



# IOWA

• AVIATION SYSTEM PLAN 2020 •



## TECHNICAL REPORT

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## 2020 IOWA STATEWIDE AVIATION SYSTEM PLAN

Prepared for:

**Iowa Department of Transportation**

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As required by Paragraph 425.B(4) of FAA Order 5100.38C, *Airport Improvement Program (AIP) Handbook*:

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## 1. Introduction and Project Goals

The Iowa DOT Aviation Bureau, in completing the 2020 Iowa Statewide Aviation System Plan (SASP 2020), continues an established planning process that is built on a series of goals and objectives that align with the Bureau’s mission to help ensure that the airport system serves all facets of aviation in a safe and efficient manner. The ongoing development of this statewide aviation system planning effort, including the 2020 SASP, continues to evaluate the needs of the system through the collection and analysis of relevant data. This system plan follows guidance from the Federal Aviation Administration (FAA) as contained in “Airport System Planning Process, Advisory Circular 150/5070-7.”

The 2010 Iowa Statewide Aviation System Plan established several goals and objectives; this study serves as an update to the 2010 plan. Since the 2010 SASP, progress has been made to achieve past goals and objectives through federal, state, and local funds for projects that fit into the vision of the past system plan. A review and update of the 2010 goals and objectives helped direct the SASP 2020 and its recommended future improvements. The SASP 2020 review of the earlier plan’s goals and objectives generally determined they are still appropriate for Iowa’s aviation environment today. Still, minor modifications were made, with updated objectives and targeted performance measures, to plan for the future of the Iowa airport system.

This chapter will define the framework of the plan that will influence subsequent chapters and guide how the system is evaluated and developed. In a later chapter, facility and service objectives will be identified that will provide a clear, measurable mark for the individual airports and the system to meet to achieve success in meeting study goals.

### 1.1 System Stakeholders

Key stakeholders including airport officials, aviation-related stakeholders and business owners, and pilots were involved in developing the SASP 2020 through participation on a Project Advisory Committee (PAC). The PAC was included in a review of 2010 goals and objectives and helped refine these goals for the SASP 2020. SASP 2020 goals and objectives are outlined in this chapter.

The PAC retained an important role in providing feedback throughout the study process, with three meetings conducted in-person and through online webinars at key project milestones. Information and input gathered at these meetings impacted study outcomes including current and future airport roles, facility and service objectives, and system recommendations.

**Appendix A** provides the full list of Project Advisory Committee members.

### 1.2 Iowa Airport System Goals and Objectives

The formation of goals for the SASP 2020 originates from the ideas and mission promoted by the Aviation Bureau. According to the Aviation Bureau, “Emphasis is placed on building cooperative working relationships, advocating for opportunities to strengthen aviation in Iowa, coordinating outreach programs, maintaining a comprehensive data collection system, and managing programs that promote a safe and secure air transportation system in Iowa.” The goals and objectives formed in SASP 2020 build on these core concepts and help translate that statement to measurable targets.

In order to explain the process by which the SASP 2020 accomplishes its aims, it is first necessary to define the terms used in this chapter.

- Goals – These are broad targets that the system plan should achieve.

- Objectives – Objectives are more detailed and quantifiable than goals. They define specific areas where progress is desired in order to achieve the goal. Because goals tend to be broad in nature, multiple objectives are usually identified to support the achievement of each goal.

Each goal can be achieved through different avenues, which is where the evaluation of current system performance and development of specific facility and service objectives helps direct resources and focus towards elements identified in the plan. The goals from the 2010 SASP were reviewed by the Iowa Aviation Bureau and the PAC. The 2010 goals and objectives were modified slightly to align with current conditions of the airport system. These goals and objectives were used to formulate the data collection effort and develop facility objectives for each airport role category. Each goal, and its associated objectives, are discussed in more detail below.

### 1.2.1 Goal 1: Safety and Security

*Provide a safe and secure system of airports.*

Safety is a priority that benefits airport users as well as communities and persons near airports. A safe and secure operating environment can include clear approaches to all runways, maintenance of navigational aids, and weather reporting capabilities. To measure these critical objectives to provide a safe and secure system, the percentage of airports meeting the objectives will help illustrate the system's performance in this goal.

#### **Objectives**

- Meet minimum primary runway length by role
- Maintain appropriate approach procedures by role
- Maintenance and installation of navigational aids (runway lighting, VGSI, etc.) by role
- Adequate weather reporting capabilities at airports in Commercial, Enhanced, and General Service roles

### 1.2.2 Goal 2: Infrastructure and User Support

*Provide an airport system that meets existing and future user needs.*

Maintaining adequate infrastructure allows for the continued use of Iowa airports by a variety of users. The runway is the primary facility at each airport but is supported by a number of other buildings, surfaces, and devices that allow for operations at airports with different roles and capacities.

#### **Objectives**

- Adequate terminal buildings at airports in Commercial, Enhanced, General and Basic Service roles
- Maintain storage for based aircraft in covered hangars throughout the system
- Maintain availability of overnight storage for business aircraft at Commercial, Enhanced, and General Service role airports
- Adequate availability of aircraft services throughout the system
- Maintain a suitable pavement condition at system airports

### 1.2.3 Goal 3: Accessibility

***Provide a system of airports that is adequately accessible from both the ground and the air.***

Iowa airports are strategically located throughout the state to best serve residents and visitors. Communities and businesses may take advantage of an airport's presence by hosting visitors or by efficiently traveling to another community in the state or country. For the purpose of this goal, objectives focus on the population within 30-minutes of airports with certain facilities that help maintain efficient operations. For commercial service airports, a 90-minute service area was considered. Approach procedures and weather reporting are two important elements that can help an airport stay open through difficult weather conditions and also supports the safety of the system.

#### ***Objectives***

- 90-minute or less drive time to a commercial service airport for most Iowa residents
- 30-minute or less drive time to an airport with weather reporting equipment for most Iowa residents
- 30-minute or less drive time to an airport with an instrument approach for most Iowa residents
- 30-minute or less drive time to an airport with a vertically guided approach for the majority of Iowa residents

### 1.2.4 Goal 4: Economic Support

***Support economic development through the air transportation system.***

Economic support provided by Iowa's airports can come in different forms depending on role and location within the state. Commercial airline service provides important connections, which is why a 90-minute drive for airports with commercial service was evaluated. Airports without commercial service are also able to support local economies by partnering with chambers of commerce and economic development offices that can connect local or visiting businesses with the necessary airport facilities to conduct business efficiently.

#### ***Objectives***

- 30-minute or less drive time to a commercial service or enhanced service airport for most Iowa residents
- 30-minute or less drive time to an airport with Jet A fuel
- Available overnight storage for business aircraft at Commercial, Enhanced, and General Service airports
- Continued airport coordination with local economic development offices, chambers of commerce, and city and county officials to include airport information in business promotion materials
- Support aircraft owned and operated by companies doing business in proximity to an airport
- Maintain business-jet capable airports in close proximity to major Iowa employers

### 1.2.5 Goal 5: Planning

***Establish airport-related local planning to guide sustainable development and operation of airports in Iowa.***

Planning for sustainable facilities and operations in the context of the airport's property, surrounding area, and local community, will allow for the efficient maintenance and improvement of Iowa system airports. Airports that serve in certain roles should conduct or maintain a master plan or airport layout plan that will help guide development in and around the airport in the future. Additionally, local community comprehensive or master

plans should also be consulted or integrated where possible to ensure the airport is adequately meeting the needs of the community.

### **Objectives**

- Maintain a current (last 10 years) master plan or airport layout plan
- Protect airports through local height zoning ordinances
- Development and use of city/county comprehensive plans or land use plans that address compatible and sustainable land use around airports

### **1.2.6 Goal 6: Education and Outreach**

***Provide local aviation education opportunities that promote understanding, safety, utilization, and career development.***

Promoting aviation to current and future generations provides exposure to those with varying degrees of interest; an important step in expanding the user base. Activities mentioned as potential objectives include communication materials, safety programs, and events at airports. As the number of pilots and mechanics faces declines across the nation and Iowa, expanding aviation programs will help maintain and potentially grow interest in the coming years.

### **Objectives**

- Establish and continue regular communication programs, such as newsletters, press releases, web sites, or social media
- Encourage airport-supported programming and aviation education through the following avenues:
  - Regular availability of rental aircraft and flight instruction throughout the state
  - Pilot safety programs
  - Fly-ins, air shows, and static aircraft displays
  - Business after Hours receptions or open houses
  - Young Eagles events or youth camps

The assessment of these performance measures and objectives will help Iowa DOT Aviation Bureau evaluate how the Iowa airport system is performing so that resources can be identified and prioritized to improve the system and better serve the Iowans.

## **1.3 Summary**

The six goals and their associated objectives presented above reflect the vision of the Aviation Bureau's mission statement and provide broad categories to group important objectives to build a complete system plan. These goals were used to develop the inventory forms and specific questions used to collect data from each system airport. Facility and service objectives for each role will be introduced in Chapter 6 and will set the bar for where Iowa airports should be providing service. Not all objectives are able to be associated with a numeric benchmark. In these instances, the objective will serve as informational only to provide the reader additional context and detail to help ensure the system plan is successful in achieving the seven goals of safety and security; infrastructure and user support; accessibility; economic support; planning; and education and outreach.

## 2. Inventory

### 2.1 Introduction

To ensure the success of the 2020 Iowa Statewide Aviation System Plan Update (SASP 2020), it was important to begin with the most accurate and complete data set possible. The inventory effort for the SASP 2020 documents existing facilities and conditions for all airports included in the airport system. Data collected during the inventory process is used throughout the study to complete various evaluations and to formulate final study recommendations. Information gathered during the inventory is used to project future demand, determine the adequacy of current system performance, identify airport-specific facility and service improvements, and develop recommendations for the future system. Data summarized in this chapter includes current conditions as they relate to:

- **Aviation Activity:** based aircraft and annual general aviation operations for all study airports;
- **Airside Facilities:** runways and taxiways;
- **Navigational, Approach, and Landing Aids:** facilities that support airport usage during periods of reduced visibility or at night;
- **Landside Facilities:** fuel services, airfield security, as well as aircraft parking and automobile parking (spaces available to accommodate airport users);
- **Services:** fixed base operators (FBOs), terminal evaluation, ground transportation, snow removal, and airport user groups; and
- **Airport Support Features:** airport master and layout plans, local land use and zoning regulations, pavement management, and sustainability initiatives.

The data collection process to support the inventory effort started in early 2020; information reported in this chapter reflects conditions at study airports at the time data collection was completed in May 2020.

### 2.2 Data Collection Process

The inventory collected information from the 114 public-use commercial service and general aviation study airports using several sources. Data was collected using on-line survey/questionnaires, on-site visits at approximately 60 of the state's most active airports, phone interviews, and secondary sources. An on-line SASP 2020 inventory questionnaire was created, and survey links emailed to each airport sponsor to begin the process. This survey asked for information regarding taxiways, airport services, user groups, hangar storage, ground transportation, airfield security, and local planning measures. Data related to the physical features of the airport such as runways and available navigational aids was collected from Federal Aviation Administration (FAA) databases.

To the extent possible, data from the following sources was used to support the analysis:

- FAA Form 5010, Airport Master Record
- FAA Airport/Facilities Directory
- AirNav.com
- Airport Master Plans
- Airport Layout Plans
- Iowa DOT information
- Iowa 2010-2030 State Airport System Plan

A copy of the inventory questionnaire used to collect information for the SASP 2020 is contained in **Appendix B**. It should be noted that surveys were received from nearly all system airports. Once all data was collected and verified, a database was prepared and furnished to Iowa DOT.

### 2.3 Existing System

The SASP 2020 focuses on the Iowa's system of 114 public-use airports. **Figure 2-1** displays the airports by service type and ownership. **Table 2-1** lists the complete Iowa airport system. Eight of Iowa's airports provide commercial air service, while the remaining 106 are general aviation airports. Of those 106, eight are privately owned and open for public use.

Four commercial service airports operate with the assistance of an operating subsidy from the federally funded Essential Air Service (EAS) program.<sup>1</sup> The EAS program was put into place after passage of the Airline Deregulation Act in 1978 to guarantee that small communities that were served by certificated air carriers before airline deregulation maintain a minimal level of scheduled air service. The United States Department of Transportation is mandated to provide eligible EAS communities with access to the National Air Transportation System. This is generally accomplished by subsidizing two round trips a day with 30- to 50-seat aircraft, or additional frequencies with aircraft with nine seats or fewer, usually to a large- or medium-hub airport.<sup>2</sup>

**Table 2-1: Iowa System Airports**

FAA ID	Associated City	Airport Name
Commercial Service Airports		
BRL	Burlington	Southeast Iowa Regional (EAS)
CID	Cedar Rapids	Eastern Iowa
DSM	Des Moines	Des Moines International
DBQ	Dubuque	Dubuque Regional
FOD	Fort Dodge	Fort Dodge Regional (EAS)
MCW	Mason City	Mason City Municipal (EAS)
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field <sup>1</sup>
ALO	Waterloo	Waterloo Regional (EAS)
General Aviation Airports		
4C7	Ackley	Ackley Municipal
4C8	Albia	Albia Municipal
AXA	Algona	Algona Municipal
K98	Allison	Allison Municipal
C11	Amana	Amana
AMW	Ames	Ames Municipal
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field
IKV	Ankeny	Ankeny Regional
AIO	Atlantic	Atlantic Municipal
ADU	Audubon	Audubon County
Y46	Bedford	Bedford Municipal
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie
Y48	Belmond	Belmond Municipal
4K6	Bloomfield	Bloomfield Municipal
BNW	Boone	Boone Municipal

<sup>1</sup> Sioux City (SUX) is also an eligible EAS community, but not currently subsidized (as of February 2020)

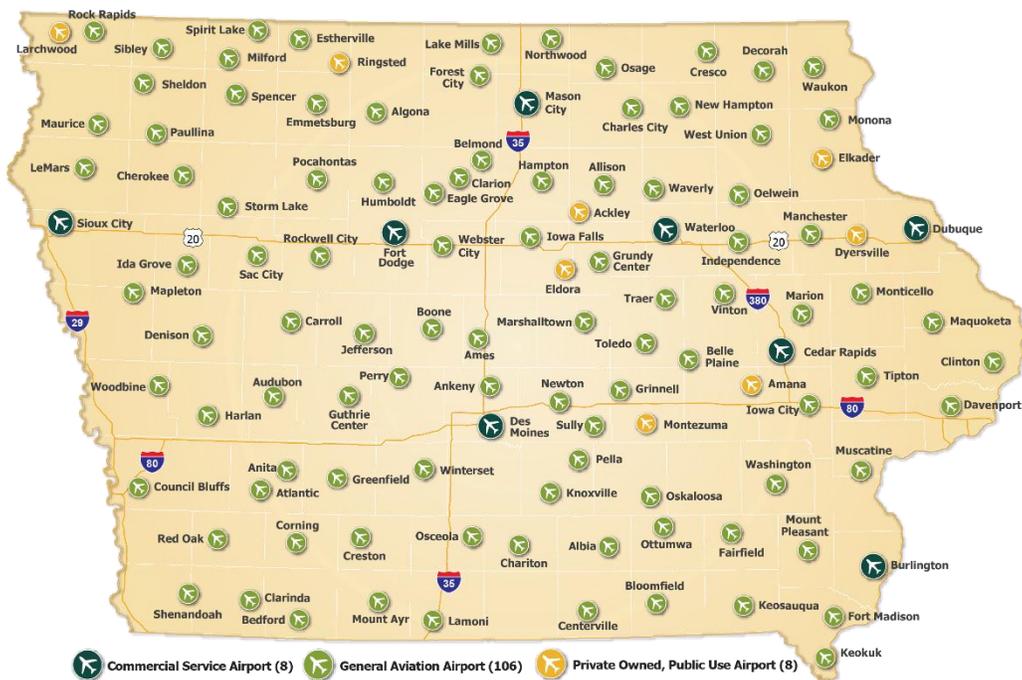
<sup>2</sup> U.S. Department of Transportation

FAA ID	Associated City	Airport Name
CIN	Carroll	Carroll Municipal - Arthur N. Neu
TVK	Centerville	Centerville Municipal
CNC	Chariton	Chariton Municipal
CCY	Charles City	Northeast Iowa Regional
CKP	Cherokee	Cherokee County Regional
ICL	Clarinda	Clarinda Municipal - Schenck Field
CAV	Clarion	Clarion Municipal
CWI	Clinton	Clinton Municipal
CRZ	Corning	Corning Municipal
CBF	Council Bluffs	Council Bluffs Municipal
CJJ	Cresco	Cresco Municipal - Ellen Church Field
CSQ	Creston	Creston Municipal
DVN	Davenport	Davenport Municipal
DEH	Decorah	Decorah Municipal
DNS	Denison	Denison Municipal
IA8	Dyersville	Dyersville Area
EAG	Eagle Grove	Eagle Grove Municipal
27P	Eldora	Eldora
I27	Elkader	Elkader
EGO	Emmetsburg	Emmetsburg Municipal
EST	Estherville	Estherville Municipal
FFL	Fairfield	Fairfield Municipal
FXV	Forest City	Forest City Municipal
FSW	Fort Madison	Fort Madison Municipal
GFZ	Greenfield	Greenfield Municipal
GGI	Grinnell	Grinnell Regional
6K7	Grundy Center	Grundy Center Municipal
GCT	Guthrie Center	Guthrie County Regional
HPT	Hampton	Hampton Municipal
HNR	Harlan	Harlan Municipal
OK7	Humboldt	Humboldt Municipal
IDG	Ida Grove	Ida Grove Municipal
IIB	Independence	Independence Municipal - James H Connell Field
IOW	Iowa City	Iowa City Municipal
IFA	Iowa Falls	Iowa Falls Municipal
EFW	Jefferson	Jefferson Municipal
EOK	Keokuk	Keokuk Municipal
6K9	Keosauqua	Keosauqua Municipal
OXV	Knoxville	Knoxville Municipal
0Y6	Lake Mills	Lake Mills Municipal
LWD	Lamoni	Lamoni Municipal
2VA	Larchwood	Larchwood - Zangger Vintage Airpark
LRJ	Le Mars	Le Mars Municipal
C27	Manchester	Manchester Municipal
MEY	Mapleton	Mapleton - James G Whiting Memorial Field
OQW	Maquoketa	Maquoketa Municipal

FAA ID	Associated City	Airport Name
C17	Marion	Marion
MIW	Marshalltown	Marshalltown Municipal
SXK	Maurice	Sioux County Regional
4D8	Milford	Milford Municipal - Fuller
7C3	Monona	Monona Municipal
7C5	Montezuma	Montezuma Sig Field
MXO	Monticello	Monticello Regional
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field
MPZ	Mount Pleasant	Mount Pleasant Municipal
MUT	Muscatine	Muscatine Municipal
1Y5	New Hampton	New Hampton Municipal
TNU	Newton	Newton Municipal-Earl Johnson Field
5D2	Northwood	Northwood Municipal
OLZ	Oelwein	Oelwein Municipal
D02	Osage	Osage Municipal
I75	Osceola	Osceola Municipal
OOA	Oskaloosa	Oskaloosa Municipal
OTM	Ottumwa	Ottumwa Regional
1Y9	Paullina	Paullina Municipal
PEA	Pella	Pella Municipal
PRO	Perry	Perry Municipal
POH	Pocahontas	Pocahontas Municipal
RDK	Red Oak	Red Oak Municipal
8Y8	Ringsted	Peltz Field
RRQ	Rock Rapids	Rock Rapids Municipal
2Y4	Rockwell City	Rockwell City Municipal
SKI	Sac City	Sac City Municipal
SHL	Sheldon	Sheldon Regional
SDA	Shenandoah	Shenandoah Municipal
ISB	Sibley	Sibley Municipal
SPW	Spencer	Spencer Municipal
0F3	Spirit Lake	Spirit Lake Municipal
SLB	Storm Lake	Storm Lake Municipal
8C2	Sully	Sully Municipal
8C4	Tipton	Tipton Municipal - Mathews Memorial
8C5	Toledo	Toledo Municipal
8C6	Traer	Traer Municipal
VTI	Vinton	Vinton Veterans Memorial Airpark
AWG	Washington	Washington Municipal
Y01	Waukon	Waukon Municipal
C25	Waverly	Waverly Municipal
EBS	Webster City	Webster City Municipal
3Y2	West Union	West Union Municipal - George L Scott
3Y3	Winterset	Winterset Municipal
3Y4	Woodbine	Woodbine Municipal

Source: Airport Management, 2019-2023 NPIAS Report, Aviation

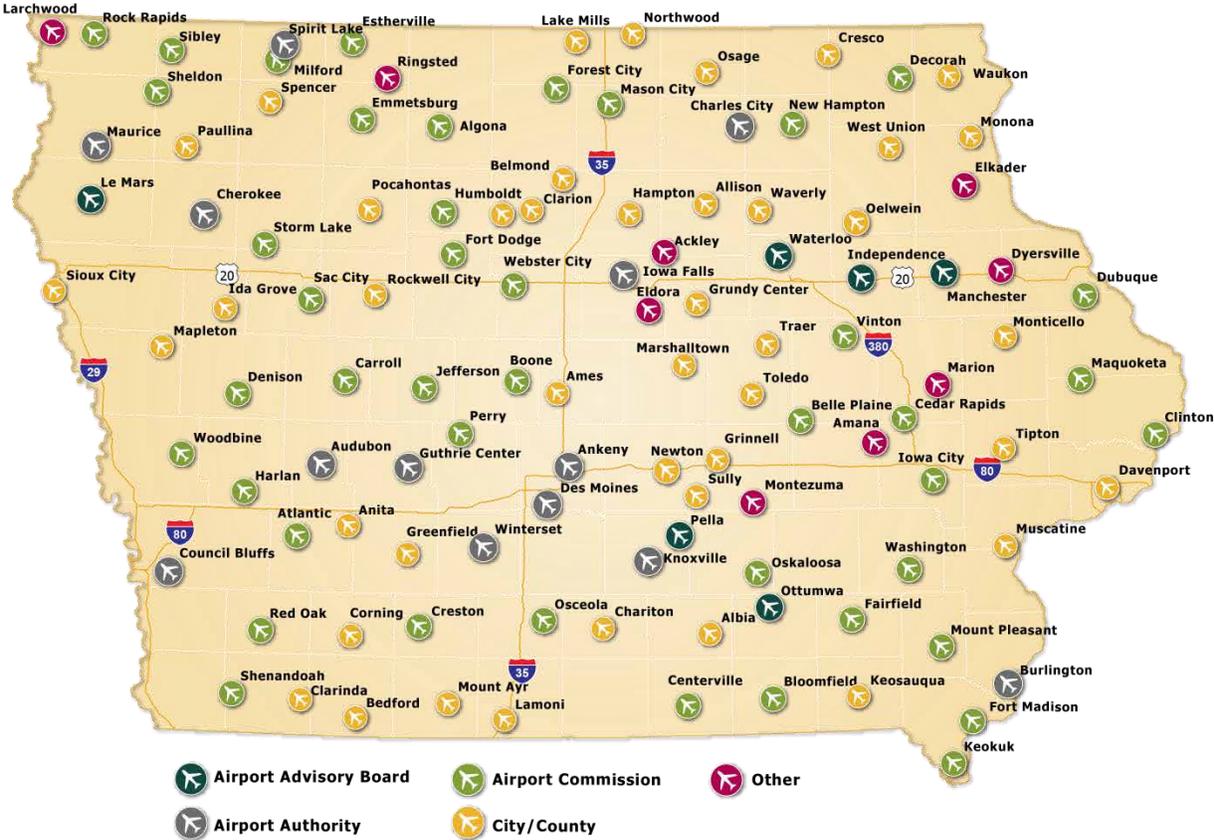
Figure 2-1: Iowa Airport System



Source: Jviation

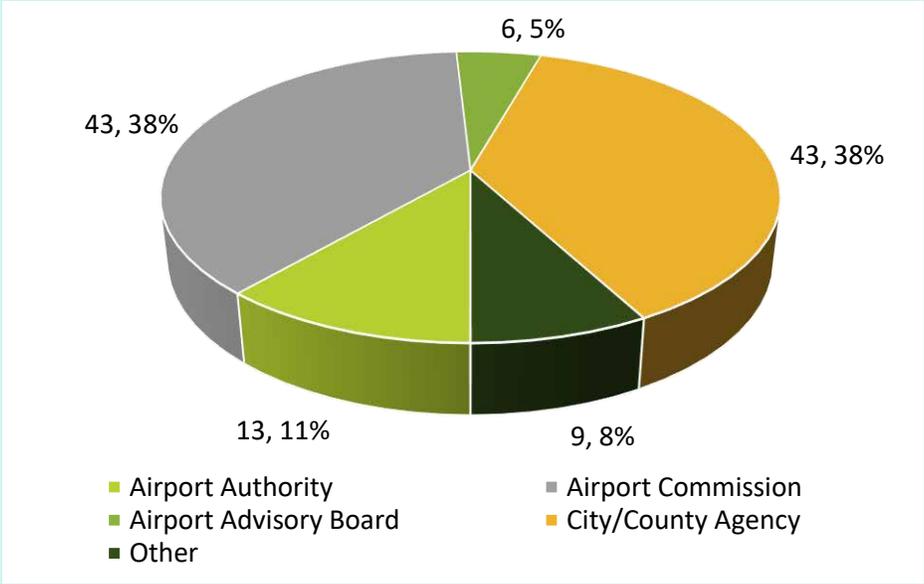
Within the Iowa system, airports are operated under different local configurations. Airports are typically operated by an Airport Authority, Airport Commission, Airport Advisory Board, or a City or County Agency. There are also a select number of privately-owned airports and others that operate under unique circumstances such as with a public-private partnership. **Figure 2-2** and **Figure 2-3** shows the distribution of Iowa airports by operational type.

Figure 2-2: Iowa DOT Airports by Operational Type



Source: Jviation

Figure 2-3: Iowa Airport Operational Type



Source: Jviation

Note: "Other" includes Privately Owned Airports and Public-Private Partnerships

## 2.4 Aviation Activity and Based Aircraft at Public Use Airports



Aircraft operations and based aircraft data were collected for each airport through the inventory process and from available FAA data sources. Airport activity data is discussed briefly in the following sections. Additional information on aviation activity and current demand at study airports is included in **Chapter 3, Forecasts of Aviation Demand**.

### 2.4.1 Airport Operations

Operational data (aircraft takeoffs and landings) are essential to determining future airport needs within a state system plan. Current and historical operational data for each airport can be found in **Chapter 3, Forecasts of Aviation Demand**.

Five study airports have air traffic control towers:

- Des Moines International
- Dubuque Regional
- Eastern Iowa
- Sioux Gateway
- Waterloo Regional

Air traffic control towers provide a more accurate count of takeoffs and landings. At non-controlled airports, operations are the “best estimates” of annual activity, based on airport representatives’ experience and knowledge of their airport’s activity. Baseline activity estimates for Iowa’s airports were derived from the most current FAA documentation available including FAA 5010 forms.

### 2.4.2 Based Aircraft

Based aircraft represent aircraft that are stored at each airport. Storage for based aircraft is typically distributed between hangars and tie-down spaces. Beginning in 2007, FAA undertook a more stringent program for airports to report their individual counts of based aircraft at NPIAS airports. FAA implemented this program to record based aircraft by actual “N” number (the N number is specific to each aircraft and is displayed on the plane).

The program was needed because multiple airports were reporting the same aircraft as being based at their airports, leading to double counting of general aviation aircraft in the U.S. fleet. When this FAA program was implemented, the number of based aircraft reported at many airports within the U. S. showed a decrease. In reality, the number of aircraft did not decrease, it was a result of aircraft not being recorded at more than one

airport. It should be noted, that non-NPIAS public-use airports are not included in the FAA based aircraft report. These based aircraft are tallied when airports update their annual 5010 report. Even these two methods do not capture all aircraft. A significant number of aircraft including those at privately-owned, private use airports include numerous airplanes as well as gliders, balloons, rotor-copters and those aircraft that are “Invalid” in status.

**Table 2-2** shows general aviation operations and based aircraft for each Iowa airport. In 2019, over one million general aviation aircraft operations took place in the state. In the same year, there were also over 2,600 based aircraft at airports around the state. The number of based aircraft and operations often correlate with the available facilities and services at airports within the system. These facilities and services will be outlined throughout the inventory chapter.

**Table 2-2: Total Aircraft Operations and Based Aircraft**

FAA ID	Associated City	Airport Name	Total Aircraft Operations	Based Aircraft
<b>Commercial Service Airports</b>				
BRL	Burlington	Southeast Iowa Regional	20,172	31
CID	Cedar Rapids	Eastern Iowa	44,607	128
DSM	Des Moines	Des Moines International	71,384	111
DBQ	Dubuque	Dubuque Regional	56,342	71
FOD	Fort Dodge	Fort Dodge Regional	21,216	24
MCW	Mason City	Mason City Municipal	33,600	48
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	20,423	71
ALO	Waterloo	Waterloo Regional	18,959	79
<b>General Aviation Airports</b>				
4C7	Ackley	Ackley Municipal	450	4
4C8	Albia	Albia Municipal	2,000	5
AXA	Algona	Algona Municipal	8,750	32
K98	Allison	Allison Municipal	1,250	5
C11	Amana	Amana	1,580	5
AMW	Ames	Ames Municipal	33,751	76
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	1,000	4
IKV	Ankeny	Ankeny Regional	48,600	94
AIO	Atlantic	Atlantic Municipal	8,050	27
ADU	Audubon	Audubon County	1,152	1
Y46	Bedford	Bedford Municipal	2,000	4
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	2,000	12
Y48	Belmond	Belmond Municipal	250	1
4K6	Bloomfield	Bloomfield Municipal	2,500	9
BNW	Boone	Boone Municipal	20,700	40
CIN	Carroll	Carroll Municipal - Arthur N. Neu	7,700	15
TVK	Centerville	Centerville Municipal	5,750	15
CNC	Chariton	Chariton Municipal	3,250	11
CCY	Charles City	Northeast Iowa Regional	6,082	19
CKP	Cherokee	Cherokee County Regional	11,200	19
ICL	Clarinda	Clarinda Municipal - Schenck Field	5,500	24
CAV	Clarion	Clarion Municipal	3,750	14

FAA ID	Associated City	Airport Name	Total Aircraft Operations	Based Aircraft
CWI	Clinton	Clinton Municipal	15,400	37
CRZ	Corning	Corning Municipal	2,000	8
CBF	Council Bluffs	Council Bluffs Municipal	46,350	58
CJJ	Cresco	Cresco Municipal - Ellen Church Field	1,500	8
CSQ	Creston	Creston Municipal	4,500	23
DVN	Davenport	Davenport Municipal	28,251	112
DEH	Decorah	Decorah Municipal	9,100	31
DNS	Denison	Denison Municipal	8,167	10
IA8	Dyersville	Dyersville Area	750	4
EAG	Eagle Grove	Eagle Grove Municipal	2,000	8
27P	Eldora	Eldora	250	2
I27	Elkader	Elkader	600	4
EGO	Emmetsburg	Emmetsburg Municipal	2,250	10
EST	Estherville	Estherville Municipal	9,450	19
FFL	Fairfield	Fairfield Municipal	7,700	21
FXV	Forest City	Forest City Municipal	5,950	17
FSW	Fort Madison	Fort Madison Municipal	2,250	10
GFZ	Greenfield	Greenfield Municipal	4,998	27
GGI	Grinnell	Grinnell Regional	5,950	16
6K7	Grundy Center	Grundy Center Municipal	250	1
GCT	Guthrie Center	Guthrie County Regional	2,750	12
HPT	Hampton	Hampton Municipal	4,500	20
HNR	Harlan	Harlan Municipal	7,700	24
OK7	Humboldt	Humboldt Municipal	4,000	12
IDG	Ida Grove	Ida Grove Municipal	1,250	5
IIB	Independence	Independence Municipal - James H Connell Field	9,100	29
IOW	Iowa City	Iowa City Municipal	19,287	76
IFA	Iowa Falls	Iowa Falls Municipal	5,700	15
EFW	Jefferson	Jefferson Municipal	5,750	21
EOK	Keokuk	Keokuk Municipal	8,050	24
6K9	Keosauqua	Keosauqua Municipal	400	4
OXV	Knoxville	Knoxville Municipal	9,700	43
OY6	Lake Mills	Lake Mills Municipal	1,000	4
LWD	Lamoni	Lamoni Municipal	4,000	21
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	800	21
LRJ	Le Mars	Le Mars Municipal	12,650	26
C27	Manchester	Manchester Municipal	1,100	15
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	3,250	11
OQW	Maquoketa	Maquoketa Municipal	3,250	10
C17	Marion	Marion	17,560	49
MIW	Marshalltown	Marshalltown Municipal	13,650	43
SXK	Maurice	Sioux County Regional	13,050	32
4D8	Milford	Milford Municipal - Fuller	3,850	15

FAA ID	Associated City	Airport Name	Total Aircraft Operations	Based Aircraft
7C3	Monona	Monona Municipal	1,500	10
7C5	Montezuma	Montezuma Sig Field	500	3
MXO	Monticello	Monticello Regional	10,850	36
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	1,000	4
MPZ	Mount Pleasant	Mount Pleasant Municipal	6,285	28
MUT	Muscatine	Muscatine Municipal	14,850	31
1Y5	New Hampton	New Hampton Municipal	500	4
TNU	Newton	Newton Municipal-Earl Johnson Field	9,000	23
5D2	Northwood	Northwood Municipal	1,750	5
OLZ	Oelwein	Oelwein Municipal	4,000	15
D02	Osage	Osage Municipal	1,500	10
I75	Osceola	Osceola Municipal	5,750	35
OOA	Oskaloosa	Oskaloosa Municipal	8,399	24
OTM	Ottumwa	Ottumwa Regional	16,450	28
1Y9	Paullina	Paullina Municipal	1,750	6
PEA	Pella	Pella Municipal	13,950	33
PRO	Perry	Perry Municipal	4,750	28
POH	Pocahontas	Pocahontas Municipal	4,500	14
RDK	Red Oak	Red Oak Municipal	11,550	38
8Y8	Ringsted	Peltz Field	250	1
RRQ	Rock Rapids	Rock Rapids Municipal	3,500	16
2Y4	Rockwell City	Rockwell City Municipal	3,000	11
SKI	Sac City	Sac City Municipal	2,500	10
SHL	Sheldon	Sheldon Regional	9,501	20
SDA	Shenandoah	Shenandoah Municipal	3,500	17
ISB	Sibley	Sibley Municipal	2,750	11
SPW	Spencer	Spencer Municipal	15,090	33
0F3	Spirit Lake	Spirit Lake Municipal	4,200	19
SLB	Storm Lake	Storm Lake Municipal	19,600	21
8C2	Sully	Sully Municipal	600	-
8C4	Tipton	Tipton Municipal - Mathews Memorial	2,000	12
8C5	Toledo	Toledo Municipal	990	4
8C6	Traer	Traer Municipal	2,250	8
VTI	Vinton	Vinton Veterans Memorial Airpark	5,000	24
AWG	Washington	Washington Municipal	13,124	22
Y01	Waukon	Waukon Municipal	1,000	5
C25	Waverly	Waverly Municipal	8,050	14
EBS	Webster City	Webster City Municipal	11,250	14
3Y2	West Union	West Union Municipal - George L Scott	2,250	8
3Y3	Winterset	Winterset Municipal	4,750	26
3Y4	Woodbine	Woodbine Municipal	500	3
All Iowa Airports			1,008,425	2,631

Source: FAA Advisory Circular 150/5300-13A, Airport Design

\*Total operations include commercial, commuter, air taxi, general aviation, and military.

