 0 1 39 13,650 99 Milford 4D8 10 0 0 0 1 0 11 2,750 68 Monona 7C3 5 0 0 0 1 0 6 1,500 28 Montezuma 7C5 3 0 0 0 1 0 4 1,000 33 Monticello MXO 29 6 0 0 3 0 38 13,300 52 Mount Ayr 1Y3 3 0 0 0 1 0 4 1,000 6 Mount Pleasant MPZ 11 6 0 0 2 0 19 4,750 38 Muscatine MUT 28 1 2 0 1 0 32 11,200 94 Newton TNU 16	Marion	C17	39	3	0	0	4	4	50	17,500	622
Milford 4D8 10 0 0 0 1 0 11 2,750 68 Monna 7C3 5 0 0 0 1 0 6 1,500 28 Montezuma 7C5 3 0 0 0 1 0 4 1,000 33 Monticello MXO 29 6 0 0 3 0 38 13,300 52 Mount Ayr 1Y3 3 0 0 0 1 0 4 1,000 6 Mount Pleasant MPZ 11 6 0 0 2 0 19 4,750 38 Muscatine MUT 28 1 2 0 1 0 32 11,200 94 New Hampton 1Y5 1 0 0 0 0 18 4,500 76	Marshalltown	MIW	42	0	0	0	0	0	42	14,700	101
Monona 7C3 5 0 0 0 1 0 6 1,500 28 Montezuma 7C5 3 0 0 0 1 0 4 1,000 33 Monticello MXO 29 6 0 0 3 0 38 13,300 52 Mount Ayr 1Y3 3 0 0 0 1 0 4 1,000 6 Mount Pleasant MPZ 11 6 0 0 2 0 19 4,750 38 Muscatine MUT 28 1 2 0 1 0 32 11,200 94 New Hampton 1Y5 1 0 0 0 0 0 1 250 18 Newton TNU 16 2 0 0 0 0 18 4,500 76	Mason City	MCW	33	4	1	0	0	1	39	13,650	99
Montezuma 7C5 3 0 0 0 1 0 4 1,000 33 Monticello MXO 29 6 0 0 3 0 38 13,300 52 Mount Ayr 1Y3 3 0 0 0 1 0 4 1,000 6 Mount Ayr 1Y3 3 0 0 0 1 0 4 1,000 6 Mount Ayr 1Y3 11 6 0 0 2 0 19 4,750 38 Muscatine MUT 28 1 2 0 1 0 32 11,200 94 New Hampton 1Y5 1 0 0 0 0 0 1 250 18 Newton TNU 16 2 0 0 0 0 18 4,500 76	Milford	4D8	10	0	0	0	1	0	11	2,750	68
Monticello MXO 29 6 0 0 3 0 38 13,300 52 Mount Ayr 1Y3 3 0 0 0 1 0 4 1,000 6 Mount Pleasant MPZ 11 6 0 0 2 0 19 4,750 38 Muscatine MUT 28 1 2 0 1 0 32 11,200 94 New Hampton 1Y5 1 0 0 0 0 1 250 18 Newton TNU 16 2 0 0 0 0 18 4,500 76	Monona	7C3	5	0	0	0	1	0	6	1,500	28
Mount Ayr 1Y3 3 0 0 0 1 0 4 1,000 6 Mount Pleasant MPZ 11 6 0 0 2 0 19 4,750 38 Muscatine MUT 28 1 2 0 1 0 32 11,200 94 New Hampton 1Y5 1 0 0 0 0 1 250 18 Newton TNU 16 2 0 0 0 0 18 4,500 76	Montezuma	7C5	3	0	0	0	1	0	4	1,000	33
Mount Pleasant MPZ 11 6 0 0 2 0 19 4,750 38 Muscatine MUT 28 1 2 0 1 0 32 11,200 94 New Hampton 1Y5 1 0 0 0 0 1 250 18 Newton TNU 16 2 0 0 0 0 18 4,500 76	Monticello	MXO	29	6	0	0	3	0	38	13,300	52
Pleasant MPZ 11 6 0 0 2 0 19 4,750 38 Muscatine MUT 28 1 2 0 1 0 32 11,200 94 New Hampton 1Y5 1 0 0 0 0 1 250 18 Newton TNU 16 2 0 0 0 0 18 4,500 76	Mount Ayr	1Y3	3	0	0	0	1	0	4	1,000	6