## 2.5 Airside Facilities



The study inventoried each airport's airside facilities and collected data on current runways and taxiways at study airports. Specifically, dimensions and lighting information were collected. This information is used throughout the study to determine the ability of study airports to meet facility objectives associated with their role in the state airport system.

Each airport's primary runway information is reported in **Appendix C, Table C-1**. Runway information collected through the inventory process includes:

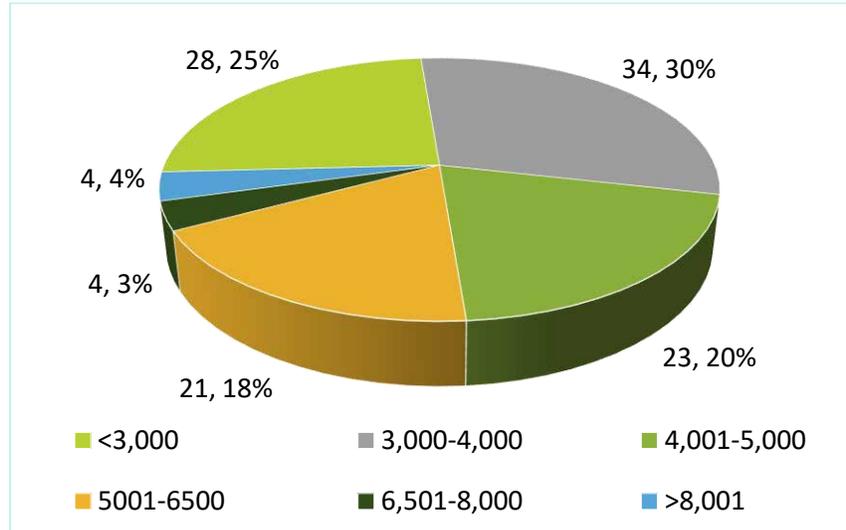
- Runway Dimensions
- Runway Lighting
- Runway Approach Lighting

### 2.5.1 Primary Runway Information

Runway lengths are generally related to the most demanding type of aircraft operating at each airport and the aircraft's operational characteristics. Runway widths also vary among the airports. Airports that are included in the National Plan of Integrated Airport Systems (NPIAS) are eligible to compete for FAA grants and hence must comply with FAA design standards. For Non-NPIAS airports, Iowa DOT makes efforts to follow FAA standards when feasible. According to FAA design standards, 60 feet is the minimum width for any runway. In subsequent portions of this study, the adequacy of current runway lengths and widths is considered based on the airport's role in the state system.

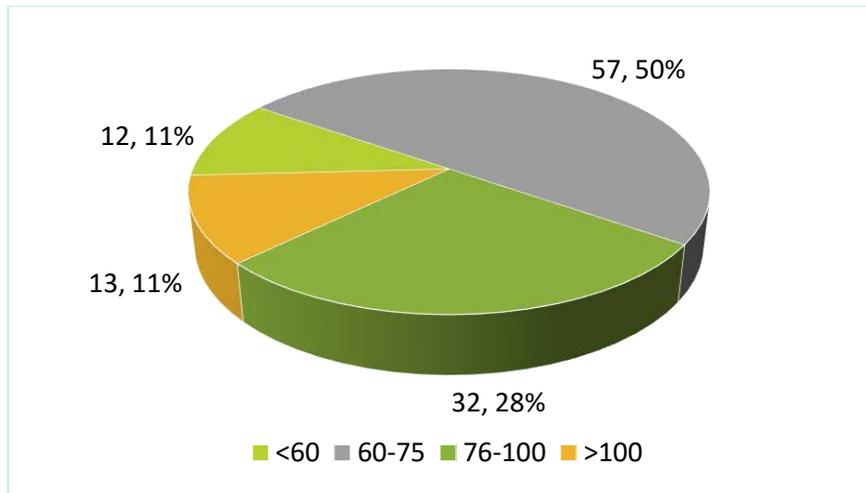
Eight airports in the Iowa system have runways longer than 6,500 feet and runways 100 feet or wider. Only 11 percent of primary runways in the system do not meet the FAA minimum standard for runway width. **Figure 2-4** and **Figure 2-5** show the breakdown of primary runway length and width in the Iowa system. It should be noted that many of the widest runways in Iowa are located at turf strips.

Figure 2-4: Summary of Runway Lengths (in Feet) for Iowa System Airports



Source: FAA 5010 Form

Figure 2-5: Summary of Runway Widths (in Feet) for Iowa System Airports



Source: FAA 5010 Form

Note: Data includes airports with turf runways

Runway length and width, as well as taxiway design, influence the Airport Reference Code (ARC) and Runway Design Code (RDC). The “design” or “critical aircraft” is defined as the largest aircraft or family of aircraft anticipated to utilize a given airport on a regular basis. The FAA defines “regular basis” as conducting at least 500 itinerant operations (defined as a takeoff or a landing). The selection of the design aircraft allows for the identification of the ARC for an airport, which itself is a coding system used to relate airport design criteria to the operational and physical characteristics of the types of aircraft intended to operate at that airport. Specifically, the ARC is an airport designation that signifies the airport’s highest RDC, which consists of the following components:

- Aircraft Approach Category (AAC) depicted by a letter based on aircraft approach speed (**Table 2-3**)
- Airplane Design Group (ADG) depicted by a Roman numeral and based on aircraft wingspan and tail height (**Table 2-4**)
- The RDC includes the airport’s ARC as well as the Runway Visual Range (RVR) based on runway visibility minimums (**Table 2-5**).

**Table 2-3: Aircraft Approach Category**

Approach Category	Approach Speed
A	< 91 knots
B	91 knots - < 121 knots
C	121 knots - < 141 knots
D	141 knots - < 166 knots
E	166 knots or more

Source: FAA Advisory Circular 150/5300-13A, Airport Design

**Table 2-4: Airplane Design Group**

Design Group	Wingspan	Tail Height
I	< 49 feet	< 20 feet
II	49 feet - < 79 feet	20 feet - < 30 feet
III	79 feet - < 118 feet	30 feet - < 45 feet
IV	118 feet - < 171 feet	45 feet - < 60 feet
V	171 feet - < 214 feet	60 feet - < 66 feet
VI	214 feet - < 262 feet	66 feet - < 80 feet

Source: FAA Advisory Circular 150/5300-13A, Airport Design

**Table 2-5: Runway Visual Range**

RVR (feet)	Instrument Flight Visibility Category (statute mile)
5,000	Not lower than 1 mile
4,000	Lower than 1 mile but not lower than ¾ mile
2,400	Lower than ¾ mile but not lower than ½ mile
1,600	Lower than ½ mile but not lower than ¼ mile
1,200	Lower than ¼ mile

Source: FAA

Generally speaking, aircraft in Approach Category A and Design Group I are small general aviation aircraft. Most general aviation aircraft seldom exceed Approach Category C. Aircraft above Approach Category C are typically commercial aircraft, but some smaller commercial planes are included in Approach Category C. The higher the letter designation for the Approach Category and the higher the Roman numeral for the Design Group, the larger the aircraft that the airport is designated to accommodate, as shown in **Figure 2-6**.

Figure 2-6: Runway Design Code Aircraft Types  
**AIRPORT REFERENCE CODE (ARC)**



Source: Aviation

Note: Category E is only assigned to military aircraft, so is not included in this graphic

### 2.5.2 Taxiway Information

According to FAA guidelines, full parallel taxiways are most often needed at the busiest of airports or at airports that have a precision approach. A full parallel taxiway improves both runway safety and operational capacity. Because many of the study airports have lower activity levels, they do not have nor do they need to have a full parallel taxiway; however, to support safety and operational needs, nearly all study airports have at least a taxiway turnaround. Turnarounds are located on runway ends and provide landing aircraft with the ability to turn around and back-taxi on the runway to reach hangar areas or other landside facilities. **Figure 2-7** depicts the types of taxiways present in the Iowa airport system.

**Figure 2-7: Examples of Taxiway Types Found at Iowa System Airports**

Full Parallel Taxiway



Partial Parallel Taxiway



Runway End Turn Arouds



Partial Parallel Taxiway with Runway End Turn Around



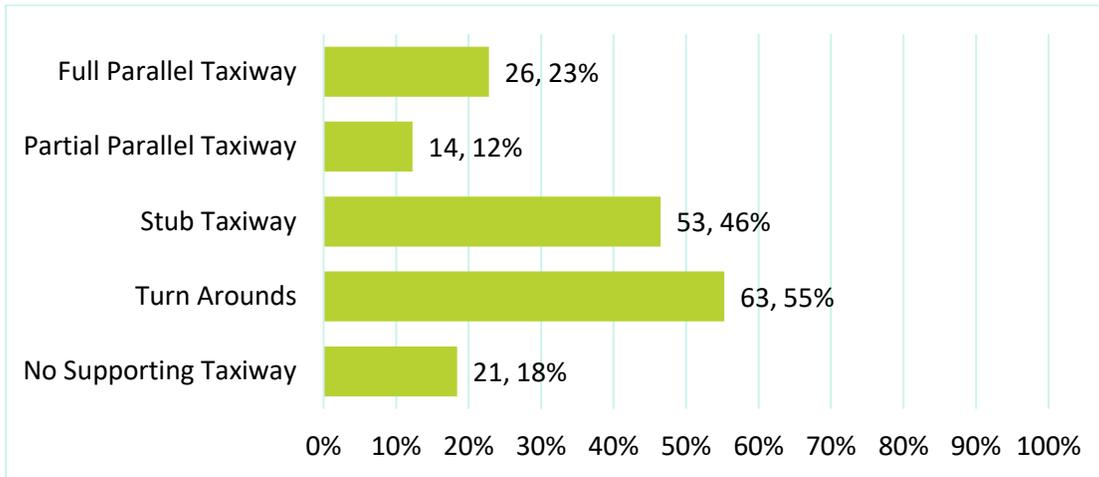
Stub Taxiway



Source: Aviation

Taxiway information collected as part of this study includes the type of taxiway system and taxiway width. The types of taxiways vary from full parallel, partial parallel, to turnarounds. All taxiways contribute to an airport’s safety and operating efficiency. Nearly a quarter of the airports (26 airports) in the Iowa system maintain a full parallel taxiway to support operations. Current taxiway information for each airport’s primary runway is provided in **Appendix C, Table C-2**, and is summarized in **Figure 2-8** and **Figure 2-9**.

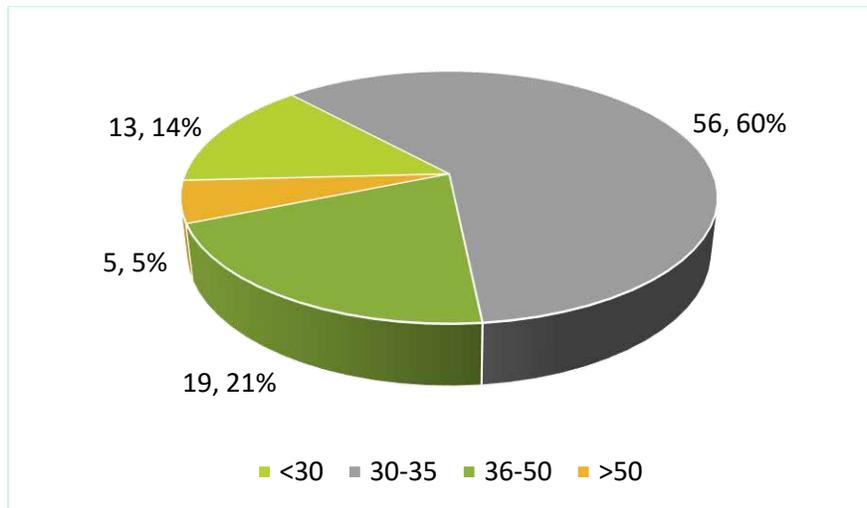
Figure 2-8: Summary of Taxiway Types



Source: FAA 5010 Form, Iowa Airport Management Survey

Note: Airports with no supporting taxiways include those with turf runways.

Figure 2-9: Summary of Taxiway Widths (in Feet)



Source: FAA 5010 Form, Iowa Airport Management Survey

### 2.5.3 Runway Lighting

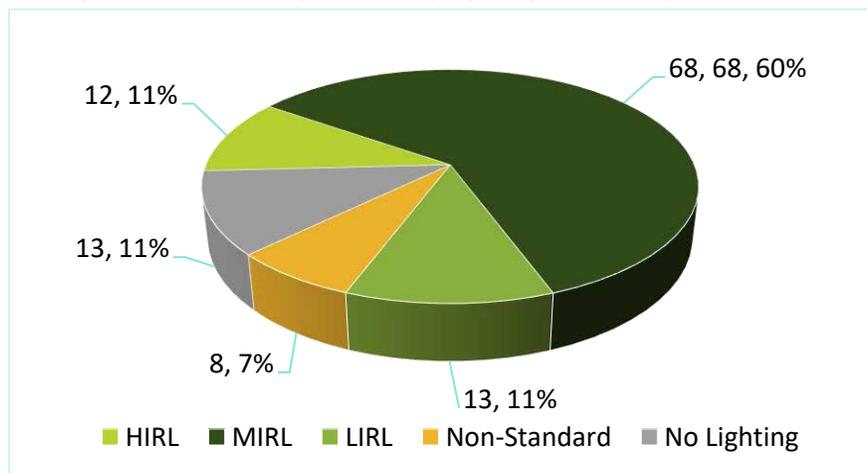
Runway lights help airports remain operational during periods of reduced visibility and throughout nighttime hours. Runway lighting comes in low (LIRL), medium (MIRL), and high (HIRL) forms. These lights are often controllable by the pilot in the aircraft if the pilot-controlled lighting (PCL) is installed at the airport. The majority of Iowa airports, 60 percent, maintain MIRL. Only 13 airports have no form of runway lighting.

The inventory also collected information on approach lighting systems at study airports. Approach lighting systems are needed only when an airport has a precision instrument approach, but even non-precision runways benefit from the various types of approach aids that were inventoried as part of the SASP 2020. Runway and approach lighting inventoried in this study includes:

- Runway End Identification Lights (REILs): REILs are a lighting system consisting of two flashing lights located on each corner of the runway-landing threshold. The light from this system enables pilots to quickly identify the runway threshold on approach.
- Visual Glide Slope Indicators (VGSI): VGSI are ground devices that use lights to assist a pilot in landing. The lights define a vertical approach path during the final approach to a runway and can help the pilot determine if the airplane is too high or low for an optimum landing. There are several types of VGSI:
  - Precision Approach Path Indicators (PAPIs): PAPIs are a lighting system consisting of two or four lights located to the side of the runway touchdown zone. The system uses red and white lights to provide visual glide path indication to the approaching aircraft.
  - Visual Approach Slope Indicators (VASIs): VASIs are a lighting system located to the side of the runway touchdown zone. The light from this system provides visual approach slope guidance that ensures clearance of all obstructions in the approach area.
  - Approach Path Alignment Panels (APAPs): APAPs are a system of panels used for alignment of an approach path, which may or may not be lighted.
- Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR): MALSRs are a lighting system consisting of a combination of lights and light bars/flashers that provide visual information on runway alignment, height, roll guidance, and horizontal reference.
- Medium Intensity Approach Lighting System with Sequenced Flashers (MALSF): MALSFs are the same as MALSRs but three sequenced Flashers (F) in a MALSF are configured differently from the five Runway Alignment Indicator Lights (R) in a MALSR. MALSFs are typically found at locations where there may be approach identification challenges.

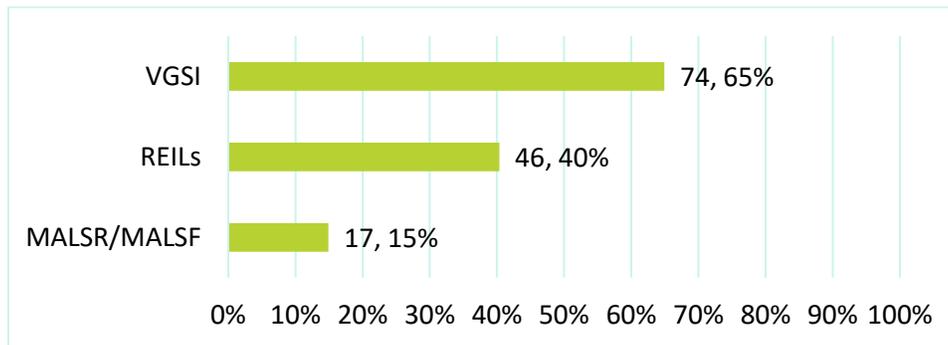
Figure 2-10 shows the percentage of Iowa airports by runway lighting, while Figure 2-11 shows approach lighting. Appendix C, Table C-3 provides information on runway lighting at each Iowa system airport.

**Figure 2-10: Summary of Runway Lighting for Iowa System Airports**



Source: FAA 5010 Form

Figure 2-11: Summary of Approach Lighting for Iowa System Airports



Source: FAA 5010 Form

## 2.6 Navigation, Approach, and Landing Aids



A variety of navigational aids (NAVAIDs) support operations at study airports. NAVAIDs provide information for enroute and ground-based pilots and include instrument approach aids, visual aids, and automated weather systems. NAVAIDs improve safety and help airports remain operational during periods of reduced visibility.

Instrument approach aids are categorized by precision and non-precision. Precision instrument approaches provide both lateral and horizontal guidance to aircraft, while non-precision approaches primarily provide only lateral guidance. The most common approach types include:

- Instrument Landing System (ILS): ILS is a precision approach that provides precise vertical and horizontal guidance information to approaching aircraft. The ILS provides guidance through the use of a localizer, a glide slope, and other ground-based facilities.
- Global Positioning System (GPS): GPS is a non-precision approach. It is a space-based radio navigation system that consists of a network of satellites and ground stations. GPS satellites are capable of providing aircraft with three-dimensional position (latitude, longitude, and altitude), velocity, and time of day, in all weather conditions.
- Area Navigation/Required Navigation Performance (RNAV/RNP): RNAV/RNP is a non-precision approach and a performance-based type of navigation that allows aircraft to fly on a desired path within the coverage of ground or space-based NAVAIDs. RNP-capable aircraft are equipped with onboard performance monitoring and alerting capabilities.
- Localizer Performance with Vertical Guidance (LPV): LPV is not an approach in and of itself; an LPV provides minimum approach heights for GPS/RNAV approaches through the use of wide area

augmentation system (WAAS) and precise GPS capabilities. In most cases, approaches with LPV have minimums comparable to if not better than an ILS approach. An LPV approach provides both lateral and vertical guidance.

- Very High Frequency Omni-Directional Range (VOR): VOR is a non-precision approach. It is a ground-based radio navigation aid that provides 360 degrees of continuous directional information and supplies aircraft with location relative to the VOR station.
- Localizer (LOC): The LOC is a non-precision approach using a radio transmitting antenna that supplies aircraft with lateral course guidance to the runway.
- Distance Measuring Equipment (DME): The DME is a non-precision approach, ground-based, ultra-high-frequency NAVAID that corresponds to aircraft DME avionics; it enables aircraft to determine the slant range between the aircraft and ground station.
- Non-Directional Beacon (NDB): The NDB is a non-precision approach, ground-based, low- or medium-frequency radio beacon that broadcasts non-directional signals on an assigned frequency signal. Pilots can use NDBs to determine their location in relation to the ground station.

In addition to the above-mentioned instrument approach aids, airports also have visual aids to assist approaching aircraft. Visual aids help pilots locate the airport and provide approach guidance. The most common visual aids include:

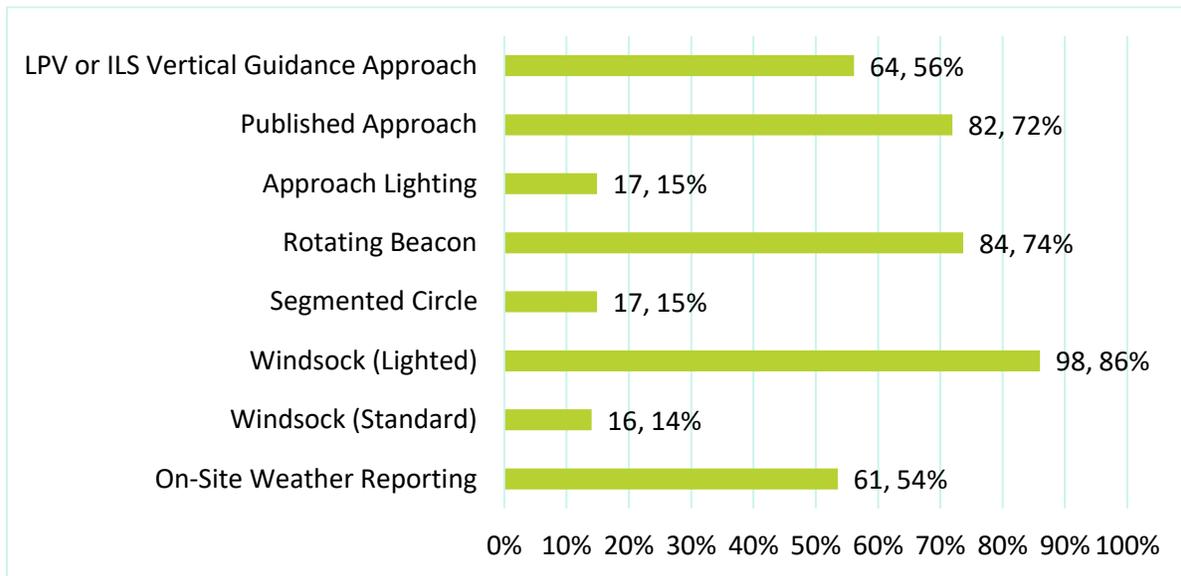
- Rotating Beacon: A rotating beacon helps pilots locate an airport at night. The beacon light color combinations indicate the type of airport. White and green, indicating a civilian land airport, is the most common combination.
- Segmented Circle: A segmented circle provides airport location and a centralized location for other indicators (typically a windsock).
- Wind Indicator: Indicates wind direction and relative wind speed.

There are two primary types of automated weather systems at study airports: the Automated Weather Observation System (AWOS) and the Automated Surface Observation System (ASOS). Typically, these systems provide basic weather data such as temperature, dew point, density altitude, altimeter setting, and wind speed and direction. Additionally, many airports are equipped with Hazardous Inflight Weather Advisory Service systems. The systems are defined as follows:

- Automated Weather Observation System (AWOS): The AWOS automatically collects weather data from various locations on and around the airport. The information is then transmitted to pilots via a computer-generated voice message on a specified frequency.
- Automated Surface Observation System (ASOS): The ASOS collects minute-by-minute weather observations, from which it generates aviation weather information. This information is disseminated to pilots by a computer-generated voice message via a specified radio frequency.

**Figure 2-12** shows that study airports are currently served by a variety of approach aids. Study airports that do not have either a precision or a non-precision approach have a visual approach. For this study, airports with an ILS or LPV approach are considered to have an approach with vertical guidance or a precision type approach. Over half of study airports have an LPV or ILS approach with vertical guidance. **Appendix C, Table C-4** and **Table C-5** provide information on approaches and navigational aids at each Iowa system airport.

Figure 2-12: Summary of Iowa System Airports with Navigational Approach Aids



Source: FAA 5010 Form

## 2.7 Landside Facilities/Services



Landside facilities support aircraft and flight activities and airport customers. The landside facilities collected as part of the inventory effort include fuel, terminal and FBO facilities/services, ground transportation options, auto parking, hangars, and tie-downs.

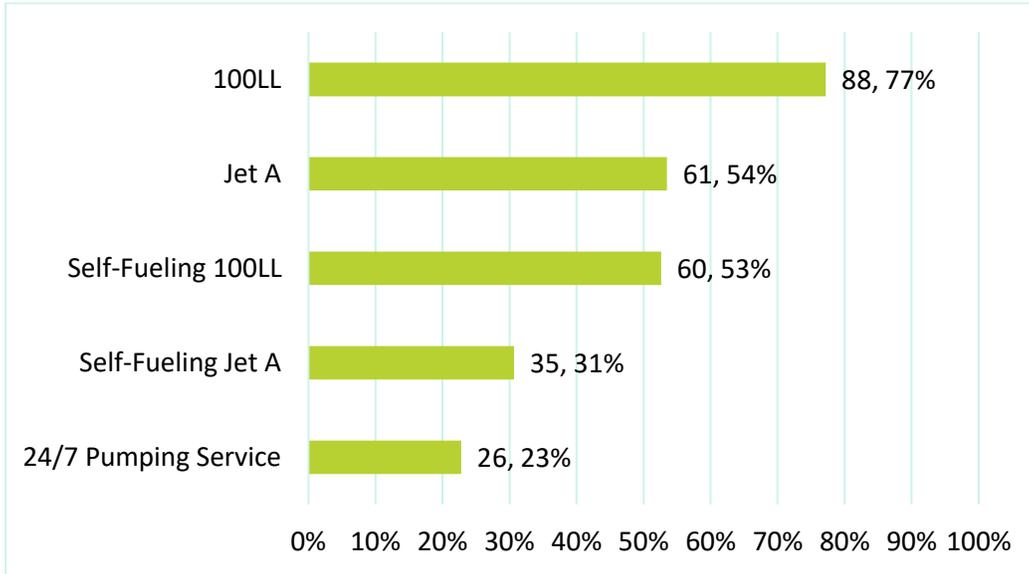
### 2.7.1 Fuel Services

Nearly all study airports currently have some type of fuel available. The two most common types of fuel used for aviation activities are 100LL (AvGas) and Jet A. AvGas is used by most general aviation, piston-engine aircraft, while Jet A fuel is used by larger turboprop, twin-engine, and jet aircraft. MoGas, also called “motor gas” is often offered at airports for aircraft that are able to use automotive fuel. **Figure 2-13** indicates what fuel is currently offered at each study airport. Various system roles have different objectives for fuel.



Self-fueling capabilities for 100LL and Jet A provide users the opportunity to fill up without the assistance of an attendant and can reduce idle times at airports. These systems offer convenience but are also costly to install and require safety protocols and ongoing upkeep to ensure fuel quality is maintained. As depicted in **Figure 2-13**, over half of Iowa airports offer self-fueling for 100LL, and over 30 percent of airports offer self-fueling for Jet A. **Appendix C, Table C-6** provides information on fuel service at each Iowa system airport.

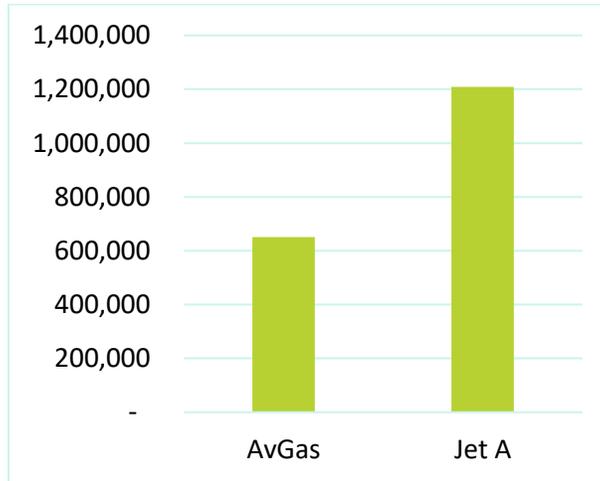
**Figure 2-13: Fuel Availability at Iowa System Airports**



Source: FAA 5010 Form, Iowa Airport Management Survey

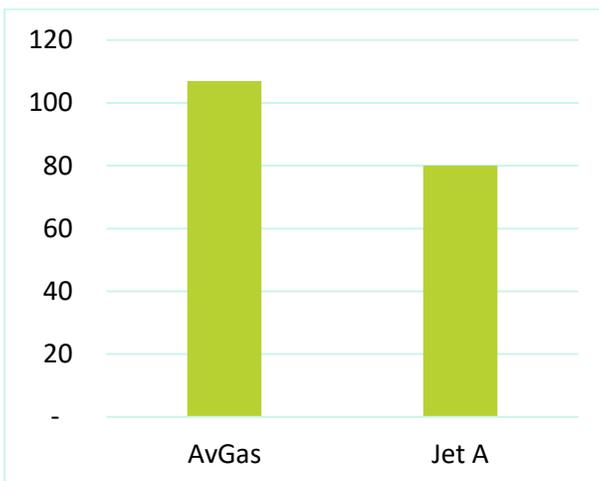
**Figure 2-14** and **Figure 2-15** depict the amount of available storage in terms of gallons and fuel tanks for both AvGas and Jet A. Larger aircraft typically use more fuel and require Jet A, which explains the lower number of tanks but larger storage capacity within the system.