New Hampton 1Y5 1 0 0 0 0 0 1 250 18 Newton TNU 16 2 0 0 0 0 18 4,500 76		MPZ	11	6	0	0	2	0	19	4,750	38
Newton TNU 16 2 0 0 0 0 18 4,500 76	Muscatine	MUT	28	1	2	0	1	0	32	11,200	94
	New Hampton	1Y5	1	0	0	0	0	0	1	250	18
Northwood 5D2 6 0 0 0 1 0 7 1,750 14	Newton	TNU	16	2	0	0	0	0	18	4,500	76
	Northwood	5D2	6	0	0	0	1	0	7	1,750	14

Note: Operation estimates calculated using forecast methodology outlined in FAA Order 5090.3C Source: Airport manager survey, FAA database



Table 3-56: Summary of Based Aircraft, Operations, and Pilots

					Based A		seracions, ar		GA Annual	Licensed
Associated City	FAA Identifier	Single Engine	Multi Engine	Jets	Military	Ultra Lights	Helicopters	2010 Total Aircraft	Operations (Estimate)	Pilots in Airport County
Oelwein	OLZ	22	0	0	0	1	0	23	5,750	40
Onawa	K36	3	0	0	0	1	0	4	1,000	23
Orange City	ORC	7	2	1	0	0	0	10	2,500	72
Osage	D02	6	0	0	0	0	0	6	1,500	16
Osceola	175	26	2	0	0	1	0	29	7,250	29
Oskaloosa	OOA	30	3	0	0	2	0	35	12,250	51
Ottumwa	OTM	24	6	5	0	0	0	35	12,250	83
Paullina	1Y9	7	0	0	0	0	0	7	1,750	36
Pella	PEA	28	3	6	0	0	0	37	12,950	89
Perry	PRO	18	0	1	0	0	0	19	4,750	118
Pocahontas	POH	20	1	0	0	0	1	22	5,500	24
Primghar	2Y0	0	0	0	0	0	0	0	250	36
Red Oak	RDK	31	2	0	0	6	1	40	14,000	41
Rock Rapids	RRQ	16	0	0	0	0	0	16	4,000	26
Rockwell City	2Y4	14	0	0	0	0	0	14	3,500	28
Sac City	SKI	10	0	0	0	0	0	10	2,500	14
Sheldon	SHL	19	5	2	0	2	0	28	7,000	36
Shenandoah	SDA	13	0	0	0	0	0	13	3,250	20
Sibley	ISB	13	0	0	0	0	0	13	3,250	8
Sioux Center	SOY	11	4	0	0	0	0	15	3,750	72
Sioux City	SUX	46	1	14	9	0	2	72	25,200	186
Spencer	SPW	25	2	5	0	3	0	35	12,250	49
Spirit Lake	0F3	17	1	0	0	0	0	18	4,500	68
Storm Lake	SLB	37	0	1	0	0	0	38	13,300	59
Sully	8C2	0	0	0	0	0	0	0	250	76
Tipton	8C4	9	1	0	0	0	0	10	2,500	58
Toledo	8C5	4	0	0	0	0	0	4	1,000	28
Traer	8C6	9	0	0	0	0	0	9	2,250	28
Vinton	VTI	21	0	0	0	0	3	24	6,000	62
Washington	AWG	22	4	0	0	0	1	27	6,750	51
Waterloo	ALO	75	9	3	9	0	0	96	33,600	270
Waukon	Y01	3	0	0	0	0	0	3	750	32
Waverly	C25	20	3	0	0	0	0	23	5,750	62
Webster City	EBS	15	5	0	0	0	0	20	5,000	39
West Union	3Y2	6	0	0	0	0	1	7	1,750	40
Winterset	3Y3	22	3	0	0	2	0	27	6,750	41
Woodbine	3Y4	1	0	0	0	1	0	2	500	37

Note: Operation estimates calculated using forecast methodology outlined in FAA Order 5090.3C Source: Airport manager survey, FAA database