**Figure 2-14: Fuel Storage (Total Gallons) at Iowa System Airports**



Source: Iowa Airport Management Survey

**Figure 2-15: Fuel Storage (Tanks) at Iowa System Airports**



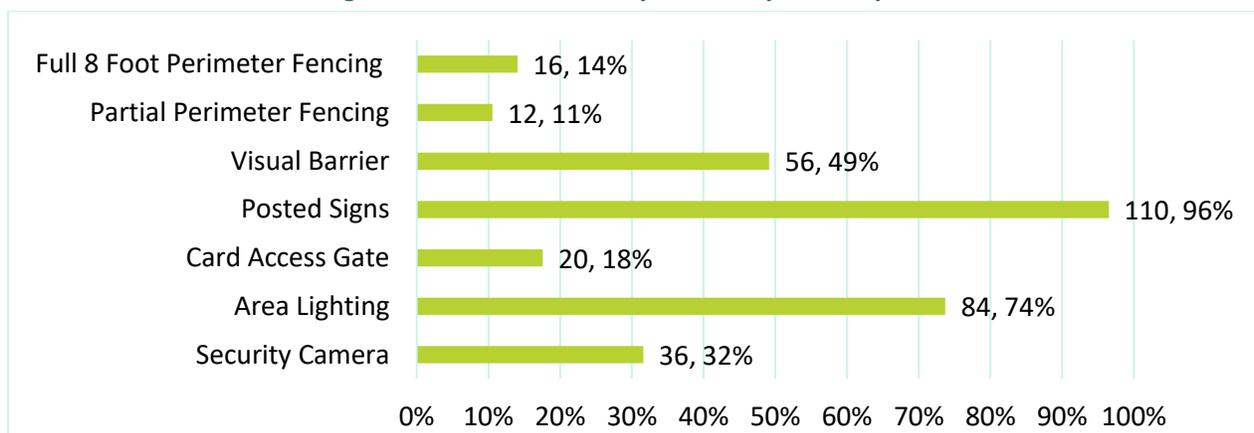
Source: Iowa Airport Management Survey

### 2.7.2 Airfield Security

Airfield security measures can vary depending on the type of airport and level of use. Operational levels, both in terms of aircraft type and number of operations, can dictate security requirements.

The inventory survey found that nearly 100 percent of airports have posted signs around the airport property. Other popular forms of security measures found at Iowa system airports include area lighting, visual barriers, and surveillance cameras. Fencing is also an important security element that can prevent unwanted trespassers, as well as block wildlife from accessing critical operational areas such as runways and taxiways. Twenty-eight Iowa airports responded that they have either full eight-foot perimeter fencing or partial perimeter fencing. **Appendix C, Table C-7** provides information on airfield security measures at each Iowa system airport.

**Figure 2-16: Airfield Security at Iowa System Airports**

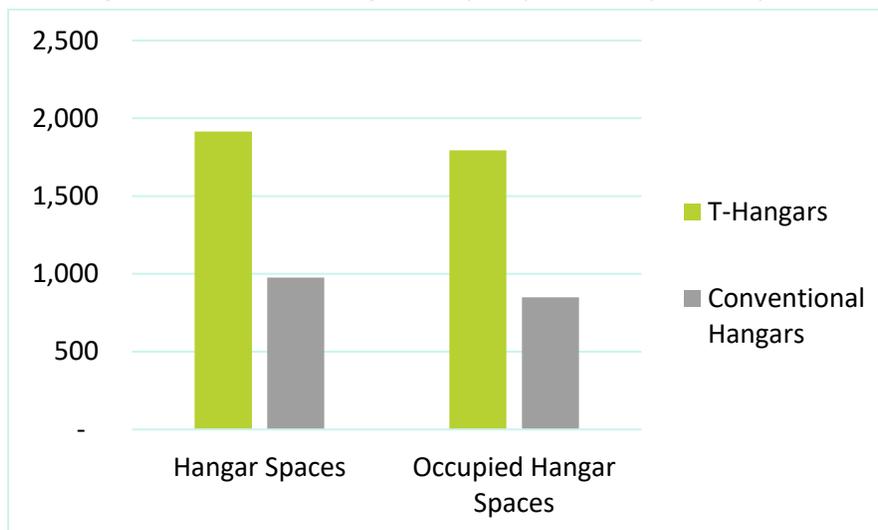


Source: Iowa Airport Management Survey

### 2.7.3 Hangars

Demand for hangar space is directly related to local aircraft owner demand, climate conditions, and the type of based aircraft at each airport. Areas with a propensity for severe weather conditions or intense heat or cold may have a higher demand for hangar storage facilities. In addition, larger investments for jet and turboprop aircraft also increase the demand for hangar storage. Airport management was asked during the data collection efforts to describe hangar type, occupancy, overnight storage capabilities, and if there was a waiting list. **Figure 2-17** indicates the total number of hangars in the system by type, as well as the number of occupied hangars. Ninety-four percent of t-hangars in the system are occupied, while 87 percent of conventional hangar space is occupied. Almost half of the airports in the state responded that they have a waiting list; at the time of data collection, there were nearly 500 aircraft on waiting lists at Iowa airports. Finally, managers were asked about overnight storage capabilities, with 68 percent responding that they had the capacity to store an aircraft overnight if possible. **Appendix C, Table C-8** provides information on hangar storage at each Iowa system airport.

**Figure 2-17: Aircraft Hangar Occupancy at Iowa System Airports**



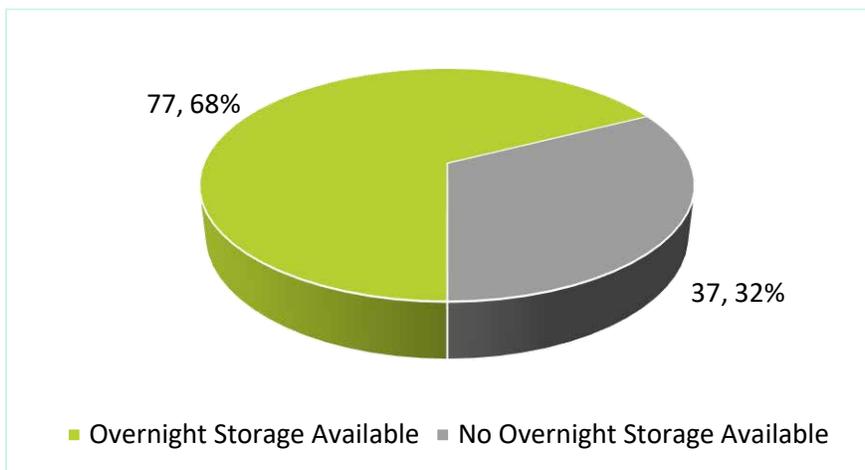
Source: Iowa Airport Management Survey

**Figure 2-18: Hangar Waiting Lists at Iowa System Airports**



Source: Iowa Airport Management Survey

**Figure 2-19: Iowa Airports with Overnight Storage Capabilities**

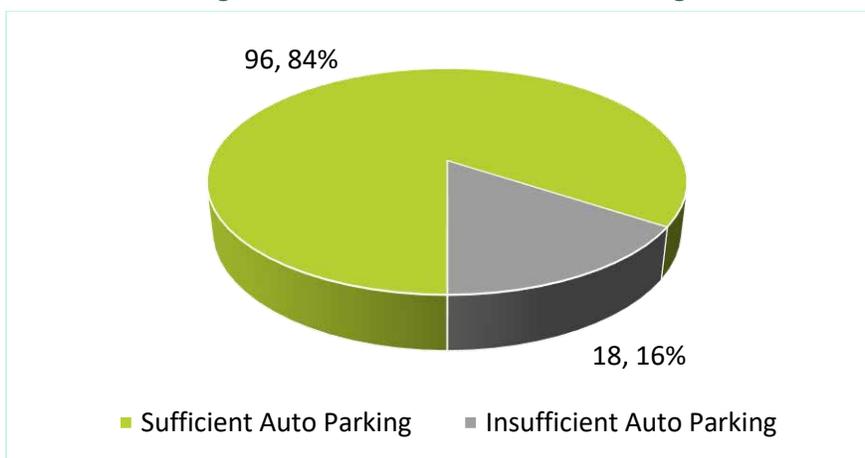


Source: Iowa Airport Management Survey

### 2.7.4 Automobile Parking

It is important to provide adequate auto parking for general aviation employees, airport employees and users, and visitors. The number of auto parking spaces at an airport varies based on demand and airport services. Airport management was asked during the data collection efforts whether their airport had sufficient automobile parking. **Figure 2-20** indicates 84 percent of airports (96 airports) have sufficient parking. **Appendix C, Table C-8** provides specific information on automobile parking sufficiency at Iowa system airports.

**Figure 2-20: Sufficient Automobile Parking**



Source: Iowa Airport Management Survey

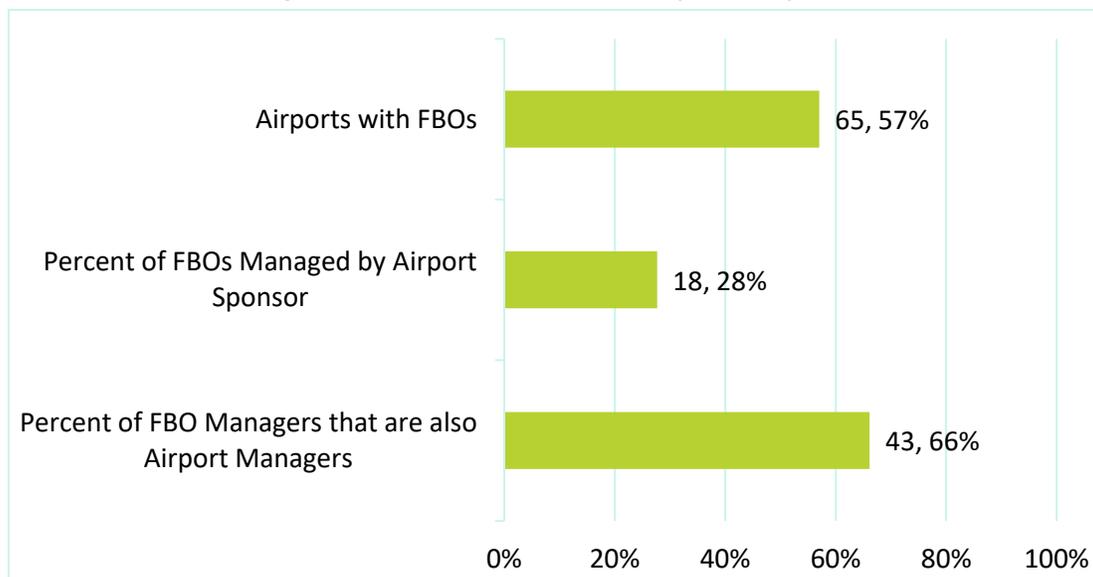
## 2.8 Services



### 2.8.1 Fixed Based Operator

Fixed base operators (FBOs) provide a variety of aviation services to both based and transient users. There are various types of FBOs, with some providing full-service and others providing more basic/limited services. Services provided by FBOs typically vary based on the volume of activity that the airport accommodates. Services can include fuel, tie-down or hangar storage, flight instruction, aircraft maintenance, charter service, ground transportation, aircraft towing, pilot's lounge, or conference rooms. **Figure 2-21** indicates 57 percent of airports (65 airports) in the Iowa system have FBO services. **Appendix C, Table C-9** indicates if FBO services are currently offered at each study airport.

**Figure 2-21: FBO Presence at Iowa System Airports**



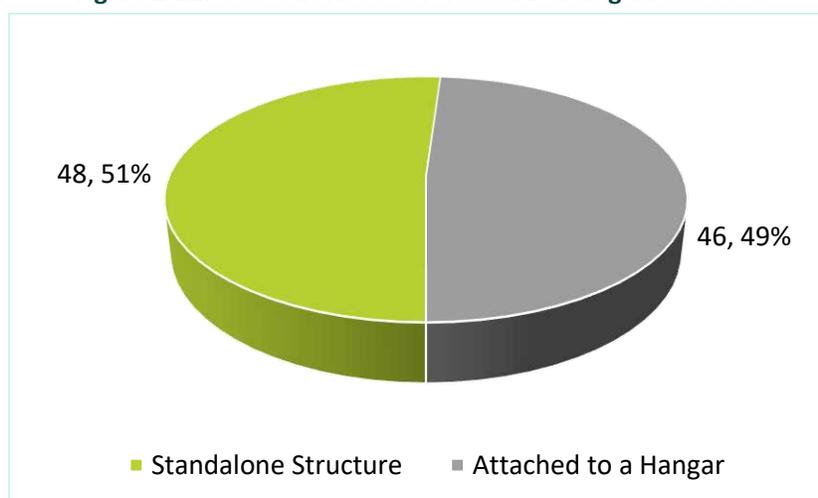
Source: Jviation

### 2.8.2 Terminal

Terminal buildings provide essential services for passengers and pilots, as well as a facility for the transfer of passengers and flight crews to and from the aircraft. Terminal facilities can range in size based upon several factors, the most important being the type of users. Buildings can range from a small pilot room for flight planning and resting, to a large multi-room building that provides services for multiple uses. **Figure 2-22** details the number of airports with a general aviation terminal building, 94 in all, and what percent of those are standalone structures or attached to a hangar. **Appendix C, Table C-10 and Table C-11** provide information on terminal buildings at Iowa system airports.



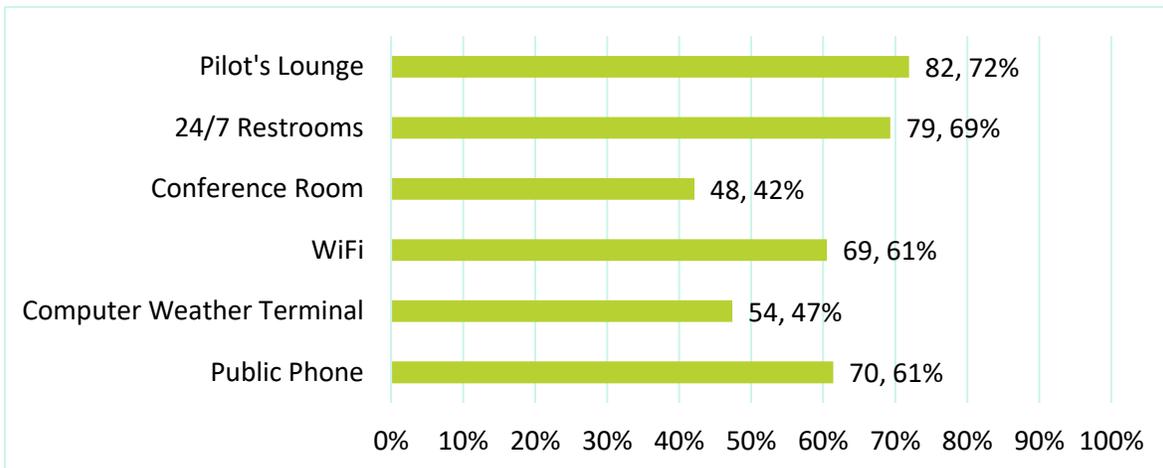
Figure 2-22: General Aviation Terminal Building Information



Source: Jviation

A terminal building provides the first impression of a community to visitors, so it is important for a terminal building to be welcoming and provide a positive experience for the visitor. Specific areas or uses in a terminal building can include waiting areas, restrooms, pilots lounge, flight planning area, conference rooms or public meeting rooms, vending, and airport manager offices. **Figure 2-23** presents general aviation terminal building amenities found in the Iowa airport system. Eighty-two percent of system airports have general aviation terminal buildings.

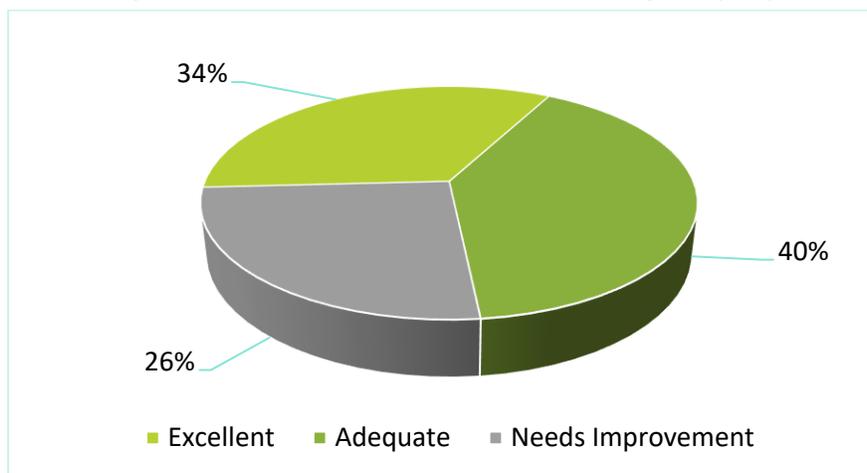
**Figure 2-23: General Aviation Terminal Building Amenities**



Source: Jviation

**Figure 2-24** outlines airport manager responses when asked about the condition of the general aviation terminal at their airport. Responses were limited to excellent, adequate, and needs improvement, with 76 percent responding that their terminal is excellent or adequate. Since the last system plan, 11 new terminal buildings have been constructed to enhance general aviation operations at airports around the state. The survey process also identified that 36 general aviation terminal buildings are more than 35 years old. Continued investment in this area will help keep facilities modern and useable.

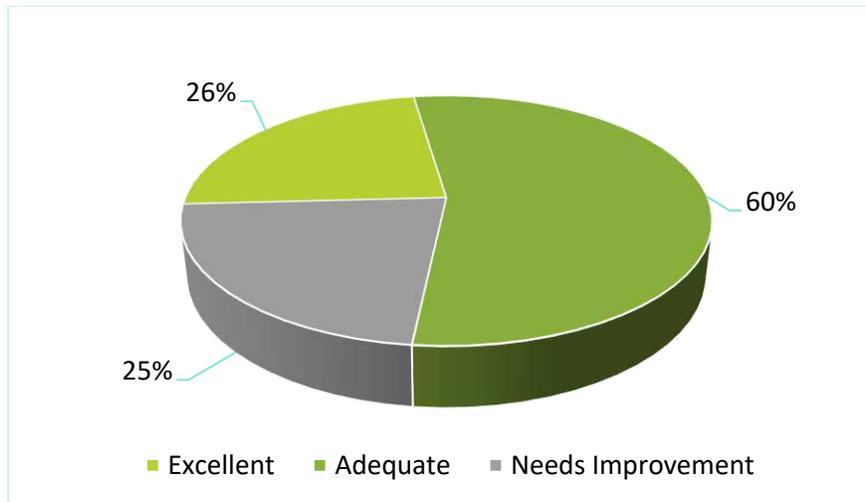
**Figure 2-24: General Aviation Terminal Building Adequacy**



Source: Jviation

Aside from the terminal building quality, Iowa airport managers were also asked about adequacy of the parking and entrance road. **Figure 2-25** illustrates that 78 percent of managers believe the entrance and parking facilities at the terminal are either excellent or adequate.

**Figure 2-25: General Aviation Terminal Building Entrance Road and Parking Adequacy**

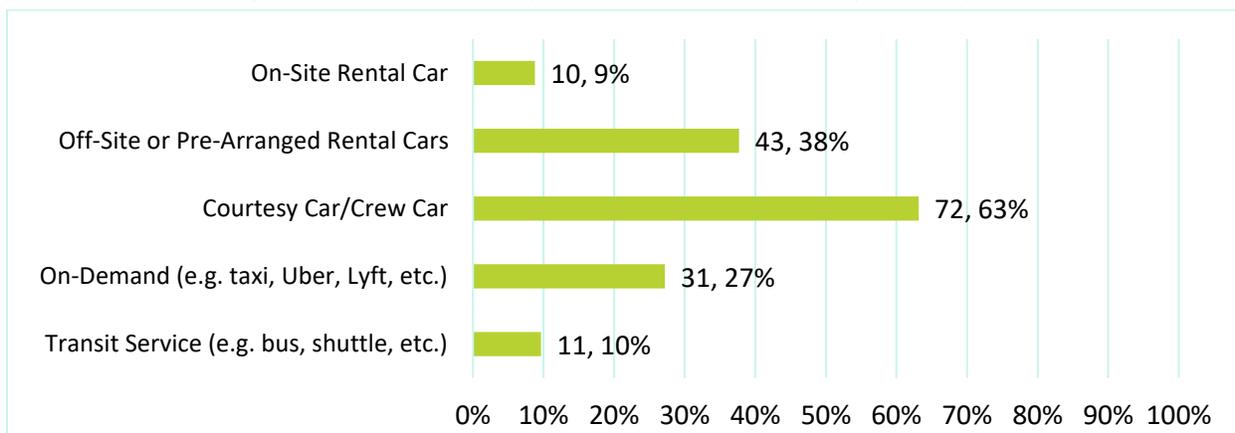


Source: Jviation

### 2.8.3 Ground Transportation

Ground transportation provides access to the community after visitors arrive at an airport. Inventory data was collected from airport management on the types of ground transportation services available at their airport. **Figure 2-26** summarizes the types of ground transportation services available at Iowa airports. Forty-nine percent of airports (56 airports) offer some form of courtesy car transportation to and from off-airport locations. **Appendix C, Table C-12** details which ground transportation services are currently offered at each study airport. Four airports do not provide any ground transportation services.

**Figure 2-26: Ground Transportation Services at Iowa System Airports**

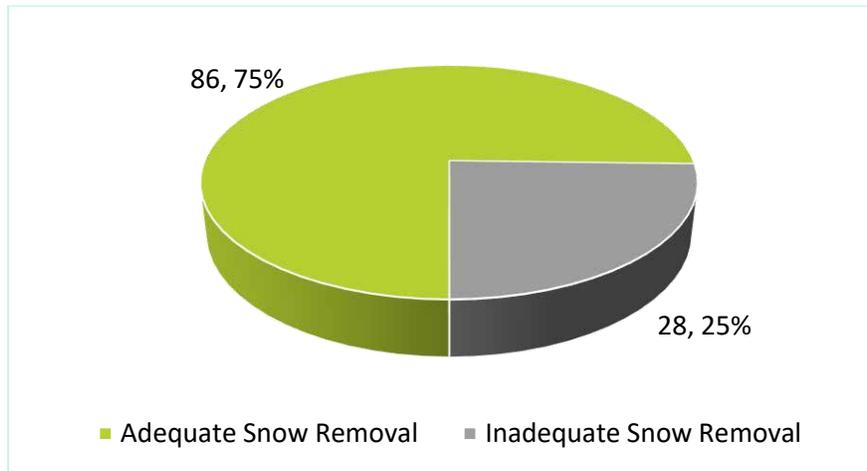


Source: Jviation

### 2.8.4 Snow Removal

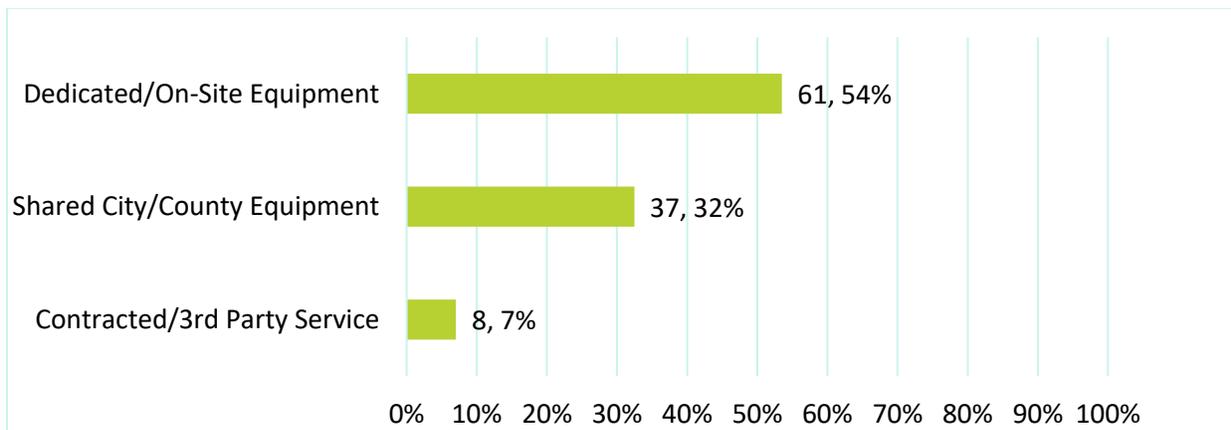
Snow can pose operational issues if not properly taken care of in a timely manner. Iowa airport managers were asked about the adequacy of their snow removal processes, as well as the provider of snow removal services. **Figure 2-27** summarizes the adequacy of snow removal services available at Iowa airports. Seventy-five percent of airports (86 airports) indicated that current snow removal processes were adequate for operations at their airport. **Figure 2-28** indicates whether snow removal services are provided with on-site equipment, by shared city or county equipment, or by a third-party provider. Over half of study airports responded that they own snow removal equipment, with only eight airports indicating a reliance on contracted snow removal. **Appendix C, Table C-13** details snow removal equipment used at each study airport.

**Figure 2-27: Adequacy of Snow Removal at Iowa System Airports**



Source: Jviation

**Figure 2-28: Snow Removal Equipment at Iowa System Airports**



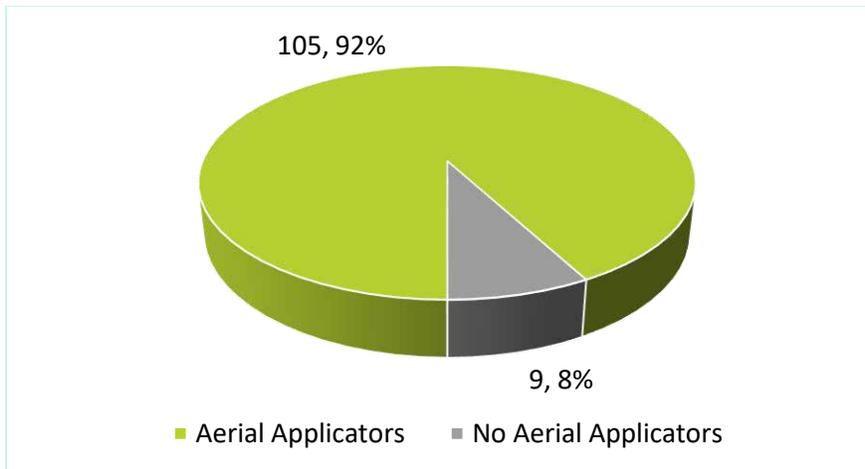
Source: Jviation

### 2.8.5 Airport Users

Aerial application of crop fertilizers and pesticides is of huge importance to Iowa where agriculture is a large driver of the economy. **Figure 2-29** summarizes the percent of Iowa airports where aerial application activity takes place. Ninety-two percent of airports (105 airports) responded that they have some form of aerial

application use at their airport. **Figure 2-30** illustrates the breakdown of based and transient applicators, as well as the type of aircraft used. **Appendix C, Table C-14** provides more detail on aerial applicator use at each study airport.

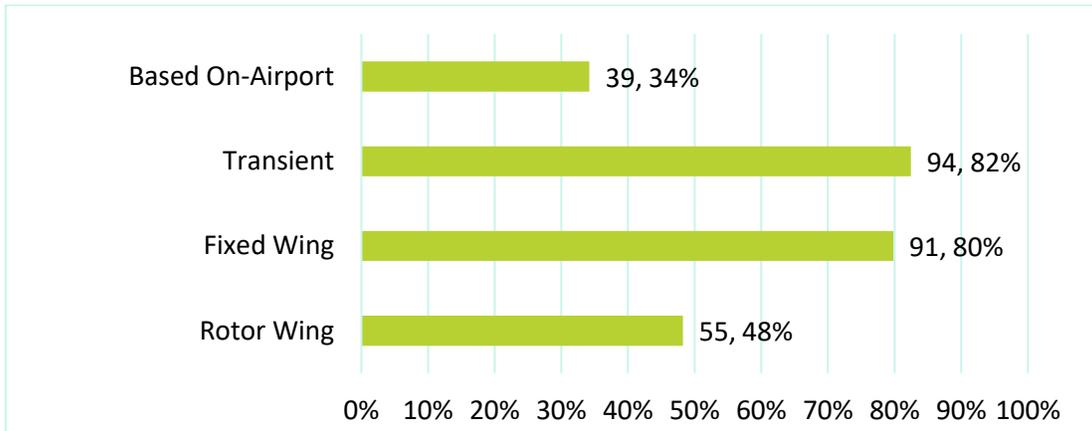
**Figure 2-29: Aerial Applicator Use at Iowa System Airports**



Source: Jviation



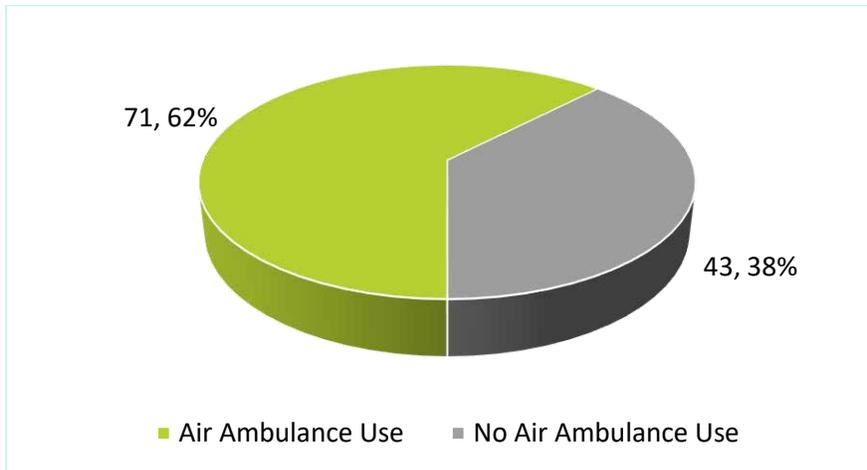
Figure 2-30: Types of Aerial Applicator Users at Iowa System Airports



Source: Jviation

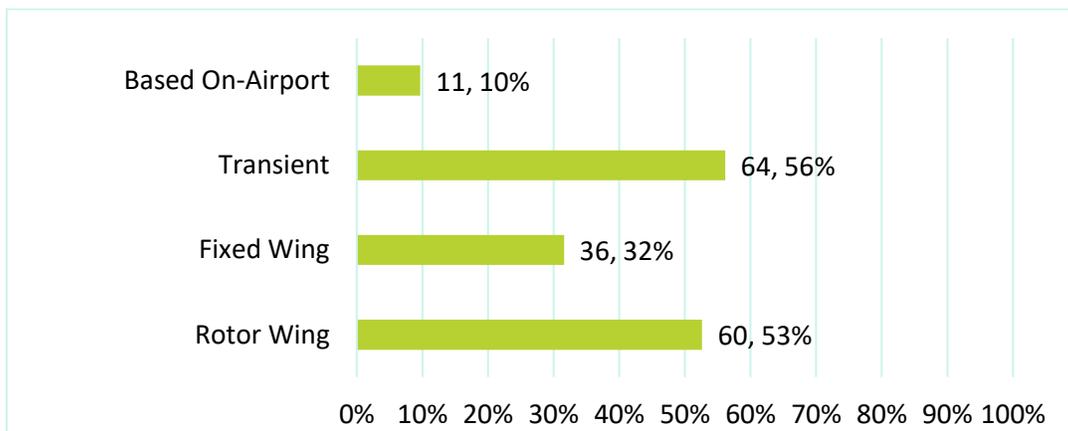
Iowa’s rural population relies on air ambulance for expedient transportation to major trauma centers in more densely populated areas. **Figure 2-31** summarizes the percent of Iowa airports that indicated air ambulance use at their airport. Sixty-two percent of airports (71 airports) responded that they have some form of air ambulance activity at their airport. **Figure 2-32** illustrates the breakdown of based and transient air ambulance providers, as well as the type of aircraft used. **Appendix C, Table C-15** provides more detail on air ambulance activity at each study airport.