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					ŀ	(ey: A	A = A	nnually	, Q = Q	uarterly	y, M = N	lonthly,	W = W	eekly	, D = Dail	y, N = N	lever						
Associated City	FAA Identifier	Corporate	Personal / Recreational	Career Training / Education	Youth Education	Aircraft Sales	Air Cargo	Agricultural Spraying	Emergency Medical	Aerial Photography	Sightseeing Flights	Law Enforcement	Doctor Transport	Civil Air Patrol	Hosting Community Events	Traffic or News Reporting	Air Show / Fly-ins	Military Exercises / Training	Aerial Inspections	Real Estate Tours	Advertising / Banner Towing	Prisoner Transport	Environmental Patrols
Albia	4C8	W	D	N	N	N	N	W	М	Q	N	М	W	N	N	N	N	N	N	N	N	N	М
Algona	AXA	W	D	N	Q	Q	Α	D	Α	М	М	Q	Α	Α	Q	N	Α	N	М	Q	N	N	Q
Allison	K98	Q	D	N	Q	N	Α	W	Α	Α	Α	Q	N	N	Α	N	N	Q	N	N	N	N	N
Ames	AMW	D	D	D	W	D	N	W	М	Q	D	М	N	М	М	М	Q	Q	N	N	N	Q	Α
Anita	Y43	N	W	N	N	N	Ν	W	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Ankeny	IKV	D	D	N	Α	D	D	Α	D	W	D	D	D	D	W	Α	N	W	Q	М	N	Α	N
Atlantic	AIO	W	D	N	Q	N	Ν	D	М	Α	Α	D	Α	Α	Α	Α	Α	N	Q	Α	N	Α	Q
Audubon	ADU	W	W	N	N	N	N	Α	Α	N	Α	Α	Q	N	Α	N	Α	Α	Α	N	N	N	Α
Bedford	Y46	М	W	N	Α	N	Ν	W	Α	Α	Α	Α	N	N	N	N	N	N	N	Α	N	N	Α
Belle Plaine	TZT	W	М	N	N	N	N	D	М	N	N	Q	N	N	Α	N	N	W	М	N	N	N	М
Belmond	Y48	N	W	N	N	N	N	W	W	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Bloomfield	4K6	W	D	N	Α	Α	N	W	Α	Α	М	Α	W	Α	Α	Α	Α	N	Α	Α	N	Α	Α
Boone	BNW	D	D	N	Α	N	W	D	N	W	Q	Q	N	Ν	Q	Α	Α	D	D	N	Α	N	N
Carroll	CIN	D	D	N	N	Α	Q	М	М	Q	Q	W	М	М	Q	Q	Α	W	W	Α	N	Α	Q
Centerville	TVK	W	D	N	Α	N	N	М	Α	Q	Q	Α	М	N	Α	N	Α	N	М	N	N	Α	N
Chariton	CNC	М	W	N	N	N	N	W	N	D	N	N	W	N	Α	Α	N	Α	Α	N	N	N	W
Charles City	CCY	W	D	N	М	М	Α	Α	Q	Α	М	Α	W	N	Α	N	N	W	М	Α	N	Α	Α
Cherokee	CKP	W	D	N	Α	N	N	Q	М	W	W	Α	Q	М	Α	N	Α	N	М	Α	N	М	Q
Clarinda	ICL	W	D	N	Α	Α	Α	D	W	Α	Α	Α	Α	Α	Α	Α	Α	N	М	Α	N	Q	N
Clarion	CAV	W	D	N	N	М	N	Α	N	Α	W	Α	Α	Α	N	N	N	N	Q	N	N	N	N
Clinton	CWI	W	D	N	М	Q	Q	N	Α	Q	N	Q	Q	N	Α	N	Α	W	Q	N	N	Α	Q
Corning	CRZ	Q	W	N	N	N	N	W	N	N	М	N	N	N	Α	N	Α	N	N	N	N	Q	N
Council Bluffs	CBF	D	D	D	Α	М	Α	Α	D	W	D	D	W	Α	Α	Q	Α	Q	W	W	W	W	Q
Cresco	CJJ	W	D	N	N	N	N	D	Α	N	М	Q	Α	N	N	N	N	N	N	Α	N	N	N



					K	Cey: A	A = A	nnually	, Q = Q	uarterly	y, M = N	/lonthly	W = W	eekly	y, D = Dail	y, N = N	lever						
Associated City	FAA Identifier	Corporate	Personal / Recreational	Career Training / Education	Youth Education	Aircraft Sales	Air Cargo	Agricultural Spraying	Emergency Medical	Aerial Photography	Sightseeing Flights	Law Enforcement	Doctor Transport	Civil Air Patrol	Hosting Community Events	Traffic or News Reporting	Air Show / Fly-ins	Military Exercises / Training	Aerial Inspections	Real Estate Tours	Advertising / Banner Towing	Prisoner Transport	Environmental Patrols
Creston	CSQ	W	D	N	М	Q	N	D	Q	Q	W	М	D	Α	А	Α	Α	М	N	N	N	N	Q
Davenport	DVN	D	D	D	Α	D	D	N	W	W	W	N	N	W	Α	N	Α	D	Α	N	N	Α	Α
Decorah	DEH	W	D	N	Α	Α	Q	Q	Q	Q	М	Α	N	N	А	Α	Q	Α	Α	N	N	N	N
Denison	DNS	W	D	N	N	Α	W	D	Α	D	Α	М	n	М	Α	N	W	Α	М	N	N	N	N
Eagle Grove	EAG	N	W	N	N	N	N	W	Α	N	N	N	Α	N	N	N	N	N	N	N	N	N	N
Eldora	6C0	N	М	N	N	N	N	W	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Emmetsburg	EGQ	М	D	N	Α	Α	N	D	М	Α	D	М	М	N	Q	N	Α	N	Α	N	N	N	W
Estherville	EST	W	D	D	Q	Α	М	D	W	М	W	Α	W	Α	Α	N	Α	N	Α	Α	N	Α	Α
Fairfield	FFL	D	D	Ν	Q	М	Q	Α	Α	Α	Q	Α	Ν	Α	Α	Α	Α	Α	М	Α	N	Ν	Α
Forest City	FXY	D	D	N	Α	Α	N	W	N	М	W	Α	N	Α	Α	N	Α	N	W	N	N	N	W
Fort Madison	FSW	W	D	N	N	Ν	Ν	W	Ν	W	Α	N	N	Ν	Α	N	Α	N	W	N	N	М	М
Greenfield	GFZ	W	W	N	Α	N	N	Α	N	Α	Q	Α	N	Α	Α	N	Α	N	N	N	N	Α	Α
Grinnell	GGI	W	D	Ν	Q	N	М	D	М	М	W	М	Q	Α	Α	Α	Α	N	W	N	N	N	Α
Grundy Center	6K7	N	М	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Guthrie Center	GCT	Α	D	N	N	N	Ν	N	Α	N	N	N	Q	Α	N	N	N	N	N	N	N	N	N
Hampton	HPT	Q	D	N	N	D	Α	D	Α	Q	Α	Q	Α	Α	Α	W	Α	М	Q	Α	N	N	Α
Harlan	HNR	W	W	N	N	N	N	Α	Α	N	W	М	N	N	Α	N	Α	N	Α	Α	N	N	Α
Humboldt	0K7	W	D	N	Α	N	Α	Q	Α	М	Α	М	М	М	Α	N	Α	N	Α	Q	N	Α	Α
Ida Grove	IDG	W	W	N	N	Ν	N	W	N	Α	Q	Q	Q	Ν	N	N	N	N	N	N	N	N	N
Independence	IIB	W	D	N	Α	Α	М	Α	М	М	М	М	Α	Α	Α	Α	Α	W	N	N	N	Q	Q
Iowa City	IOW	W	D	D	Α	D	М	W	W	М	М	W	W	W	Α	Α	Α	Q	М	Α	N	Α	Q
Iowa Falls	IFA	W	D	N	Α	Α	N	D	М	Q	Α	Α	N	Α	Q	Α	Α	М	Q	N	N	N	Α
Jefferson	EFW	W	D	N	М	N	М	D	М	Q	М	М	Q	N	Α	Q	Α	W	М	Α	N	N	Q
Keokuk	EOK	D	D	N	М	Α	М	W	Q	Q	Q	Α	Α	Α	Α	Α	Α	Q	М	Α	N	N	Α



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Associated City	FAA Identifier	Corporate	Personal / Recreational	Career Training / Education	Youth Education	Aircraft Sales	Air Cargo	Agricultural Spraying	Emergency Medical	Aerial Photography	Sightseeing Flights	Law Enforcement	Doctor Transport	Civil Air Patrol	Hosting Community Events	Traffic or News Reporting	Air Show / Fly-ins	Military Exercises / Training	Aerial Inspections	Real Estate Tours	Advertising / Banner Towing	Prisoner Transport	Environmental Patrols