Figure 2-31: Air Ambulance Use at Iowa System Airports



Source: Jviation

**Figure 2-32: Types of Air Ambulance Users at Iowa System Airports**



Source: Jviation

## 2.9 Additional Airport Support Features



### 2.9.1 Airport Planning Documents

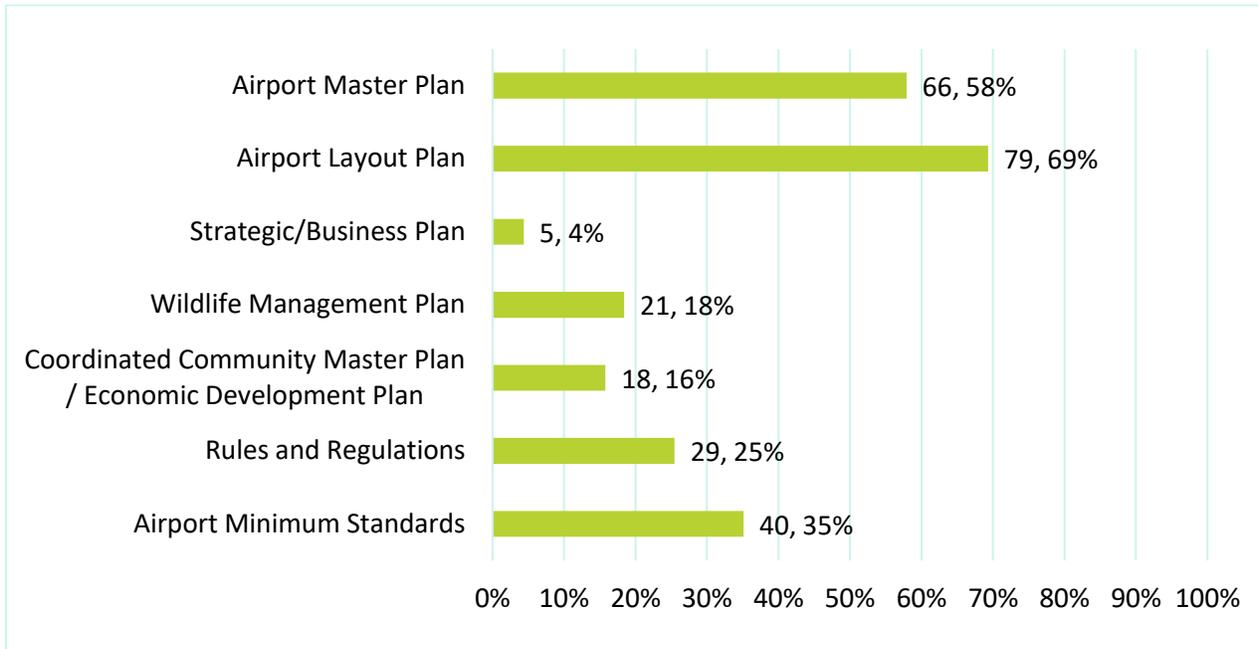
Airports were asked whether or not there is an approved airport master plan or airport layout plan (ALP) and the date of the plan’s completion. The airport master plan is a report that documents the airport’s long-range planning process, while the ALP is a set of drawings that depicts recommendations that are a result of the planning process.

Wildlife on airports can be a hazard for both aircraft and animals. A Wildlife Hazard Management Plan helps airports identify the most common wildlife in their area and determine how best to mitigate any potential hazard. Under various conditions, as presented in the AIP Handbook Order 5100-38D, some airports are eligible to receive grants to develop a Wildlife Hazard Management Plan.

Additionally, airports were asked about strategic plans, economic development plans, rules and regulations, and airport minimum standards.

**Figure 2-33** presents the percent of airports in Iowa that have a specific type of approved planning document. **Appendix C, Table C-16** provides information on plan types at specific airports.

Figure 2-33: Planning Documents Adopted by Iowa System Airports

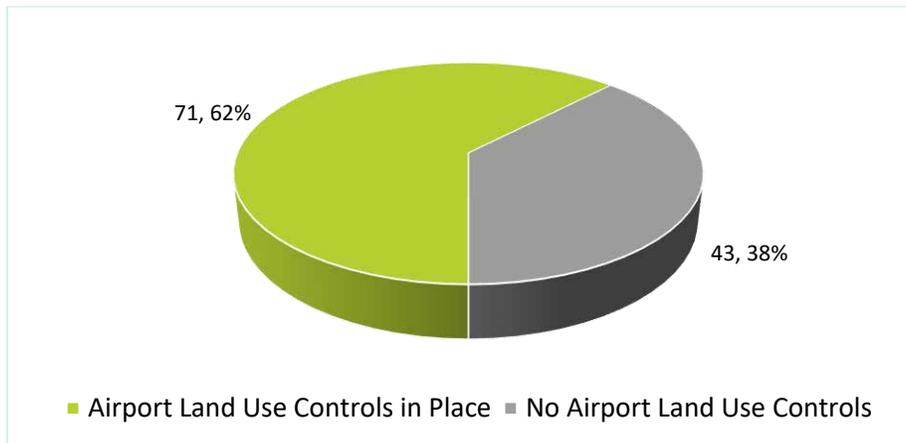


Source: Jviation

### 2.9.2 Land Use and Zoning Regulations

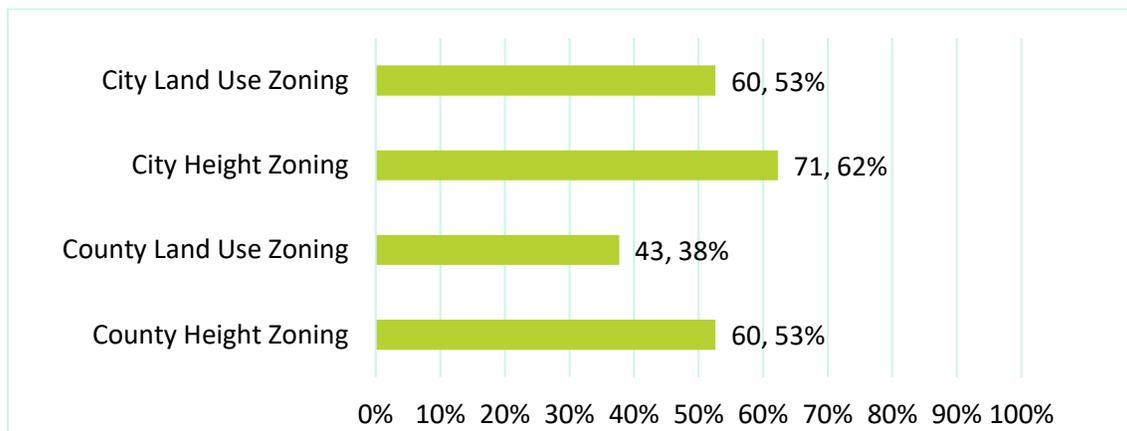
The Iowa Code, Chapter 329 specifies legislation related to airport zoning that outlines zoning powers, procedures for adopting zoning regulations, and airport zoning requirements. The state Code sets the groundwork for implementation of ordinances at the local level where they can help improve the safety of airport operations and quality of life in surrounding communities. As part of the inventory survey effort, airport managers were asked about the presence of local land use controls related to the airport, as well as if zoning measures related to property near the airport were in place. **Figure 2-34** illustrates the percent of airports that indicated if there were local land use controls related to the airport while **Figure 2-35** details airports with city or county zoning regulations related to land use and building height. **Appendix C, Table C-17** provides information on local zoning ordinances supporting Iowa system airports.

Figure 2-34: Iowa System Airports with Airport Land Use Controls



Source: Jviation

**Figure 2-35: Iowa System Airports with City or County Zoning Controls**

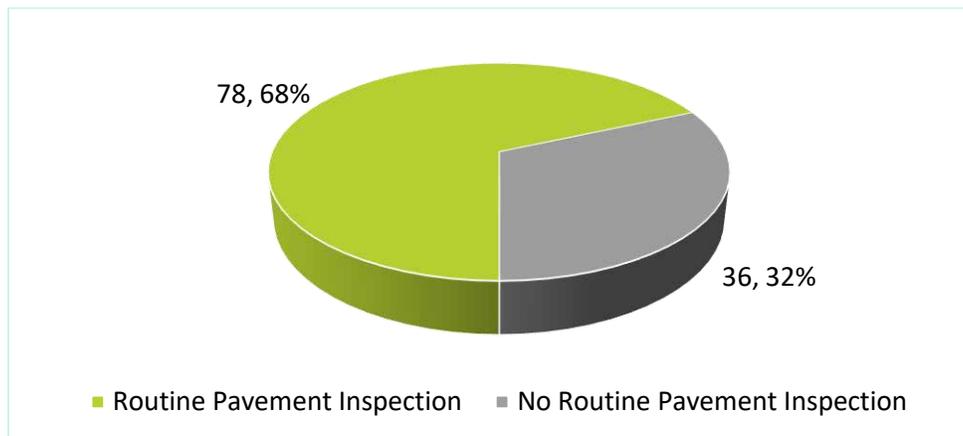


Source: Jviation

### 2.9.3 Pavement Management

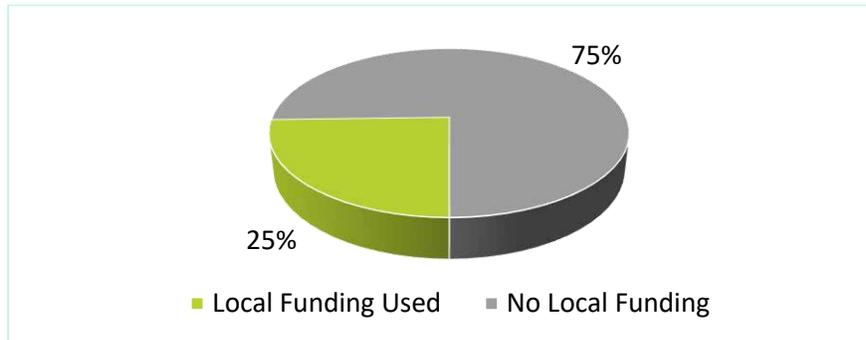
Pavement management at Iowa system airports requires inspections related to quality as well as continued investment to ensure surfaces are adequate for airport operations. Airport managers were asked if routine inspection measures at the local level were in place, with 68 percent (78 airports) replying that pavement inspections were a part of local responsibilities related to ongoing operations. **Figure 2-37** shows that only 25 percent of airports contribute local funds to ongoing pavement maintenance. By aggregating airport responses, nearly \$5.5 million has been spent on pavement management from local funds in the past five years. **Appendix C, Table C-18** provides information local pavement management routines at Iowa system airports.

**Figure 2-36: Local Pavement Inspection at Iowa System Airports**



Source: Jviation

Figure 2-37: Local Funding Support for Pavement Management at Iowa System Airports

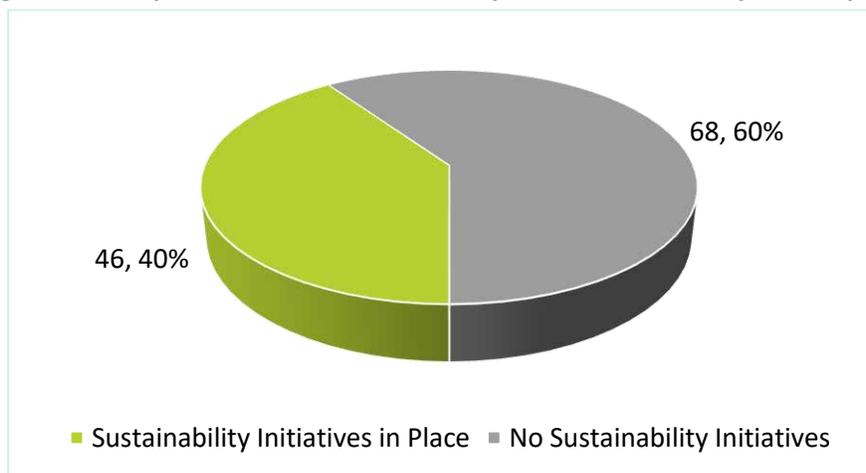


Source: Jviation

### 2.9.4 Sustainability Initiatives

As sustainable initiatives such as recycling, solar power, and alternative fuel sources become more of a presence throughout the U.S., Iowa airports were asked if any initiatives have been implemented. Forty percent indicated that some form of sustainability initiative has been put in place at their specific airport. Airports that have implemented initiatives listed examples such as LED runway lighting, solar panels on available surfaces, and recycling programs in terminal buildings. **Appendix C, Table C-18** provides information on if specific Iowa system airports have adopted sustainability initiatives.

Figure 2-38: Implementation of Sustainability Initiatives at Iowa System Airports



Source: Jviation

## 2.10 Summary

The inventory effort catalogued a robust and well-developed airport system. Still, it is likely that airport improvements will be identified. Information presented in this chapter is essential to subsequent steps in the system planning process. In subsequent chapters of this document, various system performance measures, benchmarks, and facility and service objectives are used to evaluate the current performance for Iowa's airport system and individual study airports. Information gathered as part of the inventory effort helps Iowa DOT better understand how current airport system performance and airport performance may need to be enhanced in the future.

- Twenty-nine airports (25 percent) have primary runways 5,000 feet or greater in length
- Five study airports have air traffic control towers
- Twenty-six airports (23 percent) are equipped with full length parallel taxiways
- Sixty-four airports (56 percent) have ILS or LPV vertical guidance approaches
- Eighty-eight airports (77 percent) offer 100LL and 61 (54 percent) offer Jet A fuel
- Ninety-four percent of t-hangars and 87 percent of conventional hangar space is occupied
- Ninety-four airports have terminal building, of which 48 are stand-alone building while the other 46 are attached to a hangar.
- Iowa's airports serve the state by offering service to a variety of aviation activities, including agricultural sprayers and air ambulance operators. More than one hundred airports reported having annual ag sprayer operations while 71 airports reported air ambulance activity.

**Appendix C, Inventory Tables**, provides summary tables of airport inventory data collected as part of the SASP 2020.

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### 3. Forecast of Aviation Activity and System Demand

This chapter examines and projects several components of aviation activity in Iowa. Forecasts developed in the 2020 Iowa Statewide Aviation System Plan Update (SASP 2020) help verify airport roles and provide a framework to guide analysis for future system needs to best support Iowa's airports. Projections of general aviation activity for the state were prepared for the 5-year (2024), 10-year (2029), and 20-year (2039) periods. Commercial service operations, enplanement, and air cargo projections were also developed as a part of SASP 2020 for the same time periods.

Projections of aviation demand developed for the system airports are documented in the following sections:

- Influence of COVID-19 Pandemic
- Current and Historic Activity in Iowa
- Industry Trends, Issues, and Technologies that May Impact Future Aviation Growth
- Socioeconomic Trends that May Impact Future Aviation Growth
- Projections of Aviation Demand
  - Commercial Passenger Enplanements
  - Based Aircraft
  - Aircraft Operations
  - Air Cargo

#### 3.1 Influence of COVID-19 Pandemic

The COVID-19 pandemic caused a national and global health crisis in early 2020. As a result of lockdowns, stay-at-home orders, and other restrictions, the pandemic caused a severe shock to the economy resulting in an economic downturn. Unlike previous crises experienced in the aviation industry, both aviation demand and supply were severely impacted due to consumer/passenger safety concerns and the suspension and restrictions of flights.

Airlines made deep capacity cuts and grounded fleets. General aviation activity and aircraft orders slowed drastically, corporate travel, flight training, and skydiving operations, slowed and large gathering events like airshows were cancelled.

COVID-19 impacted the commercial service and general aviation activity presented in this chapter. The long-term implications of the pandemic and recession on the aviation industry are still unknown. However, the aviation industry is resilient, and it is anticipated that activity will return to pre-pandemic levels. Recovery to pre-crisis levels in the past have ranged from three years post 9/11 to more than seven years after the financial crisis of 2008<sup>1</sup>. The forecasts that are developed for Iowa will take into consideration these uncertainties as well as other historical trends.

#### 3.2 Historic and Current Aviation Activity in Iowa

Historic activity data for airports in Iowa provide a baseline from which future activity can sometimes be projected. While historic trends are not always reflective of future periods, historic data does provide insight

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<sup>1</sup> Airlines for America, "Tracking the Impacts of COVID-19," June 18, 2020.

into how aviation-related trends may be tied to future growth. This section discusses how aviation activity has changed in Iowa.

### 3.2.1 Commercial Service Trends in Iowa

Iowa has eight (8) commercial service airports. They are:

- Southeast Iowa Regional (Burlington)
- Eastern Iowa (Cedar Rapids)
- Des Moines International
- Dubuque Regional
- Fort Dodge Regional
- Mason City Municipal
- Sioux Gateway
- Waterloo Municipal

Four of these airports (Southeast Iowa Regional, Fort Dodge Regional, Waterloo Municipal, and Mason City Municipal) are included in the Essential Air Service (EAS) Program and their service is subsidized by the United States Department of Transportation.

The eight Iowa airports served approximately 2.2 million commercial enplanements in 2019. Since 2009, statewide enplanements in Iowa have grown at an average annual rate of 4.5 percent, as shown in **Table 3-1**. Increases in enplanements at Des Moines International and Eastern Iowa drove most of the statewide growth. They are the largest airports in the state and are served by multiple carriers. Enplanements at Burlington Municipal, Fort Dodge Regional, Sioux Gateway, and Waterloo Municipal all experienced enplanement growth over the last decade. As shown in **Table 3-1**, Mason City Municipal had declining levels of passenger enplanements and enplanements at Dubuque Regional remained relatively unchanged.

**Table 3-1: Historic Enplanements at Iowa Commercial Service**

Airport Name	2009	2011	2013	2015	2017	2019	CAGR 2009-19
Des Moines International	852,804	931,600	1,077,724	1,155,515	1,256,404	1,426,579	5.3%
Dubuque Regional	39,349	36,137	33,411	37,998	40,258	38,020	-0.3%
Eastern Iowa (Cedar Rapids)	474,351	431,637	519,540	555,425	573,642	671,692	3.5%
Fort Dodge Regional	5,363	10,864	3,059	4,062	7,140	8,207	4.3%
Mason City Municipal	11,075	11,594	3,153	6,752	7,500	8,139	-3.0%
Sioux Gateway	33,058	28,072	25,029	25,859	41,746	47,066	3.6%
Southeast Iowa Regional (Burlington)	1,973	7,005	6,403	6,900	7,657	7,967	15.0%
Waterloo Municipal	22,232	22,036	20,867	26,530	27,288	23,478	0.5%
Total	1,440,205	1,478,945	1,689,186	1,819,041	1,961,635	2,231,148	4.5%

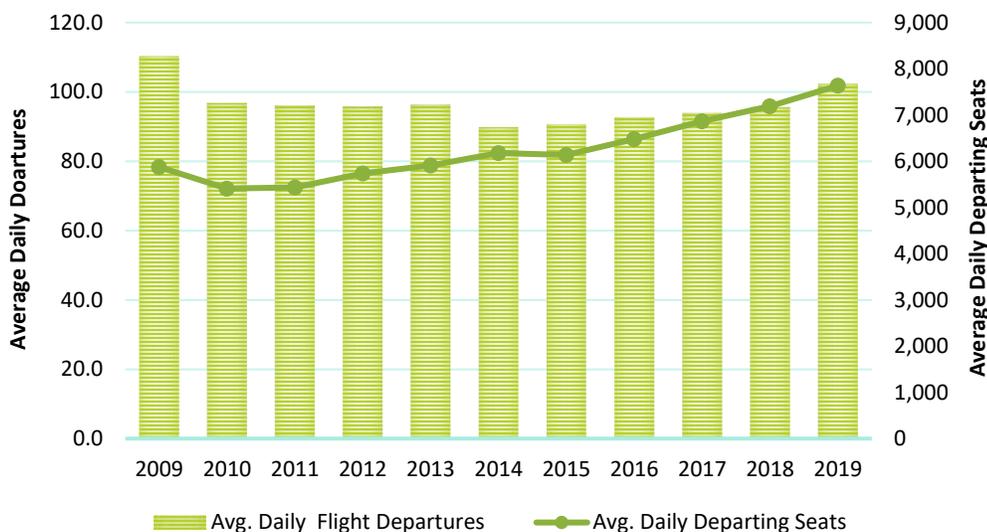
Source: US DOT Schedule T-100

Note: CAGR = Compound Annual Growth Rate

As shown in **Figure 3-1**, service levels (as measured by average daily commercial aircraft departures and departing seats) in Iowa fell between 2009 and 2010. In response to the recession of 2007-2009, airlines focused on profitability by cutting unprofitable and redundant flying throughout their networks and by minimizing the number of departing seats to be more in line with passenger demand. This action resulted in fewer empty seats on each departing flight. In addition, it became less cost-effective for airlines to fly 50-seat regional jets between short-haul markets; this led to the retirement of many commercial aircraft with lower seating capacities. Fewer empty seats have resulted in greater airline profitability. While the number of flight departures has remained between 90 and 100 per day since 2010, airlines have been adding larger aircraft. This means the same number or even fewer commercial flights can carry more passenger enplanements. Over the past five years, new service to Iowa’s commercial airports has been provided primarily by low fare carriers.

Southwest, Allegiant, and Frontier have entered Iowa markets, increasing both seat capacity and competition to popular markets.

**Figure 3-1: Historic Flight Departures and Departing Seats in Iowa**



Source: Official Airline Guide

**Table 3-2** shows that average seats per departing commercial flight have grown from 53.3 in 2009 to 74.6 in 2019. The number of carriers providing service to airports in Iowa has dropped due largely to mainline carrier mergers. The total number of nonstop destinations has remained relatively unchanged over the last 10 years.

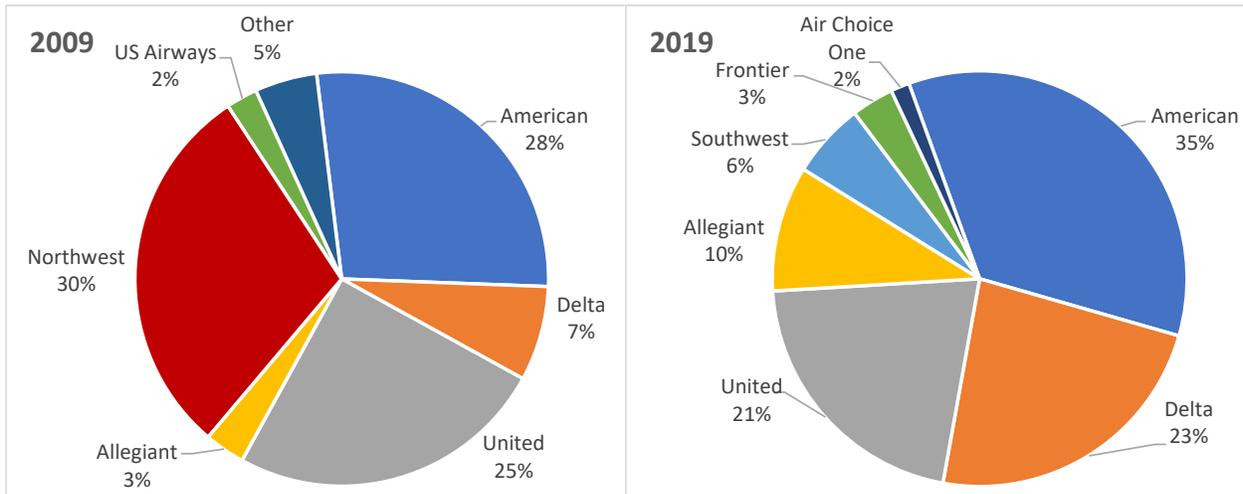
**Table 3-2: Iowa Air Service Summary (2009-2019)**

	2009	2011	2013	2015	2017	2019	% Change 2009-19
Average Daily Flight Departures	110.3	96.0	96.3	90.6	94.0	102.3	-7.2%
Average Daily Departing Seats	5,874	5,431	5,907	6,134	6,863	7,635	30.0%
Average Seats per Flight	53.3	56.5	61.3	67.7	73.0	74.6	40.1%
No. of Carriers	10	9	11	8	7	7	-30.0%
No. of Nonstop Destinations Served	24	20	21	23	24	25	4.2%

Source: Official Airline Guide

**Figure 3-2** presents the carrier share of monthly departing seats at commercial service airports for 2009 and 2019. As shown, the carrier mix in the state has shifted with the mergers of Delta and Northwest (2010), United and Continental (2012), and US Airways and American (2015). Southwest (serving Des Moines) entered the state in 2012 and Frontier (serving Des Moines and Cedar Rapids) entered the market in 2010. Allegiant has also maintained a growing presence. American, Delta, and United continue to be the largest carriers in the state but the share of capacity offered on low-cost carriers has shifted. In 2009, three percent of the seats departing Iowa airports were on low-cost carriers. By 2019, the number of seats on low-cost carriers rose to 19 percent.

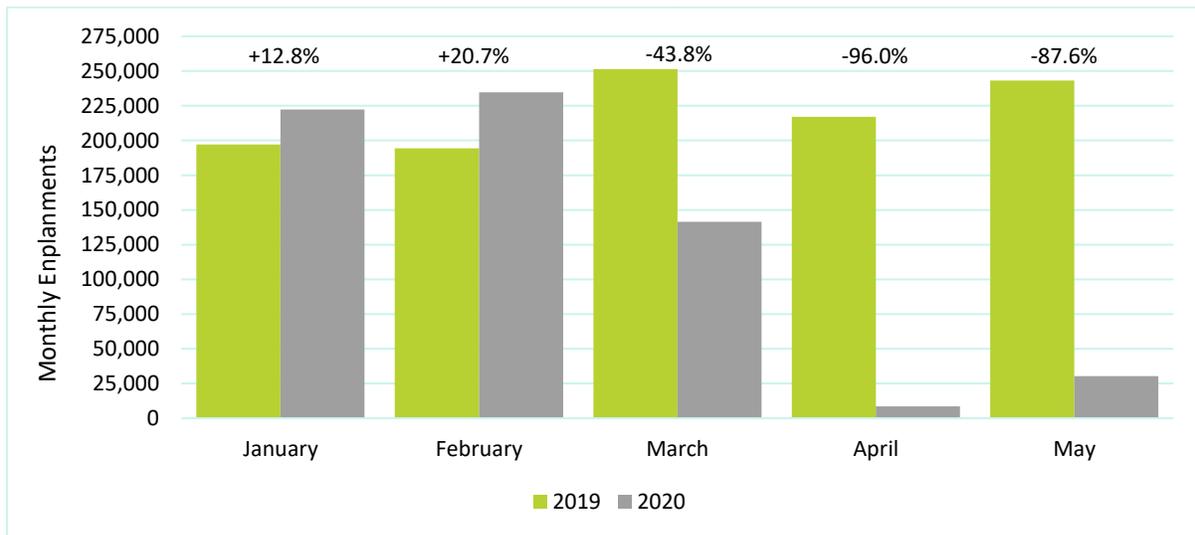
Figure 3-2: Carrier Shares of Iowa Commercial Aircraft Seat Capacity



Source: Official Airline Guide

The coronavirus had a tremendous impact on the commercial service airlines and the airports they serve around the world. United States airports first felt the impact in March 2020. An example of this decline is shown in **Figure 3-3**; enplanements dropped nearly 44 percent at the two busiest Iowa airports, Des Moines International and Eastern Iowa, in March 2020 compared to March 2019. April enplanements were down 96 percent and May enplanements (the most recent month available) were up slightly from April but still down 88 percent from the previous year.

Figure 3-3: Year over Year Change in Enplanements at Des Moines International Airport and Eastern Iowa Airport



Source: dsmaairport.com

It is anticipated that service and passenger levels will take a while to recover and passenger confidence in flying will not fully return until there is a vaccine for COVID-19. According to Fitch Ratings, most United States airports, including those in Iowa, are expected to see enplanement declines of approximately 50 percent in

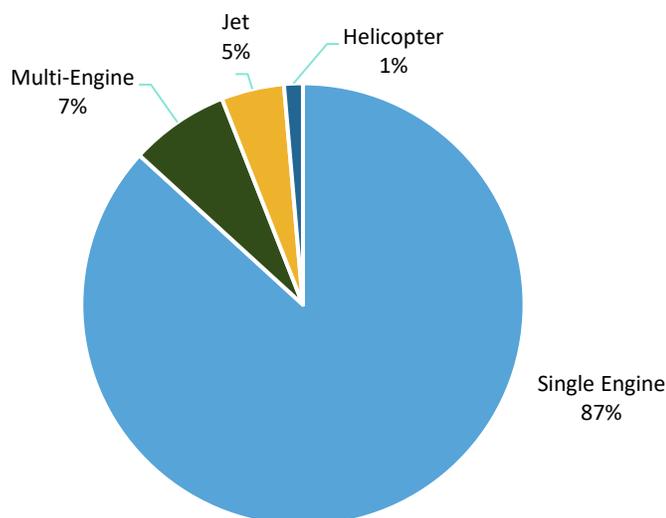
calendar year 2020, with a recovery of 85 percent in 2021, 95 percent in 2022, and 100 percent in 2023, all relative to 2019. These assumptions were considered in the development of enplanement projections.

### 3.2.2 General Aviation Trends in Iowa

According to the Federal Aviation Administration (FAA), a based aircraft is an aircraft that is operational and airworthy, which is typically based at a facility for a majority of the year. In 2019, 2,519 aircraft were reported to be based at Iowa’s 114 system airports. Based aircraft have remained relatively constant since the first Iowa Aviation System Plan was conducted in 2003 but has declined slightly since the last study was completed in 2010. This overall decline mirrors the decline in active general aviation aircraft experienced in the United States over the last two decades.

**Figure 3-4** presents the percent of aircraft by equipment type based at Iowa’s study airports. As shown, more than 85 percent of the aircraft in the state are single-engine aircraft (2,155). Multi-engine aircraft (180) make up seven percent of the statewide fleet, while jets (114) represent five percent. There are 34 rotorcraft-based at study airports or approximately one percent of the fleet.

**Figure 3-4: Iowa Aircraft Fleet Mix (2019)**



Source: FAA National Based Aircraft Inventory Program, FAA Airport IQ 5010

For this analysis, an operation is defined as either a takeoff or a landing. Current general aviation aircraft operational data for the 2020 SASP was derived from the FAA’s 5010 reports or from data reported by an airport air traffic control tower (ATCT). For non-towered airports, annual operations reported on the FAA Form 5010 are estimates and are not verified through actual counts. Annual general aviation operations at Iowa system airports for 2019 are estimated to be 905,000. This total includes estimates and actual ATCT counts. Five airports in Iowa have an ATCT, one of which is a federal contracted tower.<sup>2</sup>

To better understand the state’s trends in based aircraft and general aviation operations, comparative information for the United States and FAA’s Central Region<sup>3</sup> was reviewed. As shown in **Figure 3-5** between 2000 and 2019, based aircraft in Iowa increased 0.3 percent per year on average. This compares to a decline

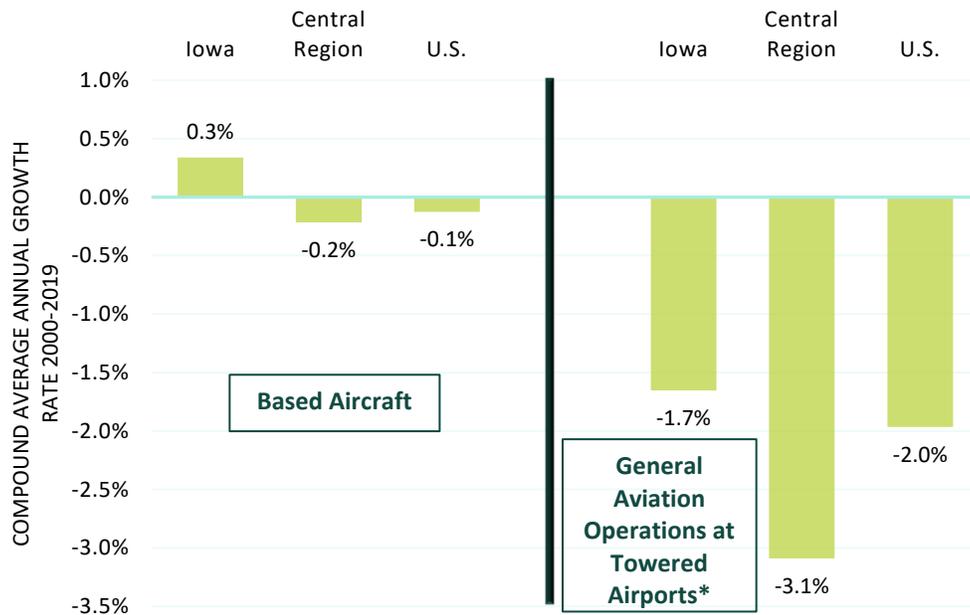
<sup>2</sup> Towered airports in Iowa included Eastern Iowa Airport, Des Moines International, Dubuque Regional\*, Sioux Gateway, and Waterloo Municipal. \*Indicates this airport has a federal contract tower.

<sup>3</sup> FAA Central Region includes Iowa, Kansas, Missouri, and Nebraska.

of -0.2 percent in the region and -0.1 percent nationally. In terms of general aviation operations, reviewing operations at towered airports is the most accurate means for determining change. Iowa’s average annual decline in general aviation operations at towered airports since 2000 (-1.7 percent) was less than the decline by all towered airports in the in the Central Region (-3.1 percent) and the United States. (-2.0 percent).

The overall trend in based aircraft and general aviation operations for the state show that Iowa experienced changes when compared to the both the region and the United States overall. This helps substantiate that future aviation growth at Iowa system airports will be similar to national trends projected by FAA.

**Figure 3-5: Comparison of Iowa, FAA Central Region, and U.S. General Aviation Activity Trends 2000-2019**



Sources: Based Aircraft: Iowa DOT Records, National Based Aircraft Inventory and FAA 5010, FAA Terminal Area Forecast, and FAA Aerospace Forecasts Fiscal Years 2020-2040. Operations: FAA ATADS database and FAA Aerospace Forecasts Fiscal Years 2020-2040.

Notes: \*Does not include air taxi operations, since this category is typically a mix of regional airlines operations and air taxi operations. Only itinerant and local general aviation operation as recorded in the ATADS database. Central Region includes Iowa, Kansas, Missouri, and Nebraska.

Over the past 20 years, general aviation demand in Iowa and across the country has been impacted by declining general aviation usage. Several key national events have attributed to the decline in overall general aviation operations in Iowa including fewer pilots, the events of September 11, 2001, the Great Recession that occurred between 2007 and 2009, and currently the COVID-19 pandemic.

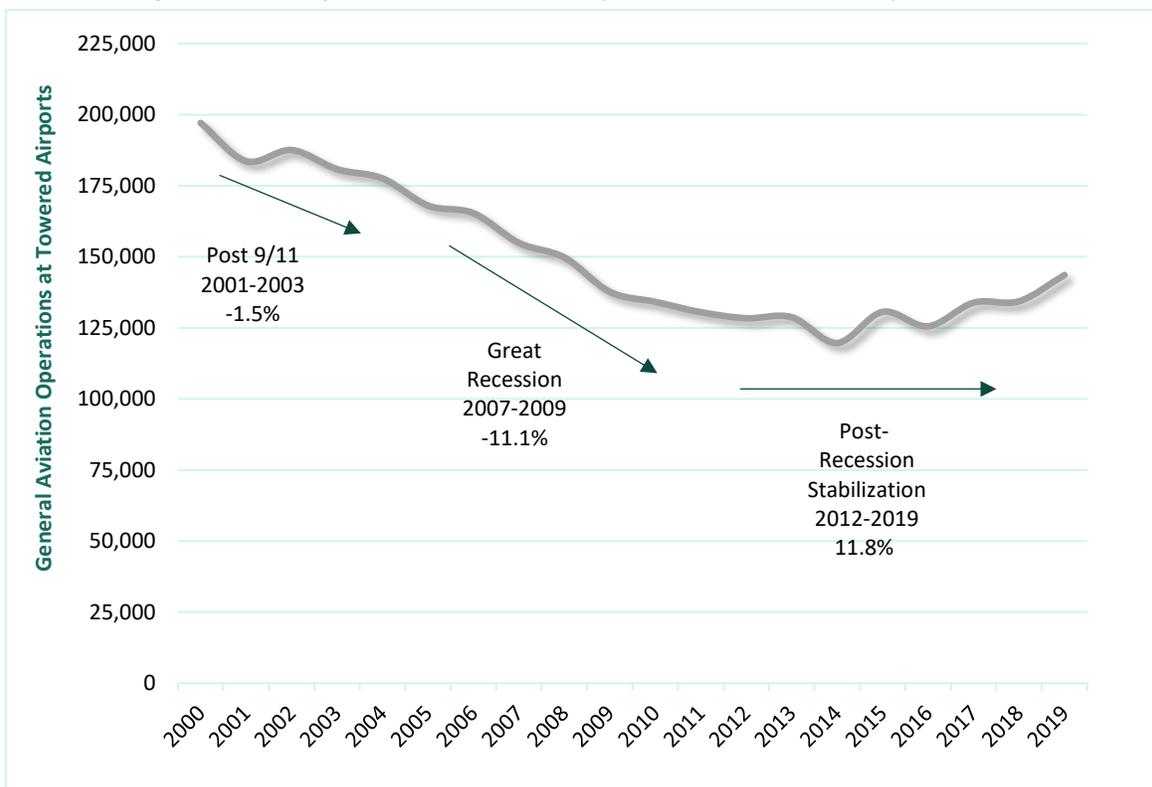
As shown in **Figure 3-6**, general aviation operations at towered airports<sup>4</sup> in Iowa fell 1.5 percent in the years following September 11th (2001-2003) and then fell another -11.1 percent during the Great Recession. These specific events coupled with increases in fuel prices, rising cost of general aviation aircraft, declining numbers of pilots and flight training, and changes in how companies do business such as the increased utilization of

<sup>4</sup> A year over year comparison of general aviation operations in Iowa was only available for the larger airports with air traffic control towers that report operations by type to the FAA. In 2019, general aviation operations at towered airports accounted for 21% of the total general aviation operations in the state estimated as part of the IASP.

technology and how corporate aviation is used as a business strategy help explain a decline in Iowa’s general aviation activity. General aviation operations have not rebounded since September 11 and the Great Recession, but they did begin to stabilize and increase beginning in 2015.

Due to the COVID-19 pandemic and recession that shocked the economy, Iowa has seen another decline in general aviation operations at its airports in 2020 and likely into 2023 as the industry recovers from the suspension of most travel. These trends further indicate that general aviation operations in Iowa may experience limited growth in the immediate future.

**Figure 3-6: Change in General Aviation Operations at Towered Airports in Iowa**



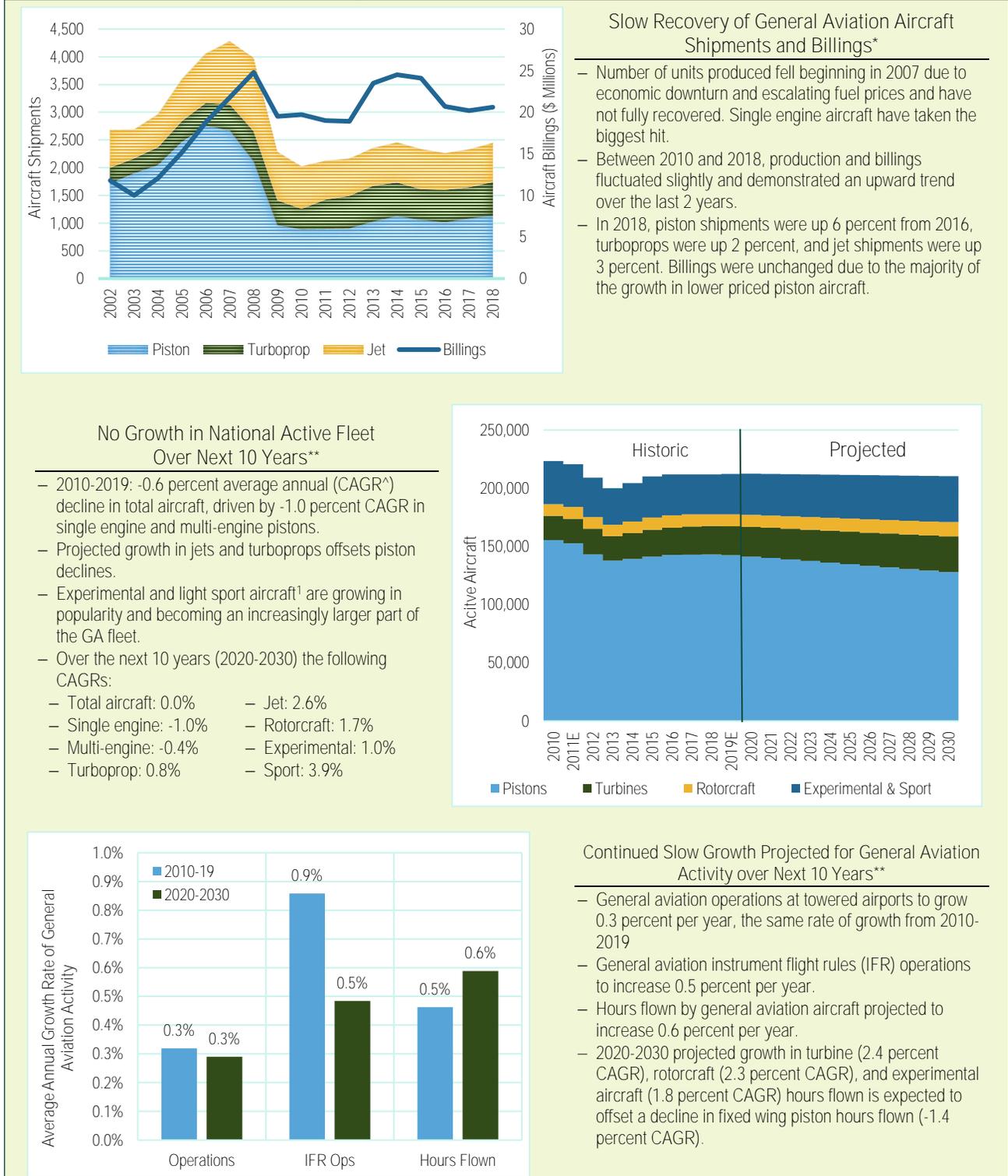
Source: FAA ATADS database

Note: Only itinerant and local general aviation operations are included in analysis. General aviation operations in the Commuter/Air Taxi category are not included.

### 3.3 Industry Trends and Issues that May Impact Future Aviation Growth

At the national level, fluctuating trends regarding general aviation usage and economic upturns/downturns have impacted general aviation demand. Slow economic recovery and economic uncertainties have and will continue to impact general aviation demand over the next decade. Some of the national trends that will impact aviation demand at Iowa airports are shown and discussed here. **Figure 3-7** presents recent and projected trends in general aviation aircraft orders, active aircraft fleet, and operations.

Figure 3-7: General Aviation Trends



Sources: \* GAMA Quarterly Shipments and Billings; \*\* FAA Aerospace Forecasts, Fiscal Year 2020-2040

Note: <sup>1</sup>Light sport aircraft are defined as 1-2 person simple-to-operate, easy-to-fly aircraft that have a max weight of 1,320 lbs.

<sup>^</sup>CAGR=compound annual growth rate

**Table 3-3** presents several of the recent and projected national aviation trends as opportunities for general aviation growth in the Iowa system or threats to aviation growth. The national trends have impacted Iowa in the past and will continue to impact future growth. It is important to note that the impact of COVID-19 on these trends is unknown at the time this report was written but will undoubtedly have a significant impact (positive or negative) on items such as business flying, air charter activity, flight training, and aircraft sales. National trends have been taken into consideration during the development of demand projections presented later in this chapter.

**Table 3-3: National Trends Influencing General Aviation Growth**

Opportunities for General Aviation Growth	Threats to General Aviation Growth
<p>Increased Delivery of Several Aircraft Types 2020-2030 (FAA): Delivery of some types of GA aircraft is expected to increase:</p> <ul style="list-style-type: none"> <li>- Turbo Jet: 2.6% CAGR<sup>^</sup></li> <li>- Rotorcraft: 1.7% CAGR</li> <li>- Turboprop: 0.8% CAGR</li> </ul> <p>Because of lower entry and operating costs, industry growth is also projected for light sport and experimental aircraft.</p> <ul style="list-style-type: none"> <li>- Light Sport: 3.9% CAGR</li> <li>- Experimental Aircraft: 1.0% CAGR</li> </ul>	<p>Decline in Single-Engine Piston Fleet (FAA): The single engine piston fleet makes up the largest percentage of GA fleet. FAA projects contraction of this portion of the fleet at a rate of -1.0% annually over the next 10 years.</p> <ul style="list-style-type: none"> <li>- 2010: 139,520</li> <li>- 2019E: 129,535</li> <li>- 2030 Projected: 115,710</li> </ul> <p>According to GAMA, new piston airplane sales dropped dramatically following the economic recession and have not recovered.</p>
<p>Increase in Business Flying: Business use of general aviation aircraft as a tool to increase efficiency and productivity remains strong. The Tax Cuts and Jobs Act of 2017 provided tax savings on new and used aircraft for corporate use and oil prices remain low. Business aviation:</p> <ul style="list-style-type: none"> <li>- Provides time efficiencies for companies</li> <li>- Tends to purchase more fuel</li> <li>- Is more a consistent activity and higher revenue generators for airports</li> <li>- Seen as a safer alternative post COVID-19</li> </ul>	<p>Limited Growth in Annual GA Operations at Towered Airports (FAA): GA operations at all towered airports experienced low growth of 0.3% per year between 2010 and 2019. A small increase is expected over the next 20 years.</p> <ul style="list-style-type: none"> <li>- 2010: 26.6 million</li> <li>- 2019: 27.4 million</li> <li>- 2030 Projected: 28.8 million</li> </ul>
<p>On-Demand Charter Activity Remains Strong: WheelsUp, NetJets, XOJet and other companies have experienced more aircraft share sales and an increase in flight hours in the last 10 years. Companies are investing more often in a variety of products including fractional ownership, jet cards, and club membership programs. These items allow businesses of all sizes to utilize business aviation without purchasing an aircraft.</p>	<p>Decline in Active Private Pilots (FAA) The number of active private pilots in the U.S. has declined 0.9% on average since 2010 due to changing recreation trends, the increasing cost of aircraft the increasing cost to fly. The FAA is actually forecasting a slight decline (-0.5% annually) over the period due to legislative changes to certification, aging pilots, and high educational costs to become a pilot.</p>
<p>Flight Training Materializing at Record Pace: Airline pilot hiring has surged since 2013 to keep up with demand and pilot retirements. Airlines hired more than 5,000 pilots in 2019. This has meant large increases in flight training-related operations at many general aviation airports around the country.</p>	<p>Phase Out of 100 LL Fuel to Non-Leaded Fuel: AvGas production was down 30% in 2016 compared to 10 years earlier. Plans to replace 100LL fuel with a non-leaded aviation fuel could result in a reduction in the piston GA fleet though the FAA has stated that any new fuel should be compatible with the existing fleet.</p>
<p>Evolution of Electric Aircraft: The growing concern over aviation emission has shifted the focus of manufacturers toward the development of all-electric aircraft. New electric aircraft models are being developed to be used as a flying taxi. The development of flying taxis is expected to increase the demand for the general aviation market in the future.</p>	<p>Increase in Cost of New GA Aircraft: The cost to purchase a new single-engine piston plane has increased significantly.</p> <ul style="list-style-type: none"> <li>- Piper Seneca: \$650,000 (2005) v. \$1 million (2018)</li> <li>- Cirrus SR22 GTS: \$335,000 (2005) v. \$760,000 (2018)</li> <li>- Cessna 172 Skyhawk: \$230,000 (2005) v. \$379,000 (2018)</li> </ul>

Sources: FAA Aerospace Forecast Fiscal Years 2020-2040, GAMA Quarterly Shipments and Billings, other industry sources

Note: ^CAGR=compound annual growth rate

### 3.3.1 Emerging Technologies

Several technologies are on the horizon that have the potential to shape transportation in the future. These include unmanned aerial vehicles (UAVs), rapidly developing autonomous vehicles, and electric and other alternate fuel source vehicles. While it is not currently known how these technologies will ultimately develop, this section provides insight into a few of the technological developments and potential impacts that the Iowa airport system will face in the coming years.

**Unmanned Aerial Vehicles (UAV).** A drone or a UAV typically refers to a pilotless aircraft that operates through a combination of technologies including computer vision, artificial intelligence, and object avoidance systems. UAV technology is becoming more widely-used every day, and the benefits of this technology extend well beyond recreational use. As more companies look to capitalize on commercial opportunities, investment into UAV continues to grow. UAVs offer safe, cost-effective solutions for applications ranging from data collection to delivery. As autonomy and collision-avoidance technologies improve, so too will UAVs' abilities to perform increasingly complex tasks. According to a 2016 report by PwC, the emerging global market for business services using drones is valued at over \$127 billion. In the aviation industry, UAVs are commonly used for inspecting aircraft, airfields, powerline, and buildings as well as for wildlife control. Drones are also being used for agricultural spraying, search and rescue, and aerial photography. The use of UAVs for the transport of goods is in development and UAVs for passengers is also getting closer to fruition each year and will likely be available in the next decade and prevalent in 20 years.

**Autonomous Vehicles.** As driverless cars become more capable and common, they will change people's travel habits not only around their own communities but across much larger distances. The impacts of these new technologies will likely affect many facets of aviation and could substantially change the aviation industry and the airport system. A future with driverless cars means people will have more options instead of driving on their own. Airlines may reduce route availability and frequency as more people chose to drive to regional destinations or larger airports. In turn, airports may receive lower revenue from parking lots and will likely need to accommodate autonomous vehicles for passenger drop-off and pick-off. Vehicles that support aviation activities such as maintenance equipment; baggage, cargo handling, and other carts; and other ground transportation options such as airport shuttles may also become autonomous.

**Alternative Fuel.** The advancement of alternative and sustainable fuel will undoubtedly impact aviation and airport planning in Iowa and around the world in the future. Using alternative fuels and advanced vehicles (zero emissions and zero gas) instead of conventional fuels and vehicles helps conserve fuel and lowers vehicle and aircraft emissions. New aircraft are becoming more efficient by improving engines, enhancing aerodynamics, and using lighter materials. These new technologies combined with alternative fuels will offer aircraft more cost efficiencies and be better for the environment. Sustainable alternative fuels currently cost more than conventional fuel (likely due to a lack of competitiveness in the market), which directly acts as a barrier to their utilization. However, in the next 20 years, advancements will continue, and airports will need to accommodate vehicles using alternative fuels by offering charging stations or alternative fuel for aircraft, equipment, ground transportation, cars, and UAVs.

### 3.4 Socioeconomic Trends That May Impact Future Aviation Growth

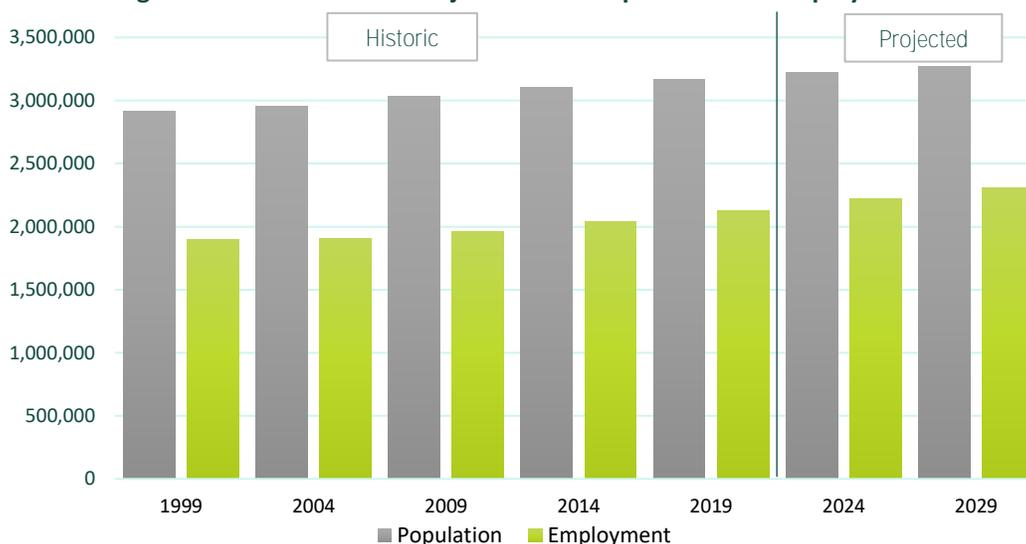
Factors that may influence future aviation activity that are independent of historical airport activity include area socioeconomic and demographic trends. Socioeconomic characteristics are often examined to derive an understanding of the dynamics of projected aviation growth. As socioeconomic activity increases, general aviation activity also generally increases. A summary of Iowa's historical and projected trends in population and employment are discussed below. These trends were considered when projections of aviation demand for each system airport were developed.

**Population.** Over the 20-year historic period of 1999 and 2019, statewide population grew at an average annual rate of 0.4 percent per year. In 2019, Iowa’s estimated population was 3.16 million, up from 2.91 million in 1999 (see **Figure 3-8**). Over the last 10 years, statewide population grew at the same annual rate of 0.4 percent. Between 2019 and 2029, population is estimated to increase at 0.3 percent per year on average.<sup>5</sup>

The rates of historical and projected population growth experienced in Iowa are below those experienced in the United States overall. Between 1999 and 2019, U.S. population grew at an average annual rate of 0.8 percent, and it is projected that that the national population growth rate will be 0.7 percent per year over the next 10 years.

**Employment.** Between 1999 and 2019, employment in Iowa increased at an average annual rate of 0.6 percent per year. This compares to a 1.1 percent CAGR experienced overall in the United States. In 2019, it was estimated that state employment was 2.12 million, up from 1.89 million in 1999 (**Figure 3-8**). Over the last 10 years, statewide employment grew at a slightly higher rate of 0.8 percent per year on average. Employment in Iowa is projected to grow at 0.8 percent per year on average between 2019 and 2029, slightly below the projected U.S. CAGR of 1.1 percent over the same period.<sup>6</sup>

**Figure 3-8: Historical and Projected Iowa Population and Employment**



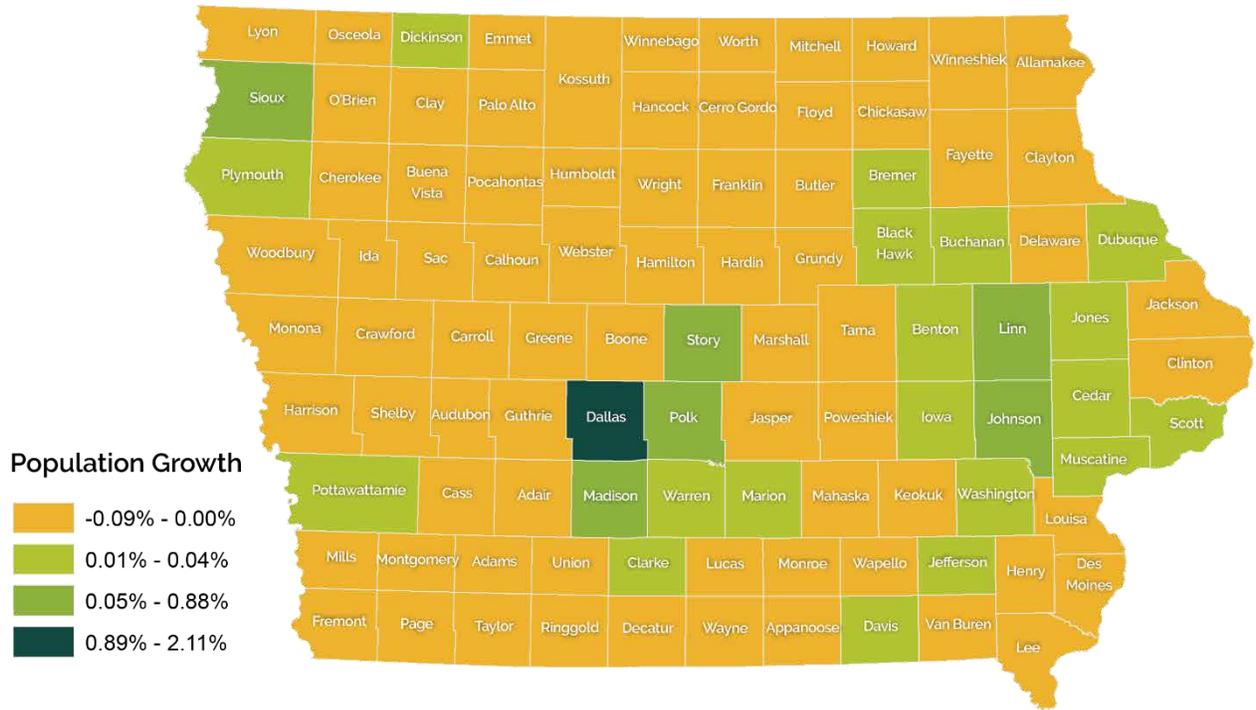
Sources: U.S. Census Bureau, U.S. Department of Commerce, Woods & Poole Economics, Inc.

**Figure 3-9** presents projected rates of population change by Iowa county. Much of the highest growth is projected to occur near the Ames, Cedar Rapids, Iowa City and the metro areas of Des Moines. Dallas County in the Des Moines-Ames-West Des Moines Combined Statistical Area (CSA) and Johnson County in the Cedar Rapids-Iowa City CSA are expected to experience the highest rates of population growth between 2019 and 2039. Population declines are anticipated in more than half the counties in Iowa. Employment growth rates by county show a similar trend and are presented in **Figure 3-10**.

<sup>5</sup> U.S. Census Bureau and Woods & Poole Economics, Inc.

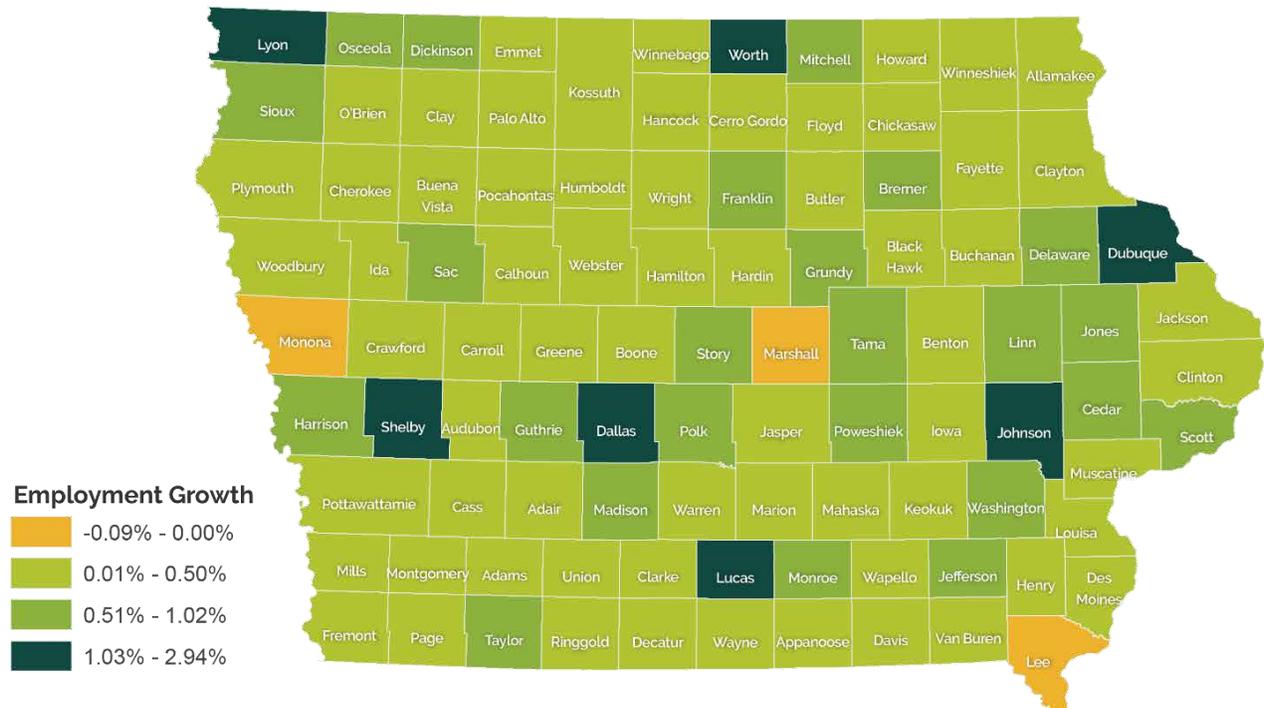
<sup>6</sup> U.S. Department of Commerce and Woods & Poole Economics, Inc.

Figure 3-9: Projected Population Growth By Iowa County (2019-2039)



Source: Jviation

Figure 3-10: Projected Employment Growth Rate By Iowa County (2019-2039)



Source: Jviation

### 3.5 Projections of Aviation Demand

For the 2020 SASP, projections of aviation demand were developed for commercial passenger enplanements, based aircraft, aircraft operations (commercial service and general aviation), and air cargo. The following assumptions were used to establish demand projections for system airports:

- The decline in aviation activity due to the COVID-19 pandemic has not been quantified in this report as it is still too early to predict long term impacts.
- Other economic disturbances may cause year-to-year demand variations.
- In many instances, aviation activity at system airports will generally reflect the national aviation industry. The FAA projects low rates of growth or no growth for most aspects of aviation.
- Fuel prices will continue to fluctuate and the future availability of 100LL fuel (needed to fly piston aircraft) may further impact the general aviation projections.
- Projections are unconstrained with respect to facilities.

Several methodologies were reviewed that considered historic trends, socioeconomic growth, and national aviation projections.

#### 3.5.1 Commercial Passenger Enplanements

**Table 3-4** presents the enplanement projections for Iowa's commercial service airports. It is important to note that these projections are made for system planning purposes only. Airports should do their own analyses of the COVID-19 impacts at their individual airport enplanement levels for airport planning purposes. The following assumptions were made:

- Commercial service enplanements at all of Iowa's airports will return to pre-COVID 2019 annual levels in 2023. 2019 enplanements were adopted as 2023 enplanements and annual growth rate projections were applied through 2039.
- The level of air service and economic conditions at each of Iowa's commercial service airports in 2019 will be assumed to be the similar to 2023 conditions.
- National enplanement growth projections from the FAA Aerospace Forecasts FY2020-2040, will be similar to those developed four years later, and can be applied to 2023 base year enplanements.

For Iowa's commercial airports, a methodology was used that applied a variation of the FAA's enplanement growth rate projection from the *FAA Aerospace Forecasts FY2020-2040* to each airport's enplanements starting in 2023 (which is assumed to be the same level of enplanements as 2019). The growth rate selected for each airport was based on each airport's recent historic growth (2009-2019) in enplanements.

Based on this approach, Iowa can expect an average annual rate of growth of 2.2 percent for all enplanements over the forecast period. Enplanements are expected to reach 3.48 million by 2039. This rate of growth is slightly higher than the 2.1 percent national rate of growth for all United States enplanements projected by the FAA in its *Aerospace Forecasts FY2020-2040*. Des Moines International is expected to see the highest rate of growth in enplanements, with an average annual growth rate of 2.6 percent; the airport is projected to have 2.4 million enplanements by 2039. Eastern Iowa and Sioux Gateway are projected to grow at 1.6 percent, on average, over the next 20 years. It is anticipated that Dubuque Regional will grow at 0.8 percent per year, and the four EAS airports will growth at 0.4 percent per year on average over the 20-year period.