Keosauqua	6K9	N	М	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Knoxville	OXV	D	D	N	Q	Q	М	D	W	W	W	М	N	Α	Q	Q	Α	М	Q	N	N	Α	М
Lake Mills	OY6	N	М	N	N	N	Ν	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Lamoni	LWD	Q	W	N	Q	N	N	Α	N	Α	N	Q	N	Α	Α	Α	N	N	W	N	N	N	Α
Le Mars	LRJ	W	D	N	N	Q	Α	D	Q	М	Q	Α	N	Q	Α	N	N	N	N	Α	N	Α	N
Manchester	C27	Q	D	N	N	N	N	W	Α	N	М	N	Α	Α	Α	N	Α	N	Q	Q	N	N	N
Mapleton	MEY	М	D	N	N	N	N	W	М	N	W	Α	N	Ν	Α	N	Α	N	М	Q	N	N	М
Maquoketa	OQW	D	D	N	N	D	Q	Α	N	Α	W	N	N	Ν	Α	N	Α	W	Q	N	N	N	N
Marshalltown	MIW	W	W	N	Α	Α	Α	D	Α	Α	Α	W	Α	Α	Α	N	N	М	W	N	N	N	Α
Milford	4D8	W	W	N	N	N	N	N	Α	Q	Q	Q	N	Ν	N	N	N	N	N	Q	N	N	N
Monona	7C3	Α	W	N	N	N	Α	D	N	М	W	N	N	N	N	N	Α	N	Α	N	N	N	N
Monticello	MXO	D	D	N	Α	Q	W	D	М	М	М	Q	Q	Q	Α	N	Α	Q	W	Q	N	Α	Α
Mount Ayr	1Y3	Α	W	N	N	N	N	N	N	N	N	N	W	Ν	N	N	N	N	N	N	N	N	N
Mount Pleasant	MPZ	D	W	N	Α	N	Q	D	Α	М	W	Q	Q	Α	Α	N	Α	Α	N	Q	N	Α	Α
Muscatine	MUT	D	D	W	Q	N	М	D	Α	М	М	Q	N	Α	N	N	N	М	Α	N	N	N	N
New Hampton	1Y5	М	М	N	N	N	N	W	N	Α	N	N	N	N	Α	N	Α	Q	Α	N	N	N	N
Newton	TNU	D	D	N	Α	Q	М	Α	Q	Q	W	W	Α	Q	Α	Α	Α	W	W	Q	N	Α	N
Northwood	5D2	N	D	N	N	N	N	D	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Oelwein	OLZ	W	D	N	Α	N	М	D	М	D	D	М	М	N	N	М	N	D	W	М	N	Q	Α
Onawa	K36	М	D	N	Α	N	N	Q	Α	Q	Q	М	Α	N	Α	Α	N	N	Α	N	N	N	Α
Orange City	ORC	D	W	N	N	D	D	D	М	М	Α	М	N	W	Α	N	N	N	N	N	N	N	N
Osage	D02	Q	D	N	N	N	N	D	N	Α	Q	N	N	N	N	N	N	N	N	N	N	Q	N
Osceola	175	D	D	N	Α	N	М	Q	Α	Q	N	W	Α	N	Α	N	Α	Α	М	М	N	Q	Α
Oskaloosa	OOA	W	D	N	N	D	N	Q	М	М	D	М	М	N	Α	N	N	N	N	N	N	N	N



					ŀ	Cey: A	A = A	nnually	, Q = Q	uarterl	y, M = N	lonthly,	W = W	eekly	, D = Dail	y, N = N	lever						
Associated City	FAA Identifier	Corporate	Personal / Recreational	Career Training / Education	Youth Education	Aircraft Sales	Air Cargo	Agricultural Spraying	Emergency Medical	Aerial Photography	Sightseeing Flights	Law Enforcement	Doctor Transport	Civil Air Patrol	Hosting Community Events	Traffic or News Reporting	Air Show / Fly-ins	Military Exercises / Training	Aerial Inspections	Real Estate Tours	Advertising / Banner Towing	Prisoner Transport	Environmental Patrols
Ottumwa	ОТМ	D	D	D	Q	Α	М	D	Q	Α	Α	М	W	N	Α	Α	N	М	W	N	N	N	М