**Table 3-4: Iowa Enplanement Projections**

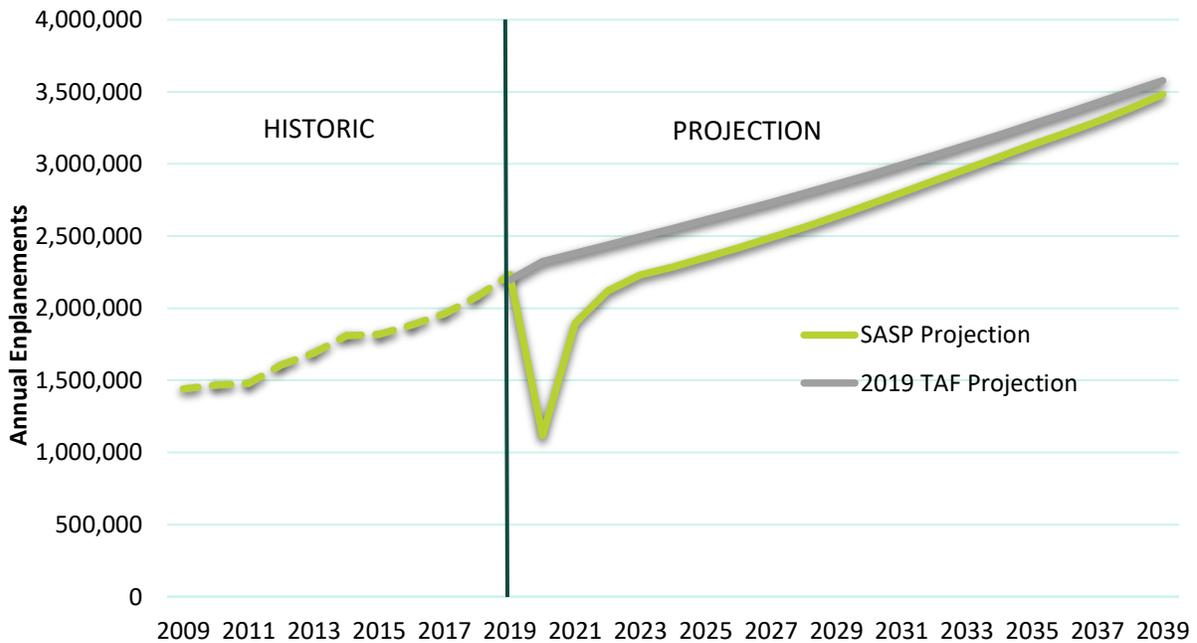
Airport Name	2019/2023	2024	2029	2039	CAGR 2019-2039
Southeast Iowa Regional (Burlington)	7,970	8,000	8,230	8,680	0.4%
Des Moines International	1,426,580	1,466,810	1,728,450	2,371,850	2.6%
Dubuque Regional	38,020	38,380	40,560	45,120	0.8%
Eastern Iowa (Cedar Rapids)	671,690	684,320	763,910	944,370	1.6%
Fort Dodge Regional	8,210	8,250	8,480	8,940	0.4%
Mason City Municipal	8,140	8,180	8,410	8,870	0.4%
Sioux Gateway	47,070	47,950	53,530	66,170	1.6%
Waterloo Municipal	23,480	23,600	24,250	25,580	0.4%
Total	2,231,150	2,285,490	2,635,810	3,479,590	2.2%

Source: Marr Arnold Planning

Note: CAGR = Compound Annual Growth Rate; Totals may not sum due to rounding.

The statewide enplanement projections are graphically depicted in **Figure 3-11**. For comparison, the FAA’s Terminal Area Forecast (TAF) projections for statewide enplanements are also included. FAA publishes their projections in January each year and most recent projections do not take COVID-19 impacts into consideration. FAA TAF projected statewide enplanement reaching 3.58 million in 2039 which represents an average annual growth rate of 2.5 percent between 2019 and 2039. FAA projections for 2039 was 2.7 percent higher than the SASP’s 2039 projection.

**Figure 3-11: Iowa Enplanement Projections**



Source: Marr Arnold Planning, FAA Terminal Area Forecasts

### 3.5.2 Based Aircraft

Estimating the number of aircraft anticipated to be based at system airports over the next 20 years helps the state plan for future facility and infrastructure, if needed. Initially, based aircraft were projected using four methodologies. A summary of the four scenarios used to develop based aircraft projections are discussed below and are shown in **Table 3-5**; this table summarizes statewide results for the four projection methodologies examined for the 2020 SASP.

- Scenario 1 – Historic Based Aircraft Growth and FAA Active General Aviation Fleet Growth.** This methodology considered historic growth from 2010-2019 for based aircraft at each airport. A range of growth rates was then applied based on the FAA’s projected growth rate for active general aviation in the U.S. which were derived from the FAA Aerospace Forecasts, Fiscal Years 2020-2040. This methodology considered the operational fleet mix of aircraft at all airports and projected a slightly higher rate of growth for those airports that have aircraft types that are expected to see higher rates of future growth. This scenario produces a statewide annual growth rate of 0.44 percent over the 20-year period.
- Scenario 2 – County Employment Growth and FAA Active General Aviation Fleet Growth.** Similar to Scenario 1, this methodology applies FAA’s projected growth rate for active general aviation aircraft and projects a slightly higher rate of growth for those airports that are located in county’s that are projected to experience high rates of employment growth. Woods & Poole Economics, Inc. developed the employment projections used to support this scenario and fleet mix projections were derived from the FAA Aerospace Forecasts, Fiscal Years 2020-2040. This scenario produces a statewide annual growth rate of 0.17 percent over the planning period.
- Scenario 3 – County Population Growth.** This scenario assumes that growth in based aircraft at each airport will be equal to the rate of projected population growth in which the airport is located. Woods & Poole Economics, Inc. developed the population projections used to support this scenario and projects an annual growth rate of 0.10 percent.
- Scenario 4 – Market Share and FAA Active General Aviation Fleet Growth by Type.** The projections of based aircraft in Iowa applies the FAA’s projected rate of growth for each aircraft type to the 2019 total statewide based aircraft by type. Based on this scenario, total statewide based aircraft are projected to decline by -0.75 percent per year over the next 20 years.

**Table 3-5: Comparison Of Based Aircraft Projection Scenarios**

Scenario	2019	2024	2029	2039	CAGR 2019-2039
1 – Historic Based Aircraft Growth & FAA Active General Aviation Fleet Growth	2,520	2,580	2,630	2,750	0.44%
2 – County Employment Growth & FAA Active General Aviation Fleet Growth	2,520	2,540	2,560	2,610	0.17%
3 – County Population Growth	2,520	2,540	2,550	2,570	0.10%
4 – Market Share & FAA Active General Aviation Fleet Growth by Type	2,520	2,430	2,340	2,170	-0.75%

Source: Marr Arnold Planning

Note: CAGR = compound annual growth rate

**Scenario 3 – County Population Growth** was selected as the preferred projection for based aircraft because of the correlation between aircraft ownership and population size. This scenario produces a reasonable projection of based aircraft over the 20-year planning period that results in growth rates that fall in the middle of the four scenarios that were evaluated. Projected aircraft by airport are presented in **Table 3-9** at the end of the chapter. Based on this projected rate, there will be approximately 50 additional aircraft based in Iowa by 2039.

### 3.5.3 Aircraft Operations

#### ***Commercial Service Operations***

Commercial airlines, or air carriers, operate under Federal Aviation Regulation (FAR) 121 certificates and provide scheduled commercial service for paying customers. **Table 3-6** presents commercial service operations, generally consisting of air carrier and commuter operations, forecasts through 2039. It is important to note that commercial service operations do not include air taxi operations because air taxi operations are governed by FAR Part 135 regulations. These types of operations are included in general aviation operational activity. A methodology similar to the one used to project enplanements was utilized. A combination of the historic five-year trend at each airport and a percent of the FAA Aerospace rate was applied.

Des Moines International and Eastern Iowa are expected to continue handling the majority of the growth with a 0.7 percent annual growth. Airline utilization of larger aircraft and higher load capacities will allow for higher enplanement growth and a lower rate of growth for airline operations through 2039. Commercial service operation at the four EAS airports are expected to remain unchanged through the 20-year forecast period. Commercial operations across the state are anticipated to grow 0.6 percent annually. This would mean an increase of more than 10,300 additional commercial operations taking place in Iowa by 2039.

**Table 3-6: Iowa Commercial Service Operations Projections**

Airport Name	2019/2023	2024	2029	2039	CAGR 2019-2039
Southeast Iowa Regional (Burlington)	3,200	3,200	3,200	3,200	0.0%
Des Moines International	38,370	38,570	40,270	44,010	0.7%
Dubuque Regional	2,000	2,010	2,100	2,290	0.7%
Eastern Iowa (Cedar Rapids)	24,720	24,850	25,940	28,350	0.7%
Fort Dodge Regional	3,000	3,000	3,000	3,000	0.0%
Mason City Municipal	3,400	3,400	3,400	3,400	0.0%
Sioux Gateway	2,600	2,680	2,920	3,420	1.3%
Waterloo Municipal	1,400	1,400	1,400	1,400	0.0%
Total	78,690	79,100	82,230	89,070	0.6%

Sources: US DOT, Schedule T-100. Marr Arnold Planning, FAA Terminal Area Forecasts

Note: CAGR = compound annual growth rate; Totals may not sum due to rounding.

#### ***General Aviation Aircraft Operations***

Different factors impact the number of operations at an airport. These factors include, but are not limited to:

- Total based aircraft
- Airport facilities and services such as a control tower, fuel, and an FBO
- Airport location
- Activity and facilities at neighboring or competing airports
- Area demographics including business density

- National trends

These factors were considered in the development of projections of annual operations for each system airport. A summary of the methodologies used to develop projections of general aviation aircraft operations are shown in **Table 3-7**.

- **Scenario 1 – Operations Per Based Aircraft (OPBA).** OPBA is calculated by dividing the number of total operations by the number of aircraft based at each airport. In this scenario, total operations at each airport are projected by applying the airport’s 2019 OPBA ratio to the airport’s preferred projection of based aircraft. Utilizing this methodology, it is projected that total general aviation aircraft operations at system airports will grow annually at 0.10 percent over the 20-year forecast period.
- **Scenario 2 – County Employment Growth.** This scenario assumes that the growth of general aviation operations at each airport will be equal to the average annual projected rate of employment growth for the county in which the airport is located. Employment projections for each Iowa county were obtained from Woods & Poole Economics, Inc. and produces a 0.55 percent annual growth rate over the forecast period.
- **Scenario 3 – Historic Activity and FAA Hours Flown Growth.** This scenario considered the 2019 operational fleet mix and 2019 Instrument Flight Rules (IFR) activity at each airport. This information was obtained from the FAA’s Traffic Flow Management System Counts (TFMSC). A range of projected growth rates was identified and then applied based on the FAA’s projected growth rates for general aviation aircraft hours flown (derived from the *FAA Aerospace Forecasts, Fiscal Years 2020-2040*). The annual growth rate for total general aviation operations developed in this scenario is 0.62 percent.
- **Scenario 4 – Market Share and FAA General Aviation Operations Growth.** This scenario assumes that airports will maintain their share of the total general aviation operations at towered airports. Based on this scenario, total statewide general aviation operations are projected to increase by 0.29 percent per year over the next 20 years.

**Table 3-7: Comparison of General Aviation Operations Projection Scenarios**

Scenario	2019	2024	2029	2039	CAGR 2019-2039
1 – OPBA	905,150	910,300	914,000	921,800	0.10%
2 – Employment Growth	905,150	929,750	955,400	1,010,110	0.55%
3 – Historic Activity & FAA Hours Flown Growth	905,150	932,860	961,940	1,024,510	0.62%
4 – Market Share & FAA General Aviation Operations Growth	905,150	918,520	932,090	959,830	0.29%

Source: Marr Arnold Planning

Note: CAGR = compound annual growth rate; Totals may not sum due to rounding.

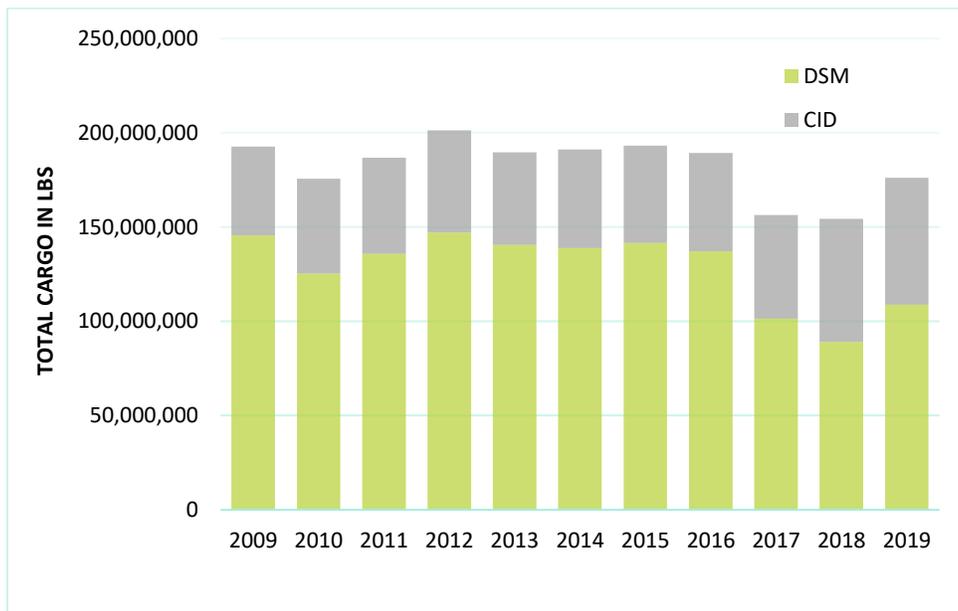
**Scenario 4 – Market Share and FAA General Aviation Operations Growth** was selected as the preferred projection for general aviation operations. This scenario produces a reasonable and conservative projection of general aviation operations over the 20-year planning period that takes into consideration activity levels within Iowa and FAA’s projections of general aviation operations. Projected general aviation operations by airport are presented in **Table 3-9** at the end of the chapter.

### 3.5.4 Air Cargo

Air cargo data by type (air freight/mail) is reported by commercial carriers (airlines, as well as, FedEx, UPS, and smaller all-cargo companies) to Iowa airports. More than 176 million pounds of air freight and mail were enplaned and deplaned at Iowa airports in 2019. Des Moines International and Eastern Iowa handle nearly all

of cargo carried in the state. Integrated carrier UPS has daily scheduled service to and from both Des Moines International and Eastern Iowa airports in addition to cargo carried in the underbelly of passenger aircraft. The amount of air cargo carried on passenger airlines at the other six commercial service airports in Iowa is a small fraction of that carried at the two largest airports in Iowa and has not been included due to the limited availability of data. The level of air cargo carried at Des Moines International and Eastern Iowa has fluctuated between 150 million and 200 million pounds since 2009 as shown **Figure 3-12**. Air cargo levels and operations have not been as impacted by COVID-19 as the passenger airlines. While cargo carried on the underbelly of aircraft is down due to altered schedules, UPS has maintained its schedules at both Des Moines International and Eastern Iowa and 2020 cargo levels have been strong through May 2020.

**Figure 3-12: Historic Air Cargo At DSM And CID**



Sources: DSM and CID airport records

The *FAA Aerospace Forecasts FY2020-2040* anticipates volume of domestic air freight/mail in terms of revenue ton miles will grow at 1.9 percent. This rate of growth has been applied to project Iowa air cargo growth. Statewide projections of enplaned and deplaned cargo are presented in **Table 3-8**. Statewide air cargo projected to at an average annual rate of 1.9 percent and will reach 257 million pounds by 2039. This rate of growth is conservative compared to Boeing’s *World Air Cargo Forecast 2018-2037*, which predict North American air cargo to grow at a CAGR of 2.3 percent through their 20-year forecasts.

**Table 3-8: Iowa Air Cargo Projections**

Airport Name	2019/2023	2024	2029	2039	CAGR 2019-2039
Des Moines International	108,736,000	119,465,990	131,254,800	158,437,150	1.9%
Eastern Iowa	67,395,850	74,046,420	81,353,270	98,201,210	1.9%
Total	176,133,870	193,514,430	212,610,090	256,640,400	1.9%

Sources: Marr Arnold Planning

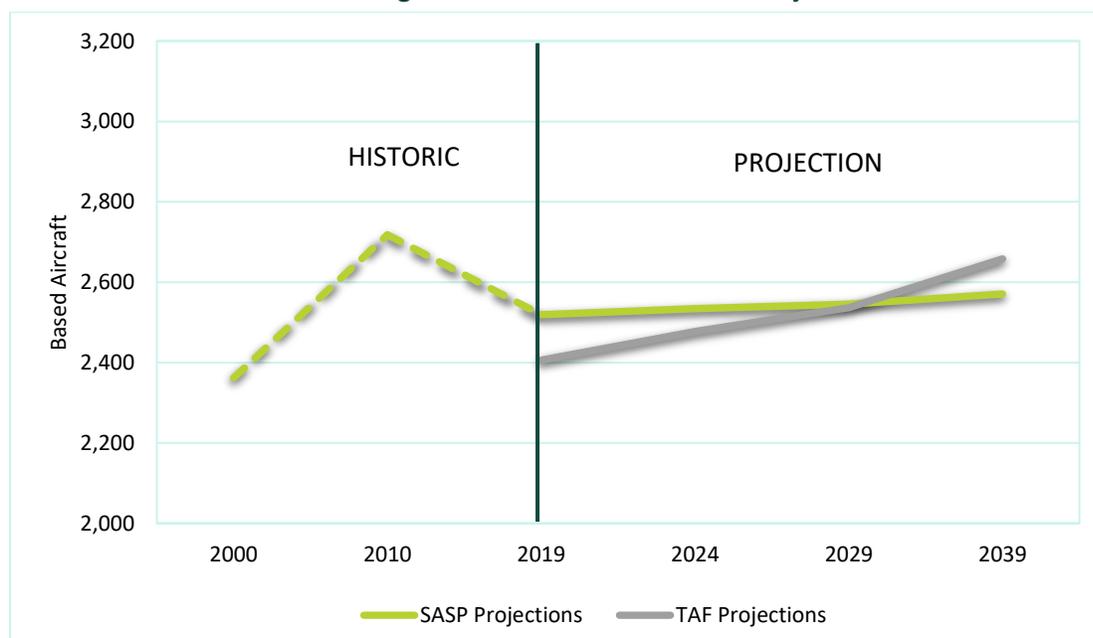
Note: CAGR = compound annual growth rate; Totals may not sum due to rounding.

### 3.6 Summary

The 2020 SASP takes a conservative approach to projecting the future aviation demand for system airports and considers regional and national aviation trends. Over the last 20 years, Iowa has been fortunate to remain relatively stable and resilient through national and global events that have hit the aviation industry. Aviation activity in terms of based aircraft have held constant over the last decade; general aviation operations in the state have fared better compared to the region and nation; and related to commercial service activity, Iowa has seen a steady increase in the number of departing seats over the period as airlines have shifted to using larger aircraft with more seats. Looking forward, it is anticipated that growth will continue to be seen in the metropolitan/urban areas and general aviation will continue to support the transportation and economic networks while taking advantage of emerging technologies and opportunities for growth that were discussed previously.

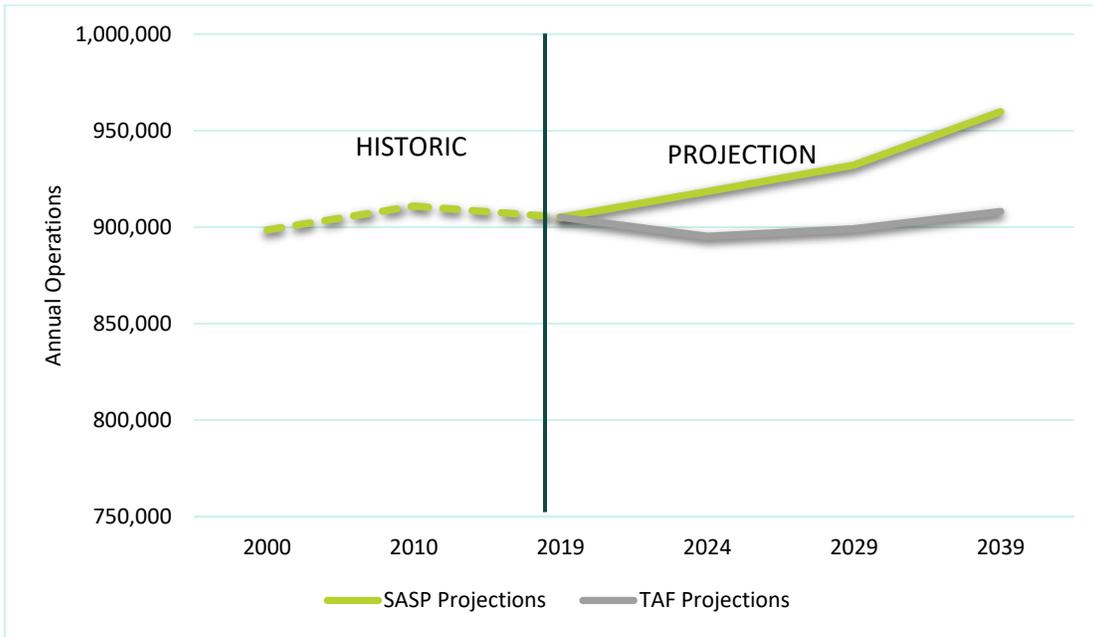
Various scenarios were considered to project-based aircraft and airport operations. While the exact impact is unknown, these projections assume it will take approximately two years for the industry to rebound to 2019 levels following the COVID pandemic. **Table 3-9** presents based aircraft and general aviation operations projections for each system airport. As shown, it is anticipated that general aviation activity will either remain the same or decline slightly at all airports in the state. This is in line with national FAA projections. These projections are developed on a system planning level of detail, compared to that of a master plan. On a statewide basis, based aircraft projections and general aviation operations are -3 percent of FAA Terminal Area Forecast (TAF) projections for based aircraft and 6 percent of the TAF operations projections over the 20-year period (see **Figure 3-13: Iowa Based Aircraft Projections** and **Figure 3-14: Iowa General Aviation Operations Projections**). Projections associated with comprehensive airport master plans and airport layout plans will guide actual individual airport development. Projections of demand presented in this chapter help establish future systemwide needs.

**Figure 3-13: Iowa Based Aircraft Projections**



Source: Marr Arnold Planning, FAA Terminal Area Forecasts

Figure 3-14: Iowa General Aviation Operations Projections



Source: Marr Arnold Planning, FAA Terminal Area Forecasts

Projections of commercial service operations and enplanements at the eight system airports with scheduled air carrier service is anticipated to increase during the planning period. Enplanements are projected to increase from just over 2.2 million in 2019 to nearly 3.5 million in 2039. Air cargo activity is also anticipated to increase in line with FAA national projections for the industry; from 176.1 million pounds in 2019 to more than 256.6 million pounds in 2039.

**Table 3-9: Projections of General Aviation Based Aircraft and Operations In Iowa By Airport**

ID	Associated City	Airport Name	Based Aircraft					General Aviation Operations				
			2019 Actual	2024	2029	2039	CAGR 2019-2039	2019 Actual	2024	2029	2039	CAGR 2019-2039
Commercial Service												
BRL	Burlington	Southeast Iowa Regional	30	30	30	30	-0.03%	15,000	15,222	15,446	15,906	0.29%
CID	Cedar Rapids	Eastern Iowa	128	131	135	141	0.50%	31,650	32,118	32,592	33,562	0.29%
DSM	Des Moines	Des Moines International	111	115	119	127	0.68%	32,370	32,848	33,333	34,325	0.29%
DBQ	Dubuque	Dubuque Regional	71	72	73	74	0.22%	62,143	63,061	63,992	65,897	0.29%
FOD	Fort Dodge	Fort Dodge Regional	23	23	23	22	-0.20%	17,500	17,759	18,021	18,557	0.29%
MCW	Mason City	Mason City Municipal	50	49	49	48	-0.26%	30,000	30,443	30,893	31,812	0.29%
SUX	Sioux City	Sioux Gateway	71	71	71	71	-0.03%	13,202	13,397	13,595	14,000	0.29%
ALO	Waterloo	Waterloo Municipal	79	80	80	81	0.13%	16,328	16,569	16,814	17,314	0.29%
General Aviation												
4C7	Ackley	Ackley Municipal	4	4	4	4	-0.41%	450	457	463	477	0.29%
4C8	Albia	Albia Municipal	5	5	5	5	-0.09%	2,000	2,030	2,060	2,121	0.29%
AXA	Algona	Algona Municipal	28	27	26	25	-0.63%	8,750	8,879	9,010	9,279	0.29%
K98	Allison	Allison Municipal	5	5	5	5	-0.08%	1,250	1,268	1,287	1,326	0.29%
C11	Amana	Amana	5	5	5	5	0.06%	1,550	1,573	1,596	1,644	0.29%
AMW	Ames	Ames Municipal	60	62	64	67	0.56%	31,596	32,063	32,536	33,505	0.29%
Y43	Anita	Anita Municipal	4	4	4	4	-0.36%	1,000	1,015	1,030	1,060	0.29%
IKV	Ankeny	Ankeny Regional	96	99	103	110	0.68%	48,600	49,318	50,046	51,536	0.29%
AIO	Atlantic	Atlantic Municipal	27	27	26	25	-0.36%	8,050	8,169	8,290	8,536	0.29%
ADU	Audubon	Audubon County	1	1	1	1	-0.68%	1,152	1,169	1,186	1,222	0.29%
Y46	Bedford	Bedford Municipal	4	4	4	4	-0.43%	2,000	2,030	2,060	2,121	0.29%

ID	Associated City	Airport Name	Based Aircraft					General Aviation Operations				
			2019 Actual	2024	2029	2039	CAGR 2019-2039	2019 Actual	2024	2029	2039	CAGR 2019-2039
TZT	Belle Plaine	Belle Plaine Municipal	10	10	10	10	0.07%	2,000	2,030	2,060	2,121	0.29%
Y48	Belmond	Belmond Municipal	1	1	1	1	-0.42%	250	254	257	265	0.29%
4K6	Bloomfield	Bloomfield Municipal	9	9	9	9	0.14%	2,500	2,537	2,574	2,651	0.29%
BNW	Boone	Boone Municipal	35	35	35	35	-0.02%	11,630	11,802	11,976	12,333	0.29%
CIN	Carroll	Arthur N. Neu	17	17	17	16	-0.23%	7,033	7,137	7,242	7,458	0.29%
TVK	Centerville	Centerville Municipal	14	14	14	13	-0.40%	5,750	5,835	5,921	6,097	0.29%
CNC	Chariton	Chariton Municipal	10	10	10	9	-0.41%	3,250	3,298	3,347	3,446	0.29%
CCY	Charles City	Charles City Municipal	17	17	17	16	-0.32%	5,400	5,480	5,561	5,726	0.29%
CKP	Cherokee	Cherokee Municipal	19	19	18	17	-0.53%	11,200	11,365	11,533	11,877	0.29%
ICL	Clarinda	Schenck Field	23	23	23	23	-0.10%	5,500	5,581	5,664	5,832	0.29%
CAV	Clarion	Clarion Municipal	13	13	13	12	-0.42%	3,750	3,805	3,862	3,977	0.29%
CWI	Clinton	Clinton Municipal	29	29	29	29	-0.06%	14,637	14,853	15,073	15,521	0.29%
CRZ	Corning	Corning Municipal	8	8	8	7	-0.73%	2,000	2,030	2,060	2,121	0.29%
CBF	Council Bluffs	Council Bluffs Municipal	58	59	59	60	0.18%	44,314	44,969	45,633	46,991	0.29%
CJJ	Cresco	Ellen Church Field	8	8	8	8	-0.36%	1,500	1,522	1,545	1,591	0.29%
CSQ	Creston	Creston Municipal	26	26	26	26	0.03%	4,500	4,566	4,634	4,772	0.29%
DVN	Davenport	Davenport Municipal	101	102	102	103	0.12%	26,727	27,122	27,522	28,342	0.29%
DEH	Decorah	Decorah Municipal	31	31	31	30	-0.17%	9,100	9,234	9,371	9,650	0.00%
DNS	Denison	Denison Municipal	10	10	10	10	-0.06%	7,951	8,068	8,188	8,431	0.29%
IA8	Dyersville	Dyersville Area	4	4	4	4	0.22%	-	-	-	-	0.00%
EAG	Eagle Grove	Eagle Grove Municipal	8	8	8	7	-0.42%	2,000	2,030	2,060	2,121	0.29%
27P	Eldora	Eldora	2	2	2	2	-0.41%	-	-	-	-	0.00%

ID	Associated City	Airport Name	Based Aircraft					General Aviation Operations				
			2019 Actual	2024	2029	2039	CAGR 2019-2039	2019 Actual	2024	2029	2039	CAGR 2019-2039
I27	Elkader	Elkader	4	4	4	4	-0.21%	500	507	515	530	0.29%
EGO	Emmetsburg	Emmetsburg Municipal	10	10	10	9	-0.44%	2,250	2,283	2,317	2,386	0.29%
EST	Esterville	Esterville Municipal	19	19	18	17	-0.55%	9,450	9,590	9,731	10,021	0.29%
FFL	Fairfield	Fairfield Municipal	20	20	20	21	0.16%	6,815	6,916	7,018	7,227	0.29%
FXY	Forest City	Forest City Municipal	16	16	15	15	-0.39%	5,950	6,038	6,127	6,309	0.29%
FSW	Fort Madison	Fort Madison Municipal	10	10	10	10	-0.08%	1,908	1,936	1,965	2,023	0.29%
GFZ	Greenfield	Greenfield Municipal	25	24	24	23	-0.52%	4,998	5,072	5,147	5,300	0.29%
GGI	Grinnell	Grinnell Regional	16	16	16	16	-0.17%	5,950	6,038	6,127	6,309	0.29%
6K7	Grundy Center	Grundy Center Municipal	1	1	1	1	-0.03%	250	254	257	265	0.29%
GCT	Guthrie Center	Guthrie County Regional	12	12	12	11	-0.29%	2,750	2,791	2,832	2,916	0.29%
HPT	Hampton	Hampton Municipal	21	21	21	20	-0.21%	4,500	4,566	4,634	4,772	0.29%
HNR	Harlan	Harlan Municipal	24	24	23	22	-0.41%	7,700	7,814	7,929	8,165	0.29%
OK7	Humboldt	Humboldt Municipal	14	14	14	13	-0.33%	4,000	4,059	4,119	4,242	0.29%
IDG	Ida Grove	Ida Grove Municipal	5	5	5	5	-0.58%	1,250	1,268	1,287	1,326	0.29%
IIB	Independence	Independence Municipal	27	27	27	27	0.07%	7,935	8,052	8,171	8,414	0.29%
IOW	Iowa City	Iowa City Municipal	74	77	81	88	0.88%	16,800	17,048	17,300	17,815	0.29%
IFA	Iowa Falls	Iowa Falls Municipal	12	12	12	11	-0.41%	5,200	5,277	5,355	5,514	0.29%
EFW	Jefferson	Jefferson Municipal	22	22	21	20	-0.53%	5,650	5,733	5,818	5,991	0.29%
EOK	Keokuk	Keokuk Municipal	22	22	22	22	-0.08%	7,594	7,706	7,820	8,053	0.29%
6K9	Keosauqua	Keosauqua Municipal	4	4	4	4	-0.12%	400	406	412	424	0.29%
OXV	Knoxville	Knoxville Municipal	36	36	36	37	0.06%	9,500	9,640	9,783	10,074	0.29%
OY6	Lake Mills	Lake Mills Municipal	4	4	4	4	-0.43%	1,000	1,015	1,030	1,060	0.29%

ID	Associated City	Airport Name	Based Aircraft					General Aviation Operations				
			2019 Actual	2024	2029	2039	CAGR 2019-2039	2019 Actual	2024	2029	2039	CAGR 2019-2039
LWD	Lamoni	Lamoni Municipal	19	19	19	18	-0.30%	4,000	4,059	4,119	4,242	0.29%
2VA	Larchwood	Zanagger Vintage Airpark	21	21	21	21	-0.11%	800	812	824	848	0.29%
LRJ	Le Mars	Le Mars Municipal	19	19	19	19	0.05%	12,590	12,776	12,965	13,351	0.29%
C27	Manchester	Manchester Municipal	9	9	9	9	-0.19%	1,100	1,116	1,133	1,166	0.29%
MEY	Mapleton	Mapleton Municipal	9	9	9	8	-0.64%	3,250	3,298	3,347	3,446	0.29%
OQW	Maquoketa	Maquoketa Municipal	10	10	10	10	-0.14%	3,250	3,298	3,347	3,446	0.29%
C17	Marion	Marion	49	50	52	54	0.50%	17,060	17,312	17,568	18,091	0.29%
MIW	Marshalltown	Marshalltown Municipal	36	36	36	36	0.00%	12,845	13,035	13,227	13,621	0.29%
SXK	Maurice	Sioux County Regional	36	37	37	39	0.37%	13,050	13,243	13,438	13,838	0.29%
4D8	Milford	Fuller	15	15	15	16	0.16%	3,850	3,907	3,965	4,083	0.29%
7C3	Monona	Monona Municipal	10	10	10	10	-0.21%	1,500	1,522	1,545	1,591	0.29%
7C5	Montezuma	Sig Field	3	3	3	3	-0.17%	500	507	515	530	0.29%
MXO	Monticello	Monticello Municipal	36	36	36	36	0.04%	10,150	10,300	10,452	10,763	0.29%
MPZ	Mount Pleasant	Mount Pleasant Municipal	22	22	22	22	-0.02%	6,000	6,089	6,179	6,362	0.29%
1Y3	Mt. Ayr	Judge Lewis Field Mount Ayr Municipal	4	4	4	4	-0.34%	1,000	1,015	1,030	1,060	0.29%
MUT	Muscatine	Muscatine Municipal	27	27	28	28	0.15%	13,903	14,108	14,317	14,743	0.29%
1Y5	New Hampton	New Hampton Municipal	4	4	4	4	-0.39%	500	507	515	530	0.29%
TNU	Newton	Newton Municipal	24	24	24	24	-0.08%	8,332	8,455	8,580	8,835	0.29%
5D2	Northwood	Northwood Municipal	5	5	5	5	-0.26%	1,750	1,776	1,802	1,856	0.29%
OLZ	Oelwein	Oelwein Municipal	17	17	17	16	-0.22%	4,000	4,059	4,119	4,242	0.29%
D02	Osage	Osage Municipal	10	10	10	10	-0.13%	1,500	1,522	1,545	1,591	0.29%
I75	Osceola	Osceola Municipal	33	33	33	34	0.09%	5,750	5,835	5,921	6,097	0.29%

ID	Associated City	Airport Name	Based Aircraft					General Aviation Operations				
			2019 Actual	2024	2029	2039	CAGR 2019-2039	2019 Actual	2024	2029	2039	CAGR 2019-2039
OOA	Oskaloosa	Oskaloosa Municipal	17	17	17	17	-0.07%	7,855	7,971	8,089	8,330	0.29%
OTM	Ottumwa	Ottumwa Industrial	28	28	28	27	-0.17%	16,450	16,693	16,940	17,444	0.29%
1Y9	Paullina	Paullina Municipal	6	6	6	6	-0.42%	1,750	1,776	1,802	1,856	0.00%
PEA	Pella	Pella Municipal	32	32	32	32	0.06%	13,950	14,156	14,365	14,793	0.29%
PRO	Perry	Perry Municipal	27	30	33	41	2.11%	4,644	4,713	4,782	4,925	0.29%
POH	Pocahontas	Pocahontas Municipal	14	13	13	12	-0.87%	4,500	4,566	4,634	4,772	0.29%
RDK	Red Oak	Red Oak Municipal	33	32	32	30	-0.45%	11,550	11,721	11,894	12,248	0.29%
8Y8	Ringsted	Peltz Field	1	1	1	1	-0.55%	-	-	-	-	0.00%
RRO	Rock Rapids	Rock Rapids Municipal	16	16	16	16	-0.11%	3,500	3,552	3,604	3,711	0.29%
2Y4	Rockwell City	Rockwell City Municipal	10	10	10	10	-0.19%	3,000	3,044	3,089	3,181	0.29%
SKI	Sac City	Sac City Municipal	11	11	11	11	-0.11%	2,500	2,537	2,574	2,651	0.29%
SHL	Sheldon	Sheldon Municipal	17	17	16	16	-0.42%	8,017	8,135	8,256	8,501	0.29%
SDA	Shenandoah	Shenandoah Municipal	16	16	15	14	-0.57%	3,500	3,552	3,604	3,711	0.29%
ISB	Sibley	Sibley Municipal	11	11	10	10	-0.60%	2,750	2,791	2,832	2,916	0.29%
SPW	Spencer	Spencer Municipal	35	35	34	33	-0.25%	11,420	11,589	11,760	12,110	0.29%
0F3	Spirit Lake	Spirit Lake Municipal	19	19	19	20	0.16%	4,200	4,262	4,325	4,454	0.29%
SLB	Storm Lake	Storm Lake Municipal	20	20	20	20	-0.07%	19,600	19,890	20,183	20,784	0.29%
8C2	Sully	Sully Municipal	0	0	0	0	-0.08%	600	609	618	636	0.29%
8C4	Tipton	Mathews Memorial	12	12	12	12	0.06%	1,980	2,009	2,039	2,100	0.29%
8C5	Toledo	Toledo Municipal	4	4	4	4	-0.28%	990	1,005	1,019	1,050	0.29%
8C6	Traer	Traer Municipal	8	8	8	8	-0.28%	2,250	2,283	2,317	2,386	0.29%
VTI	Vinton	Vinton Veterans Memorial Airpark	23	23	23	23	0.07%	4,750	4,820	4,891	5,037	0.29%

ID	Associated City	Airport Name	Based Aircraft					General Aviation Operations				
			2019 Actual	2024	2029	2039	CAGR 2019-2039	2019 Actual	2024	2029	2039	CAGR 2019-2039
AWG	Washington	Washington Municipal	20	20	21	21	0.22%	13,074	13,267	13,463	13,864	0.29%
Y01	Waukon	Waukon Municipal	5	5	5	5	-0.17%	1,000	1,015	1,030	1,060	0.29%
C25	Waverly	Waverly Municipal	13	13	13	14	0.18%	7,872	7,988	8,106	8,348	0.29%
EBS	Webster City	Webster City Municipal	12	12	12	11	-0.27%	11,084	11,248	11,414	11,754	0.29%
3Y2	West Union	George L Scott Municipal	9	9	9	9	-0.22%	2,250	2,283	2,317	2,386	0.29%
3Y3	Winterset	Winterset-Madison County	26	27	27	29	0.47%	4,750	4,820	4,891	5,037	0.29%
3Y4	Woodbine	Woodbine Municipal	3	3	3	3	-0.29%	500	507	515	530	0.29%
State Total			<b>2,520</b>	<b>2,540</b>	<b>2,550</b>	<b>2,570</b>	0.10%	<b>905,150</b>	<b>918,520</b>	<b>932,090</b>	<b>959,830</b>	0.29%

Source: Marr Arnold Planning

Notes: CAGR = compound annual growth rate

Based aircraft figures have been rounded to the nearest whole number.

Totals may not sum due to rounding.

## 4. System Performance Evaluation

An important aspect of the 2020 Iowa Statewide Aviation System Plan Update (SASP 2020) is evaluating the state's airport system to determine its current performance. The evaluation is supported using several predetermined system measures. The performance measures are generally reflective of characteristics that define an airport system that functions at a high level, meeting the state's transportation and economic needs and objectives. For the SASP 2020, the following system performance measures were considered:

- 60-minute accessibility to Iowa system airports or public airports in nearby states with scheduled airline service
- 90-minute accessibility to Iowa system airports or public airports in nearby states with scheduled airline service
- 30-minute accessibility to public-use airports in Iowa airport system
- 30-minute accessibility to Iowa system airports or public airports in nearby states with precision-like approach including an Instrument Landing System (ILS) or localizer performance with vertical guidance (LPV)
- 30-minute accessibility to airports with Jet A fuel including airports in surrounding states
- 30-minute accessibility to airports with AvGAS fuel including airports in surrounding states
- 30-minute accessibility to airports with Jet A Fuel or airports with AvGAS including airports in surrounding states
- 30-minute accessibility to airports with Weather Reporting (AWOS/ASOS) including airports in surrounding states
- Airports with air ambulance operations
- Airports with aerial applicator operations
- FAA's National Plan of Integrated Airport Systems (NPAIS) and the associated ASSET classifications of system airports

Using these performance measures, a geographic information system (GIS) mapping program was used to determine current accessibility to airports exhibiting these factors. The drive time service areas consider posted speed limits and normal driving conditions/congestion. Iowa is the 26<sup>th</sup> largest state based on the total area but is 36<sup>th</sup> in population density, which means that it is an average-sized state with a lower than average population density. But because of its relatively flat geography, lack of major bodies of water, and robust road network, most Iowans are within a reasonable drivable distance to the state's larger population centers.

This type of analysis is useful to many community decision-makers and airport stakeholders. Many businesses in Iowa improve their efficiency by using aviation. Business efficiency is improved by using general aviation, commercial aviation, and air cargo/air freight. Companies in Iowa benefit when employees have reduced travel times to reach both domestic and international destinations. The commercial service airports offer non-stop and connecting flights to destinations throughout the country.

Through general aviation, employees can fly directly to locations not served by commercial airlines; general aviation enables employees to fly on their timetable, avoiding additional travel time for security and airline connections. For all employers who use general aviation as a business tool, their employees benefit from added efficiency. Many businesses have customers or suppliers who visit them using general aviation. It is also common for Iowa's businesses, manufacturers, and the state's tourism and agricultural industries to use general aviation.

It is important to note that the population coverage data by airport in the tables below do not represent cumulative coverage, but the percentage of lowans within the corresponding drive time to that airport. However, the figures that represent statewide coverage for a certain performance measure do not double count when those airport drive times overlap.

#### 4.1 60-Minute and 90-Minute Accessibility to an Iowa Airport with Scheduled Airline Service

There are eight airports in Iowa served by scheduled commercial airline service:

- Southeast Iowa Regional (Burlington)
- Des Moines International
- Dubuque Regional
- Eastern Iowa (Cedar Rapids)
- Fort Dodge Regional
- Mason City Municipal
- Sioux Gateway
- Waterloo Regional

For this system performance measure, a 60-minute drive time was used for all commercial airports. It is worth noting that depending on the level of service and comparative fares, travelers may be willing to drive more than 60 minutes to reach a commercial service airport. This is undoubtedly true in much of Iowa, where drive times of this length are relatively common.

Current accessibility to Iowa's commercial airports, as well as commercial service airports in neighboring states, are shown in **Figure 4-1**. When 60-minute drive time service areas are considered, 69.2 percent of Iowa's residents are within 60 minutes or less of one or more of Iowa's commercial service airports. Geographically, these drive times cover 51.5 percent of Iowa. **Table 4-1** displays the population coverage of each commercial service airport in Iowa. Eastern Iowa Airport and Des Moines International Airport provide coverage to 16.7 percent and 24.2 percent, respectively, of the state's population, due to the population centers of Des Moines and Cedar Rapids. Several out of state airports also provide relatively large population coverage to lowans, especially Quad City International Airport in Moline, Illinois, which is within a 60-minute drive time to almost 10 percent of lowans, and Eppley Airfield in Omaha, Nebraska, which is within a 60-minute drivetime to over 4% of lowans.

**Table 4-1:** Commercial Service Airports with Scheduled Service in Iowa and In Neighboring States also displays the population coverage of these airports within a 90-minute drive time. Increasing the drive time by an additional 30 minutes, increases the overall population coverage from 69.2 percent to 94.7 percent and the geographic coverage from 51.5 percent to 81.8 percent. Eastern Iowa Airport and Des Moines International Airport still provide the largest pluralities of coverage, Combined, those airports are within a 90-minute drive time of more than two-thirds of all lowans.

**Table 4-1: Commercial Service Airports with Scheduled Service in Iowa and In Neighboring States**

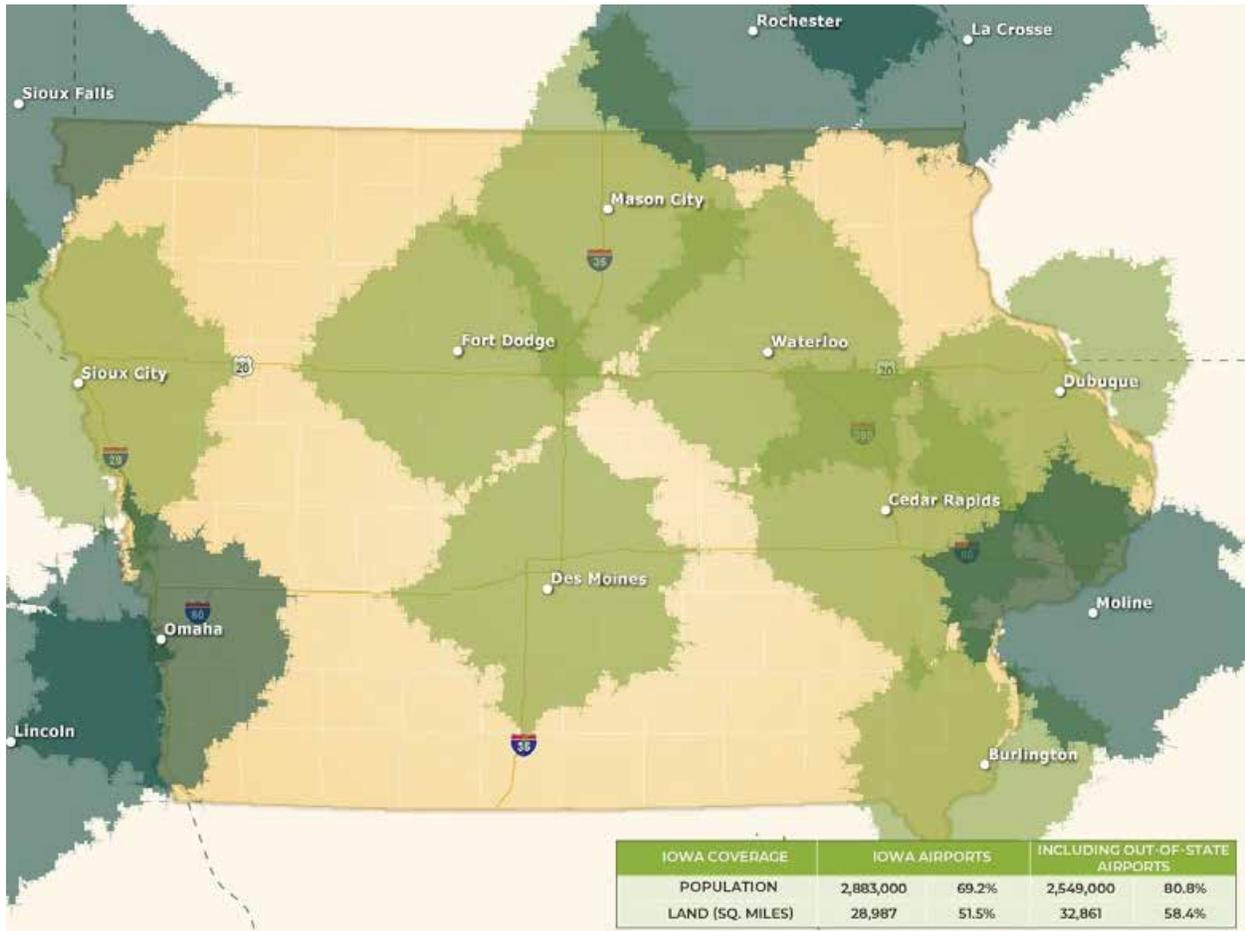
FAA ID	Associated City	Airport Name	State	60-Minute Population Coverage	90-Minute Population Coverage
BRL	Burlington	Southeast Iowa Regional	IA	3.8%	10.9%
CID	Cedar Rapids	Eastern Iowa	IA	16.7%	37.6%
DSM	Des Moines	Des Moines International	IA	24.2%	31.6%
DBQ	Dubuque	Dubuque Regional	IA	7.0%	25.0%
FOD	Fort Dodge	Fort Dodge Regional	IA	3.9%	13.3%
MCW	Mason City	Mason City Municipal	IA	4.3%	13.1%
SUX	Sioux City	Sioux Gateway	IA	5.3%	11.5%
ALO	Waterloo	Waterloo Municipal	IA	10.4%	27.6%
	Statewide Coverage Total			69.2%	94.7
RFD	Chicago/Rockford	Chicago/Rockford Intl	IL	<0.1%	0.1%
MLI	Moline	Quad City Intl	IL	9.5%	23.5%
PIA	Peoria	General Downing - Peoria Intl	IL	<0.1%	1.5%
RST	Rochester	Rochester International	MN	0.4%	3.7%
LNK	Lincoln	Lincoln	NE	1.4%	4.0%
OMA	Omaha	Eppley Airfield	NE	4.3%	7.0%
FSD	Sioux Falls	Joe Foss Field	SD	0.5%	5.0%
LSE	La Crosse	La Crosse Regional	WI	0.1%	1.4%
Including Out-of-State Total:				80.8%	96.1%

Source: Aviation

Note: Due to coverage overlap, percentages do not total to 100%.

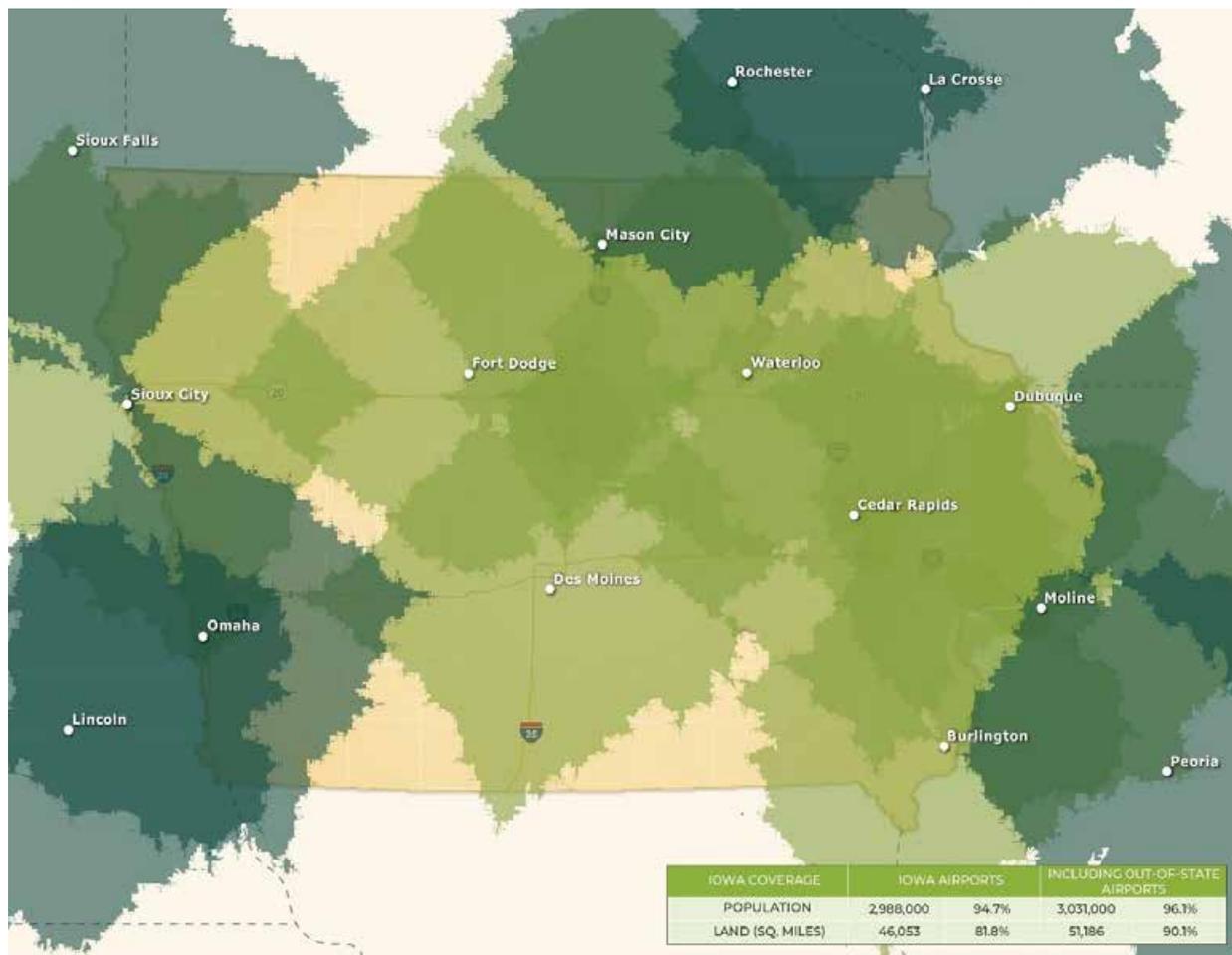
For the SASP 2020, the role that airports in bordering states play in meeting Iowa’s aviation needs was also considered for all performance measures. These airports are listed in **Table 4-1**. When those airports are also considered, 60-minute drive time accessibility increases from 69.2 percent to 80.8 percent. Geographically, these drive times increase coverage from 51.5 percent to 58.4 percent of Iowa. When considering out-of-state airports with a 90-minute drive time that encompasses portions of Iowa, population coverage increases from 94.7 percent to 96.1 percent, and geographic coverage increases from 81.8 percent to 90.1 percent. This is displayed in **Figure 4-2**.

Figure 4-1: 60-Minute Accessibility to Commercial Service Airports in Iowa and Neighboring States



Source: Jviation

**Figure 4-2: 90-Minute Accessibility to Commercial Service Airports in Iowa and in Neighboring States**



Source: Jviation

## 4.2 30-Minute Drive Time Accessibility to an Iowa System Airport

Another important performance measure considers accessibility to any Iowa system airport given a 30-minute drive time. This measure demonstrates the overall nature of Iowa’s aviation system by measuring the ability of people to access a system airport within a relatively short time.

As illustrated in **Figure 4-3**, 97.4 percent of all lowans are within a 30-minute drive time of an Iowa system airport. In terms of geographic coverage, the 30-minute drive time associated with these airports covers roughly 90.4 percent of Iowa’s total land area. The results by airport are displayed in **Table 4-2**. These percentages are increased when out-of-state airports are considered.

The airports with the largest population coverage are in and around the Des Moines metropolitan area and the Cedar Rapids metropolitan area. While the airports in those regions provide coverage to the most lowans, airports with low population coverage may provide crucial services to lowans in remote parts of the state who otherwise lack access to aviation.

**Table 4-2: Accessibility to an Iowa Public Airport – 30-Minute Drive Time**

FAA ID	Associated City	Airport Name	Iowa Population Coverage
	Commercial Service Airports		
BRL	Burlington	Southeast Iowa Regional	1.9%
CID	Cedar Rapids	Eastern Iowa	10.4%
DSM	Des Moines	Des Moines International	15.7%
DBQ	Dubuque	Dubuque Regional	3.2%
FOD	Fort Dodge	Fort Dodge Regional	1.5%
MCW	Mason City	Mason City Municipal	1.7%
SUX	Sioux City	Sioux Gateway	3.4%
ALO	Waterloo	Waterloo Municipal	5.3%
	General Aviation Airports		
4C7	Ackley	Ackley Municipal	0.8%
4C8	Albia	Albia Municipal	1.3%
AXA	Algona	Algona Municipal	0.7%
K98	Allison	Allison Municipal	1.1%
C11	Amana	Amana Airport	4.1%
AMW	Ames	Ames Municipal	5.1%
Y43	Anita	Anita Municipal	0.7%
IKV	Ankeny	Ankeny Regional	17.6%
AIO	Atlantic	Atlantic Municipal	0.7%
ADU	Audubon	Audubon County	0.6%
Y46	Bedford	Bedford Municipal	0.2%
TZT	Belle Plaine	Belle Plaine Municipal	0.8%
Y48	Belmond	Belmond Municipal	0.5%
4K6	Bloomfield	Bloomfield Municipal	0.8%
BNW	Boone	Boone Municipal	3.7%
CIN	Carroll	Arthur N. Neu	0.8%
TVK	Centerville	Centerville Municipal	0.4%
CNC	Chariton	Chariton Municipal	0.7%
CCY	Charles City	Charles City Municipal	1.0%
CKP	Cherokee	Cherokee Municipal	0.8%
ICL	Clarinda	Schenck Field	0.7%
CAV	Clarion	Clarion Municipal	0.5%
CWI	Clinton	Clinton Municipal	2.2%
CRZ	Corning	Corning Municipal	0.4%
CBF	Council Bluffs	Council Bluffs Municipal	3.3%
CJJ	Cresco	Ellen Church Field	0.7%
CSQ	Creston	Creston Municipal	0.5%

FAA ID	Associated City	Airport Name	Iowa Population Coverage
DVN	Davenport	Davenport Municipal	5.9%
DEH	Decorah	Decorah Municipal	1.1%
DNS	Denison	Denison Municipal	0.7%
IA8	Dyersville	Dyersville Area	1.2%
EAG	Eagle Grove	Eagle Grove Municipal	0.9%
27P	Eldora	Eldora Airport	0.6%
I27	Elkader	Elkader Airport	0.7%
EGQ	Emmetsburg	Emmetsburg Municipal	0.4%
EST	Estherville	Estherville Municipal	0.6%
FFL	Fairfield	Fairfield Municipal	0.6%
FXY	Forest City	Forest City Municipal	1.0%
FSW	Fort Madison	Fort Madison Municipal	2.3%
GFZ	Greenfield	Greenfield Municipal	0.6%
GGI	Grinnell	Grinnell Regional	1.6%
6K7	Grundy Center	Grundy Center Municipal	1.3%
GCT	Guthrie Center	Guthrie County Regional	0.6%
HPT	Hampton	Hampton Municipal	0.7%
HNR	Harlan	Harlan Municipal	0.6%
0K7	Humboldt	Humboldt Municipal	1.5%
IDG	Ida Grove	Ida Grove Municipal	0.7%
IIB	Independence	Independence Municipal	2.1%
IOW	Iowa City	Iowa City Municipal	6.0%
IFA	Iowa Falls	Iowa Falls Municipal	0.9%
EFW	Jefferson	Jefferson Municipal	0.7%
EOK	Keokuk	Keokuk Municipal	1.1%
6K9	Keosauqua	Keosauqua Municipal	0.5%
OXV	Knoxville	Knoxville Municipal	2.0%
0Y6	Lake Mills	Lake Mills Municipal	0.6%
LWD	Lamoni	Lamoni Municipal	0.3%
2VA	Larchwood	Zanagger Vintage Airpark	0.3%
LRJ	Le Mars	Le Mars Municipal	3.0%
C27	Manchester	Manchester Municipal	1.3%
MEY	Mapleton	Mapleton Municipal	0.6%
OQW	Maquoketa	Maquoketa Municipal	0.9%
C17	Marion	Marion	7.7%
MIW	Marshalltown	Marshalltown Municipal	1.6%
SXK	Maurice	Sioux County Regional	1.4%
4D8	Milford	Fuller	1.1%

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FAA ID	Associated City	Airport Name	Iowa Population Coverage
7C3	Monona	Monona Municipal	0.5%
7C5	Montezuma	Sig Field Airport	1.1%
MXO	Monticello	Monticello Municipal	1.7%
1Y3	Mount Ayr	Judge Lewis Field Mount Ayr Municipal	0.3%
MPZ	Mount Pleasant	Mount Pleasant Municipal	1.2%
MUT	Muscatine	Muscatine Municipal	1.8%
1Y5	New Hampton	New Hampton Municipal	0.8%
TNU	Newton	Newton Municipal	1.6%
5D2	Northwood	Northwood Municipal	0.8%
OLZ	Oelwein	Oelwein Municipal	1.2%
D02	Osage	Osage Municipal	0.9%
I75	Osceola	Osceola Municipal	0.5%
OOA	Oskaloosa	Oskaloosa Municipal	1.8%
OTM	Ottumwa	Ottumwa Industrial	1.8%
1Y9	Paullina	Paullina Municipal	1.0%
PEA	Pella	Pella Municipal	1.8%
PRO	Perry	Perry Municipal	1.6%
POH	Pocahontas	Pocahontas Municipal	0.6%
RDK	Red Oak	Red Oak Municipal	0.7%
8Y8	Ringsted	Peltz Field	0.4%
RRQ	Rock Rapids	Rock Rapids Municipal	0.5%
2Y4	Rockwell City	Rockwell City Municipal	0.5%
SKI	Sac City	Sac City Municipal	0.6%
SHL	Sheldon	Sheldon Municipal	1.1%
SDA	Shenandoah	Shenandoah Municipal	0.6%
ISB	Sibley	Sibley Municipal	0.7%
SPW	Spencer	Spencer Municipal	1.0%
0F3	Spirit Lake	Spirit Lake Municipal	1.1%
SLB	Storm Lake	Storm Lake Municipal	1.1%
8C2	Sully	Sully Municipal	1.8%
8C4	Tipton	Mathews Memorial	1.8%
8C5	Toledo	Toledo Municipal	1.4%
8C6	Traer	Traer Municipal	1.3%
VTI	Vinton	Vinton Veterans Memorial Airpark	1.9%
AWG	Washington	Washington Municipal	0.9%
Y01	Waukon	Waukon Municipal	0.7%
C25	Waverly	Waverly Municipal	4.1%
EBS	Webster City	Webster City Municipal	1.6%

FAA ID	Associated City	Airport Name	Iowa Population Coverage
3Y2	West Union	George L Scott Municipal	0.7%
3Y3	Winterset	Winterset-Madison County	2.2%
3Y4	Woodbine	Woodbine Municipal	0.5%
	Statewide Coverage Total		97.4%

Source: Jviation

Note: Due to coverage overlap, percentages do not total to 100%.

Below, **Figure 4-3** displays 30-minute accessibility to these airports. Together, they provide 30-minute drive time accessibility to 97.4% of Iowans and cover 90.4% of the state’s area, and when out of state airports are included, those figures increase to 97.7% and 91.7%, respectively.

**Figure 4-3: 30-Minute Accessibility to Any Iowa System Airport and in Nearby States**



Source: Jviation

### 4.3 30-Minute Accessibility to an Airport with Approach Procedures

During periods of reduced visibility and nighttime operating conditions, airports with a published approach have increased operational flexibility. Data gathered to support this SASP 2020 shows that system performance for this measure is relatively robust. **Table 4-3** shows all system airports that currently have a published approach.