Paullina	1Y9	Α	D	N	N	N	N	D	Α	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Pella	PEA	D	D	N	Α	Q	Α	W	Α	М	W	М	Α	Α	Α	N	Α	N	N	N	N	N	W
Perry	PRO	W	D	N	Α	N	N	D	Α	N	Α	Q	N	Α	Α	N	N	W	Q	N	N	Α	W
Pocahontas	POH	W	D	N	Α	N	N	D	W	М	W	М	W	N	Α	N	Α	N	М	Q	Α	Q	Q
Primghar	2Y0	Ν	Q	N	N	N	Ν	N	N	N	N	N	Q	Ν	N	N	N	N	N	N	N	N	N
Red Oak	RDK	Q	W	N	N	Ν	Ν	Α	Α	Α	Α	М	W	Α	Α	N	Α	Α	Α	Α	N	N	Α
Rock Rapids	RRQ	W	D	N	N	Ν	Ν	Α	N	Q	N	Α	М	М	Α	N	Α	N	W	N	N	N	N
Rockwell City	2Y4	Α	D	N	N	N	Α	W	Α	Q	М	Α	N	N	Α	N	Α	N	Α	Α	N	Q	N
Sac City	SKI	Α	D	N	Α	N	Ν	D	Q	Q	N	Q	М	Q	Α	N	Α	Q	Α	N	N	N	Α
Sheldon	SHL	D	D	N	Α	Α	Q	Q	Α	М	М	Α	W	Ν	Α	Α	Α	Q	Q	N	N	Α	Α
Shenandoah	SDA	М	N	N	N	N	М	Α	N	Α	М	N	N	N	N	N	N	N	W	N	N	N	Α
Sibley	ISB	W	D	Ν	Α	Α	Ν	Α	М	W	W	Q	Q	М	Q	Α	N	N	Α	Α	N	Α	Α
Sioux Center	SOY	D	D	N	М	Q	М	D	М	М	W	Q	W	Q	Α	N	N	N	N	N	N	Α	Α
Spencer	SPW	D	D	N	Q	Α	D	D	W	М	W	М	W	Q	Α	Α	Α	W	W	М	Α	Α	М
Spirit Lake	0F3	М	D	N	N	N	N	N	N	N	М	N	N	N	N	N	N	N	N	N	N	N	N
Storm Lake	SLB	D	D	N	Ν	Ν	Ν	D	М	М	W	Α	W	Ν	Q	N	Α	N	Q	Q	N	N	N
Sully	8C2	Α	W	N	Α	Ν	Ν	N	Α	Α	Α	N	N	Ν	Α	N	N	N	N	N	N	N	N
Tipton	8C4	D	D	N	Α	Ν	М	D	Q	Q	М	W	N	М	Q	Q	Α	М	Q	М	N	Α	М
Toledo	8C5	N	D	N	Α	N	Ν	W	М	Q	W	Q	М	Q	Α	N	N	Q	N	N	N	N	N
Traer	8C6	N	D	N	N	N	Ν	D	Α	N	М	N	N	N	Α	N	Α	N	N	N	N	N	N
Vinton	VTI	М	D	N	Α	N	Ν	Α	N	W	W	Α	N	М	Α	N	N	W	N	N	N	N	N
Washington	AWG	D	D	N	Α	М	W	D	М	Α	Α	М	Α	Q	Α	Α	Α	Α	Q	N	N	N	Α
Waukon	Y01	Q	D	N	Α	N	Α	Α	N	N	М	Α	W	Α	Α	N	Α	N	Α	Α	N	N	N



Key: A = Annually, Q = Quarterly, M = Monthly, W = Weekly, D = Daily, N = Never																							
Associated City	FAA Identifier	Corporate	Personal / Recreational	Career Training / Education	Youth Education	Aircraft Sales	Air Cargo	Agricultural Spraying	Emergency Medical	Aerial Photography	Sightseeing Flights	Law Enforcement	Doctor Transport	Civil Air Patrol	Hosting Community Events	Traffic or News Reporting	Air Show / Fly-ins	Military Exercises / Training	Aerial Inspections	Real Estate Tours	Advertising / Banner Towing	Prisoner Transport	Environmental Patrols
Waverly	C25	D	D	N	W	Α	N	D	N	D	D	Α	N	Α	А	N	Α	D	D	W	N	N	N
Webster City	EBS	W	D	D	Q	М	D	D	М	W	W	Q	М	Q	М	N	Α	W	М	М	N	М	Q
West Union	3Y2	W	W	N	N	N	М	D	N	Q	Q	Q	М	N	N	N	N	N	Q	N	N	N	N
Winterset	3Y3	W	D	N	Q	Α	N	W	N	W	М	N	М	Α	Α	Α	N	М	М	N	N	N	Α
Woodbine	3Y4	N	М	N	N	N	Ν	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N



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