**Table 4-3: Iowa Airports with a Published Approach**

FAA ID	City	Airport Name	Population Coverage
	Commercial Service Airports		
BRL	Burlington	Southeast Iowa Regional	1.9%
CID	Cedar Rapids	Eastern Iowa	10.4%
DSM	Des Moines	Des Moines International	15.7%
DBQ	Dubuque	Dubuque Regional	3.2%
FOD	Fort Dodge	Fort Dodge Regional	1.5%
MCW	Mason City	Mason City Municipal	1.7%
SUX	Sioux City	Sioux Gateway	3.4%
ALO	Waterloo	Waterloo Municipal	5.3%
	General Aviation Airports		
4C8	Albia	Albia Municipal	1.3%
AXA	Algona	Algona Municipal	0.7%
AMW	Ames	Ames Municipal	5.1%
IKV	Ankeny	Ankeny Regional	17.6%
AIO	Atlantic	Atlantic Municipal	0.7%
ADU	Audubon	Audubon County	0.6%
TZT	Belle Plaine	Belle Plaine Municipal	0.8%
4K6	Bloomfield	Bloomfield Municipal	0.8%
BNW	Boone	Boone Municipal	3.7%
CIN	Carroll	Arthur N. Neu	0.8%
TVK	Centerville	Centerville Municipal	0.4%
CNC	Chariton	Chariton Municipal	0.7%
CCY	Charles City	Charles City Municipal	1.0%
CKP	Cherokee	Cherokee Municipal	0.8%
ICL	Clarinda	Schenck Field	0.7%
CAV	Clarion	Clarion Municipal	0.5%
CWI	Clinton	Clinton Municipal	2.2%
CRZ	Corning	Corning Municipal	0.4%
CBF	Council Bluffs	Council Bluffs Municipal	3.3%
CJJ	Cresco	Ellen Church Field	0.7%
CSQ	Creston	Creston Municipal	0.5%
DVN	Davenport	Davenport Municipal	5.9%

FAA ID	City	Airport Name	Population Coverage
DEH	Decorah	Decorah Municipal	1.1%
DNS	Denison	Denison Municipal	0.7%
EAG	Eagle Grove	Eagle Grove Municipal	0.9%
EGO	Emmetsburg	Emmetsburg Municipal	0.4%
EST	Estherville	Estherville Municipal	0.6%
FFL	Fairfield	Fairfield Municipal	0.6%
FXY	Forest City	Forest City Municipal	1.0%
FSW	Fort Madison	Fort Madison Municipal	2.3%
GFZ	Greenfield	Greenfield Municipal	0.6%
GGI	Grinnell	Grinnell Regional	1.6%
GCT	Guthrie Center	Guthrie County Regional	0.6%
HPT	Hampton	Hampton Municipal	0.7%
HNR	Harlan	Harlan Municipal	0.6%
IIB	Independence	Independence Municipal	2.1%
IOW	Iowa City	Iowa City Municipal	6.0%
IFA	Iowa Falls	Iowa Falls Municipal	0.9%
EFW	Jefferson	Jefferson Municipal	0.7%
EOK	Keokuk	Keokuk Municipal	1.1%
OXV	Knoxville	Knoxville Municipal	2.0%
LWD	Lamoni	Lamoni Municipal	0.3%
LRJ	Le Mars	Le Mars Municipal	3.0%
MEY	Mapleton	Mapleton Municipal	0.6%
OQW	Maquoketa	Maquoketa Municipal	0.9%
MIW	Marshalltown	Marshalltown Municipal	1.6%
SXK	Maurice	Sioux County Regional	1.4%
4D8	Milford	Fuller	1.1%
MXO	Monticello	Monticello Municipal	1.7%
MPZ	Mount Pleasant	Mount Pleasant Municipal	1.2%
MUT	Muscatine	Muscatine Municipal	1.8%
TNU	Newton	Newton Municipal	1.6%
OLZ	Oelwein	Oelwein Municipal	1.2%
I75	Osceola	Osceola Municipal	0.5%
OOA	Oskaloosa	Oskaloosa Municipal	1.8%
OTM	Ottumwa	Ottumwa Industrial	1.8%
PEA	Pella	Pella Municipal	1.8%
PRO	Perry	Perry Municipal	1.6%
POH	Pocahontas	Pocahontas Municipal	0.6%
RDK	Red Oak	Red Oak Municipal	0.7%

FAA ID	City	Airport Name	Population Coverage
RRQ	Rock Rapids	Rock Rapids Municipal	0.5%
SKI	Sac City	Sac City Municipal	0.6%
SHL	Sheldon	Sheldon Municipal	1.1%
SDA	Shenandoah	Shenandoah Municipal	0.6%
ISB	Sibley	Sibley Municipal	0.7%
SPW	Spencer	Spencer Municipal	1.0%
SLB	Storm Lake	Storm Lake Municipal	1.1%
8C4	Tipton	Mathews Memorial	1.8%
VTI	Vinton	Vinton Veterans Memorial Airpark	1.9%
AWG	Washington	Washington Municipal	0.9%
C25	Waverly	Waverly Municipal	4.1%
EBS	Webster City	Webster City Municipal	1.6%
3Y2	West Union	George L Scott Municipal	0.7%
3Y3	Winterset	Winterset-Madison County	2.2%
	Total Statewide Coverage		94.0%

Source: IADOT, FAA NFDC, Aviation

Note: Due to coverage overlap, percentages do not total to 100%.

**Figure 4-4** graphically depicts current system-wide 30-minute accessibility to an airport with at least one published approach. As shown, 94 percent of the state’s population is within a 30-minute service area of one or more airports with a published approach. **Figure 4-4** also shows that when these out-of-state airports are considered, current accessibility increases slightly from 94 percent to 94.7 percent. While there are many out-of-state airports within a 30-minute drive time to lowans, because of Iowa’s robust system, coverage from airports in neighboring states adds minimal additional coverage in Iowa.

**Figure 4-4: 30-Minute Current Accessibility to an Iowa or Nearby Airport with a Published Approach**



Source: Jviation, FAA NFDC

#### 4.4 30-Minute Accessibility to an Airport with Precision-Like Approach

Since the last system plan, new technology has been implemented that enables airports to have precision-like approaches that provide *both* lateral and vertical guidance without the ground-based equipment that was previously needed to support a precision approach. These new approaches are commonly referred to as an LPV approach. New technology has enabled the Iowa airports to make gains as they relate to performance for this measure.

**Table 4-4** lists the airports that currently have facilities to meet this measured.

**Table 4-4: Iowa Airports with a Precision-like Approach**

FAA ID	City	Airport Name	Population Coverage
Commercial Service Airports			
BRL	Burlington	Southeast Iowa Regional	1.9%
CID	Cedar Rapids	Eastern Iowa	10.4%
DSM	Des Moines	Des Moines International	15.7%
DBQ	Dubuque	Dubuque Regional	3.2%
FOD	Fort Dodge	Fort Dodge Regional	1.5%
MCW	Mason City	Mason City Municipal	1.7%
SUX	Sioux City	Sioux Gateway	3.4%
General Aviation Airports			
4C8	Albia	Albia Municipal	1.3%
AMW	Ames	Ames Municipal	5.1%
IKV	Ankeny	Ankeny Regional	17.6%
AIO	Atlantic	Atlantic Municipal	0.7%
TZT	Belle Plaine	Belle Plaine Municipal	0.8%
BNW	Boone	Boone Municipal	3.7%
CIN	Carroll	Arthur N. Neu	0.8%
TVK	Centerville	Centerville Municipal	0.4%
CCY	Charles City	Charles City Municipal	1.0%
CKP	Cherokee	Cherokee Municipal	0.8%
ICL	Clarinda	Schenck Field	0.7%
CAV	Clarion	Clarion Municipal	0.5%
CWI	Clinton	Clinton Municipal	2.2%
CBF	Council Bluffs	Council Bluffs Municipal	3.3%
CSQ	Creston	Creston Municipal	0.5%
DVN	Davenport	Davenport Municipal	5.9%
DEH	Decorah	Decorah Municipal	1.1%
DNS	Denison	Denison Municipal	0.7%
EAG	Eagle Grove	Eagle Grove Municipal	0.9%
EST	Estherville	Estherville Municipal	0.6%
FFL	Fairfield	Fairfield Municipal	0.6%
FXY	Forest City	Forest City Municipal	1.0%
FSW	Fort Madison	Fort Madison Municipal	2.3%
GFZ	Greenfield	Greenfield Municipal	0.6%
GGI	Grinnell	Grinnell Regional	1.6%
GCT	Guthrie Center	Guthrie County Regional	0.6%
HPT	Hampton	Hampton Municipal	0.7%

FAA ID	City	Airport Name	Population Coverage
IIB	Independence	Independence Municipal	2.1%
IOW	Iowa City	Iowa City Municipal	6.0%
IFA	Iowa Falls	Iowa Falls Municipal	0.9%
EFW	Jefferson	Jefferson Municipal	0.7%
EOK	Keokuk	Keokuk Municipal	1.1%
OXV	Knoxville	Knoxville Municipal	2.0%
LRJ	Le Mars	Le Mars Municipal	3.0%
OQW	Maquoketa	Maquoketa Municipal	0.9%
MIW	Marshalltown	Marshalltown Municipal	1.6%
SXK	Maurice	Sioux County Regional	1.4%
MPZ	Mount Pleasant	Mount Pleasant Municipal	1.2%
MUT	Muscatine	Muscatine Municipal	1.8%
TNU	Newton	Newton Municipal	1.6%
I75	Osceola	Osceola Municipal	0.5%
OOA	Oskaloosa	Oskaloosa Municipal	1.8%
OTM	Ottumwa	Ottumwa Industrial	1.8%
PEA	Pella	Pella Municipal	1.8%
PRO	Perry	Perry Municipal	1.6%
POH	Pocahontas	Pocahontas Municipal	0.6%
RDK	Red Oak	Red Oak Municipal	0.7%
SKI	Sac City	Sac City Municipal	0.6%
SHL	Sheldon	Sheldon Municipal	1.1%
SDA	Shenandoah	Shenandoah Municipal	0.6%
SPW	Spencer	Spencer Municipal	1.0%
SLB	Storm Lake	Storm Lake Municipal	1.1%
VTI	Vinton	Vinton Veterans Memorial Airpark	1.9%
AWG	Washington	Washington Municipal	0.9%
ALO	Waterloo	Waterloo Municipal	5.3%
EBS	Webster City	Webster City Municipal	1.6%
3Y2	West Union	George L. Scott Municipal	0.7%
	Total Statewide Coverage		88.8%

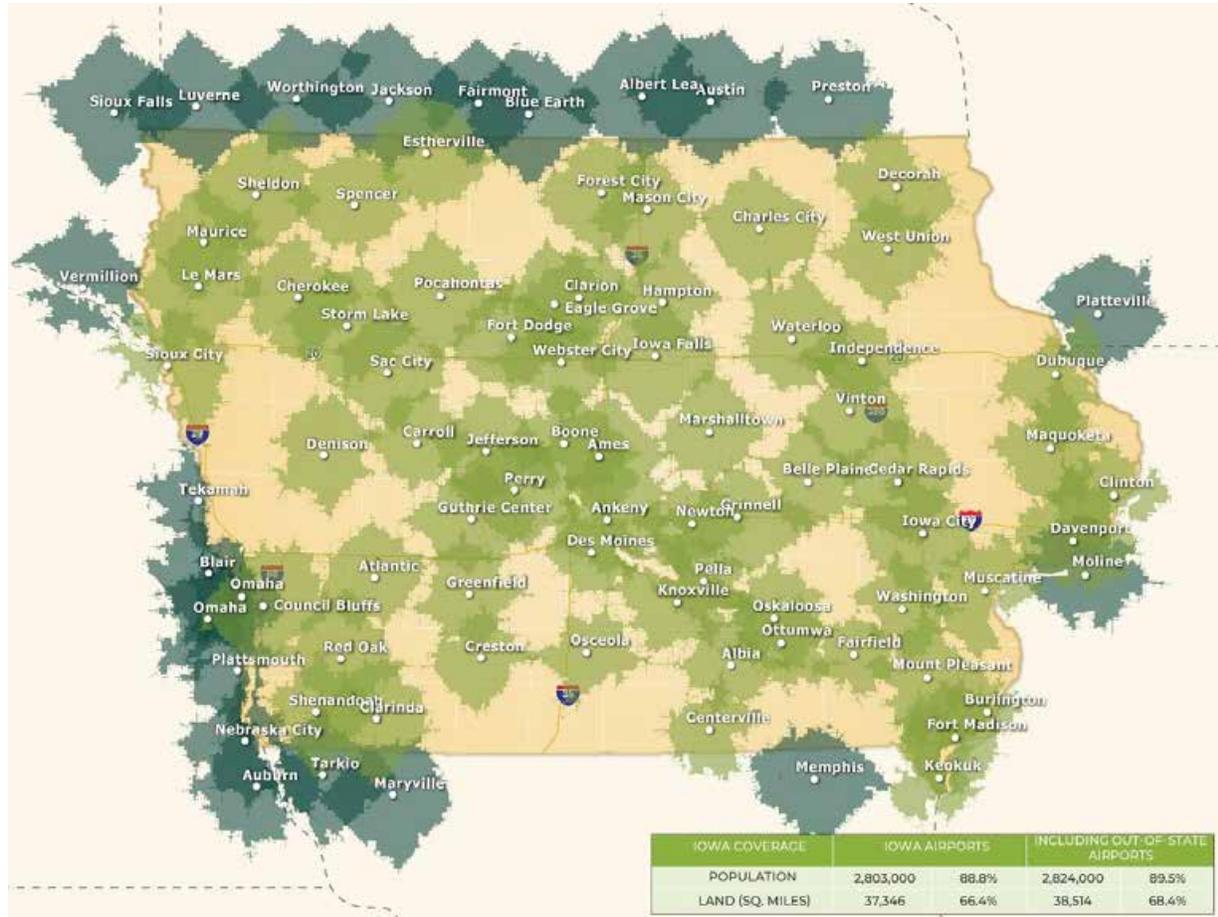
Source: IADOT, FAA NFDC, Aviation

Note: Due to coverage overlap, percentages do not total to 100%.

Using a 30-minute drive time service area for each airport, **Figure 4-5** shows current 30-minute accessibility to an airport with an approach supported by vertical guidance. 88.8 percent of Iowa has accessibility to one or more airports with an approach supported by vertical guidance. **Figure 4-5** also shows additional coverage for this measure when 30-minute service areas for these out-of-state airports are included. As shown, accessibility increases slightly to 89.5 percent. While there are many qualifying airports within a 30-minute drive time to

Iowa, because of Iowa’s robust system, coverage from airports in neighboring states adds minimal additional coverage in Iowa.

Figure 4-5: 30-Minute Current Accessibility to an Iowa or Nearby Airport with a Vertical Guidance Approach



Source: Jviation, FAA NFDC

#### 4.5 30-Minute Accessibility to an Airport with Surface Weather Observations Stations

Similar to airports that have published approaches, airports that have weather reporting capabilities have a greater capacity to serve aircraft during periods of inclement weather and reduced visibility. The two primary types of on-site weather reporting equipment are Automated Weather Observing Systems (AWOS) and Automated Surface Observing System (ASOS). Currently, 57 of 114 airports in the Iowa airport system have one of these systems.

**Table 4-5** displays the population coverage of 30-minute drive times for those airports.

**Table 4-5: Iowa Airports with Surface Weather Observation Stations**

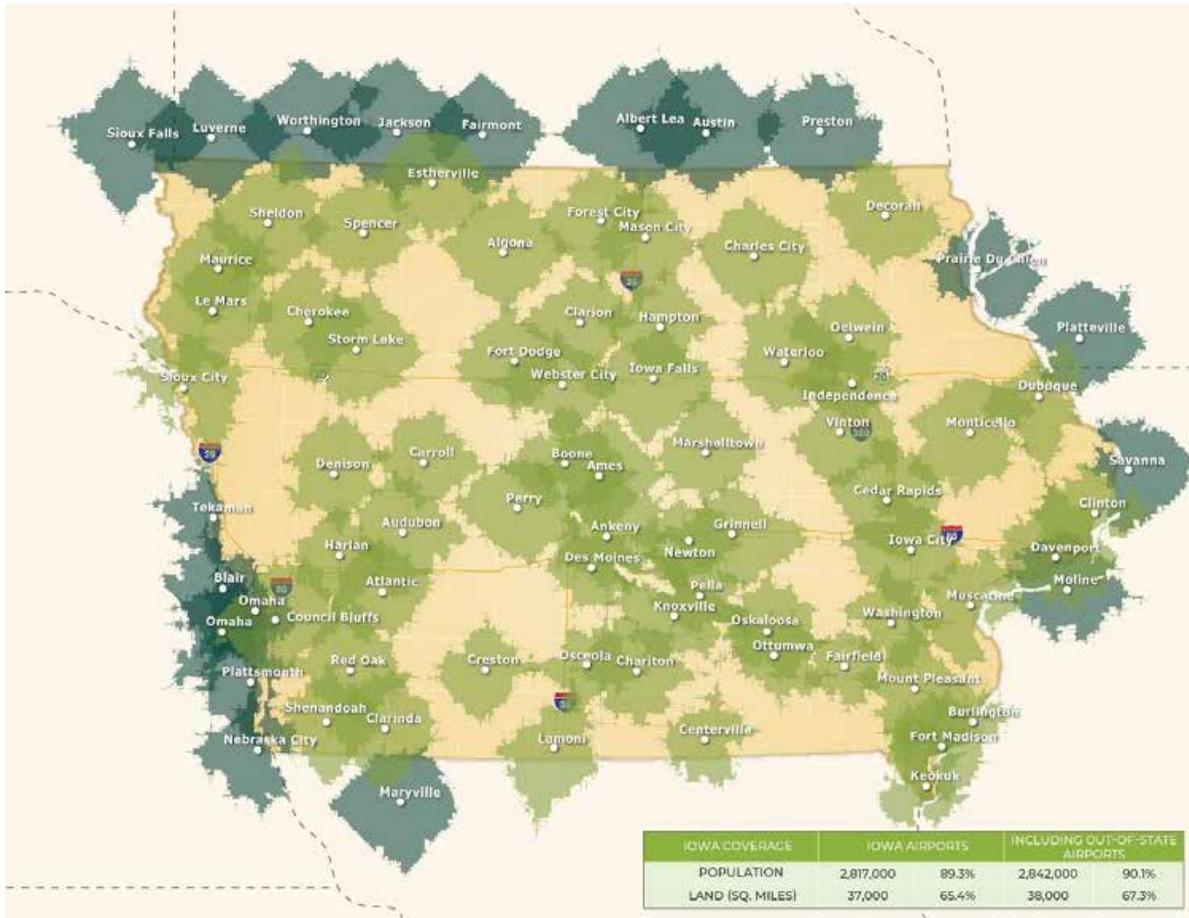
FAA ID	City	Airport Name	Population Coverage
Commercial Service Airports			
BRL	Burlington	Southeast Iowa Regional	1.9%
CID	Cedar Rapids	Eastern Iowa	10.4%
DSM	Des Moines	Des Moines International	15.7%
DBQ	Dubuque	Dubuque Regional	3.2%
FOD	Fort Dodge	Fort Dodge Regional	1.5%
MCW	Mason City	Mason City Municipal	1.7%
SUX	Sioux City	Sioux Gateway	3.4%
ALO	Waterloo	Waterloo Municipal	5.3%
General Aviation Airports			
AXA	Algona	Algona Municipal	0.7%
AMW	Ames	Ames Municipal	5.1%
IKV	Ankeny	Ankeny Regional	17.6%
AIO	Atlantic	Atlantic Municipal	0.7%
ADU	Audubon	Audubon County	0.6%
BNW	Boone	Boone Municipal	3.7%
CIN	Carroll	Arthur N. Neu	0.8%
TVK	Centerville	Centerville Municipal	0.4%
CNC	Chariton	Chariton Municipal	0.7%
CCY	Charles City	Charles City Municipal	1.0%
CKP	Cherokee	Cherokee Municipal	0.8%
ICL	Clarinda	Schenck Field	0.7%
CAV	Clarion	Clarion Municipal	0.5%
CWI	Clinton	Clinton Municipal	2.2%
CBF	Council Bluffs	Council Bluffs Municipal	3.3%
CSQ	Creston	Creston Municipal	0.5%
DVN	Davenport	Davenport Municipal	5.9%
DEH	Decorah	Decorah Municipal	1.1%
DNS	Denison	Denison Municipal	0.7%
EST	Estherville	Estherville Municipal	0.6%
FFL	Fairfield	Fairfield Municipal	0.6%
FXY	Forest City	Forest City Municipal	1.0%

FAA ID	City	Airport Name	Population Coverage
FSW	Fort Madison	Fort Madison Municipal	2.3%
GGI	Grinnell	Grinnell Regional	1.6%
HPT	Hampton	Hampton Municipal	0.7%
HNR	Harlan	Harlan Municipal	0.6%
IIB	Independence	Independence Municipal	2.1%
IOW	Iowa City	Iowa City Municipal	6.0%
IFA	Iowa Falls	Iowa Falls Municipal	0.9%
EOK	Keokuk	Keokuk Municipal	1.1%
OXV	Knoxville	Knoxville Municipal	2.0%
LWD	Lamoni	Lamoni Municipal	0.3%
LRJ	Le Mars	Le Mars Municipal	3.0%
MIW	Marshalltown	Marshalltown Municipal	1.6%
SXK	Maurice	Sioux County Regional	1.4%
MXO	Monticello	Monticello Municipal	1.7%
MPZ	Mount Pleasant	Mount Pleasant Municipal	1.2%
MUT	Muscatine	Muscatine Municipal	1.8%
TNU	Newton	Newton Municipal	1.6%
OLZ	Oelwein	Oelwein Municipal	1.2%
I75	Osceola	Osceola Municipal	0.5%
OOA	Oskaloosa	Oskaloosa Municipal	1.8%
OTM	Ottumwa	Ottumwa Industrial	1.8%
PEA	Pella	Pella Municipal	1.8%
PRO	Perry	Perry Municipal	1.6%
RDK	Red Oak	Red Oak Municipal	0.7%
SHL	Sheldon	Sheldon Municipal	1.1%
SDA	Shenandoah	Shenandoah Municipal	0.6%
SPW	Spencer	Spencer Municipal	1.0%
SLB	Storm Lake	Storm Lake Municipal	1.1%
VTI	Vinton	Vinton Veterans Memorial Airpark	1.9%
AWG	Washington	Washington Municipal	0.9%
EBS	Webster City	Webster City Municipal	1.6%
Total Statewide Coverage			89.3%

Source: Aviation

**Figure 4-6:** 30-Minute Current Accessibility to an Iowa or Nearby Airport with a Surface Weather Observation System shows that 89.3 percent of Iowa’s population is covered by these drive times and this increases slightly to 90.1 percent when airports in neighboring states are considered.

**Figure 4-6: 30-Minute Current Accessibility to an Iowa or Nearby Airport with a Surface Weather Observation System**



Source: Jviation

## 4.6 30-Minute Accessibility to an Airport with Fuel

The ability to refuel aircraft at an airport is crucial to all aspects of aviation. Avgas is needed for piston engines, common in smaller aircraft, and Jet A fuel is needed for turbine engines, like business jets. When an airport has on-site fueling capabilities, it is a much more useful facility for both based and transient aircraft. Currently, 88 of 114 airports in the Iowa airport system have at least Avgas fueling capabilities and 60 airports have Jet A fuel. These airports and the population coverages associated with a 30-minute drive time are displayed in **Table 4-6**.

**Table 4-6: Iowa Airports with Fueling Capabilities**

FAA ID	City	Airport Name	Population Coverage	Avgas	Jet A
Commercial Service Airports					
BRL	Burlington	Southeast Iowa Regional	1.9%	X	X
CID	Cedar Rapids	Eastern Iowa	10.4%	X	X
DSM	Des Moines	Des Moines International	15.7%	X	X
DBQ	Dubuque	Dubuque Regional	3.2%	X	X
FOD	Fort Dodge	Fort Dodge Regional	1.5%	X	X
MCW	Mason City	Mason City Municipal	1.7%	X	X
SUX	Sioux City	Sioux Gateway	3.4%	X	X
ALO	Waterloo	Waterloo Municipal	5.3%	X	X
General Aviation Airports					
AXA	Algona	Algona Municipal	0.7%	X	X
AMW	Ames	Ames Municipal	5.1%	X	X
IKV	Ankeny	Ankeny Regional	17.6%	X	X
AIO	Atlantic	Atlantic Municipal	0.7%	X	X
ADU	Audubon	Audubon County	0.6%	X	X
TZT	Belle Plaine	Belle Plaine Municipal	0.8%	X	
4K6	Bloomfield	Bloomfield Municipal	0.8%	X	
BNW	Boone	Boone Municipal	3.7%	X	X
CIN	Carroll	Arthur N. Neu	0.8%	X	X
TVK	Centerville	Centerville Municipal	0.4%	X	X
CNC	Chariton	Chariton Municipal	0.7%	X	
CCY	Charles City	Charles City Municipal	1.0%	X	X
CKP	Cherokee	Cherokee Municipal	0.8%	X	X
ICL	Clarinda	Schenck Field	0.7%	X	X
CAV	Clarion	Clarion Municipal	0.5%	X	X
CWI	Clinton	Clinton Municipal	2.2%	X	X
CRZ	Corning	Corning Municipal	0.4%	X	

Chapter 4, System Performance Evaluation

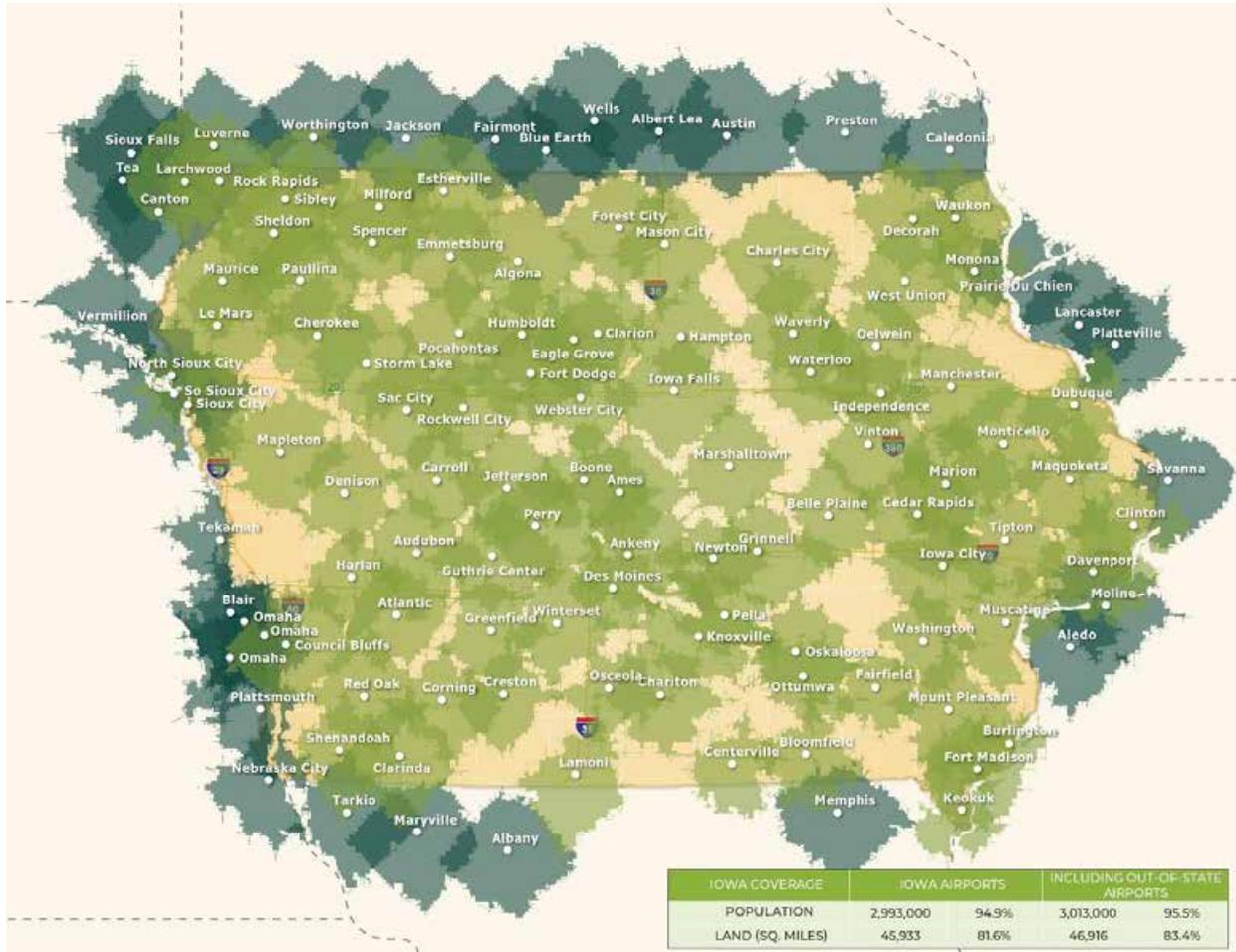
FAA ID	City	Airport Name	Population Coverage	Avgas	Jet A
CBF	Council Bluffs	Council Bluffs Municipal	3.3%	X	X
CSQ	Creston	Creston Municipal	0.5%	X	X
DVN	Davenport	Davenport Municipal	5.9%	X	X
DEH	Decorah	Decorah Municipal	1.1%	X	X
DNS	Denison	Denison Municipal	0.7%	X	X
EAG	Eagle Grove	Eagle Grove Municipal	0.9%	X	
EGQ	Emmetsburg	Emmetsburg Municipal	0.4%	X	
EST	Estherville	Estherville Municipal	0.6%	X	X
FFL	Fairfield	Fairfield Municipal	0.6%	X	X
FXY	Forest City	Forest City Municipal	1.0%	X	
FSW	Fort Madison	Fort Madison Municipal	2.3%	X	
GFZ	Greenfield	Greenfield Municipal	0.6%	X	
GGI	Grinnell	Grinnell Regional	1.6%	X	X
GCT	Guthrie Center	Guthrie County Regional	0.6%	X	
HPT	Hampton	Hampton Municipal	0.7%	X	X
HNR	Harlan	Harlan Municipal	0.6%	X	X
OK7	Humboldt	Humboldt Municipal	1.5%	X	
IIB	Independence	Independence Municipal	2.1%	X	X
IOW	Iowa City	Iowa City Municipal	6.0%	X	X
IFA	Iowa Falls	Iowa Falls Municipal	0.9%	X	X
EFW	Jefferson	Jefferson Municipal	0.7%	X	
EOK	Keokuk	Keokuk Municipal	1.1%	X	X
OXV	Knoxville	Knoxville Municipal	2.0%	X	X
LWD	Lamoni	Lamoni Municipal	0.3%	X	
2VA	Larchwood	Zanagger Vintage Airpark	0.3%	X	
LRJ	Le Mars	Le Mars Municipal	3.0%	X	X
C27	Manchester	Manchester Municipal	1.3%	X	
MEY	Mapleton	Mapleton Municipal	0.6%	X	
OQW	Maquoketa	Maquoketa Municipal	0.9%	X	
C17	Marion	Marion	7.7%	X	X
MIW	Marshalltown	Marshalltown Municipal	1.6%	X	X
SXK	Maurice	Sioux County Regional	1.4%	X	X
4D8	Milford	Fuller	1.1%	X	
7C3	Monona	Monona Municipal	0.5%	X	

FAA ID	City	Airport Name	Population Coverage	Avgas	Jet A
MXO	Monticello	Monticello Municipal	1.7%	X	X
MPZ	Mount Pleasant	Mount Pleasant Municipal	1.2%	X	X
MUT	Muscatine	Muscatine Municipal	1.8%	X	X
TNU	Newton	Newton Municipal	1.6%	X	X
OLZ	Oelwein	Oelwein Municipal	1.2%	X	X
I75	Osceola	Osceola Municipal	0.5%	X	X
OOA	Oskaloosa	Oskaloosa Municipal	1.8%	X	X
OTM	Ottumwa	Ottumwa Industrial	1.8%	X	X
1Y9	Paullina	Paullina Municipal	1.0%	X	
PEA	Pella	Pella Municipal	1.8%	X	X
PRO	Perry	Perry Municipal	1.6%	X	X
POH	Pocahontas	Pocahontas Municipal	0.6%	X	
RDK	Red Oak	Red Oak Municipal	0.7%	X	X
RRO	Rock Rapids	Rock Rapids Municipal	0.5%	X	
2Y4	Rockwell City	Rockwell City Municipal	0.5%	X	
SKI	Sac City	Sac City Municipal	0.6%	X	
SHL	Sheldon	Sheldon Municipal	1.1%	X	X
SDA	Shenandoah	Shenandoah Municipal	0.6%	X	X
ISB	Sibley	Sibley Municipal	0.7%	X	
SPW	Spencer	Spencer Municipal	1.0%	X	X
SLB	Storm Lake	Storm Lake Municipal	1.1%	X	X
8C4	Tipton	Mathews Memorial	1.8%	X	
VTI	Vinton	Vinton Veterans Memorial Airpark	1.9%	X	X
AWG	Washington	Washington Municipal	0.9%	X	X
Y01	Waukon	Waukon Municipal	0.7%	X	
C25	Waverly	Waverly Municipal	4.1%	X	
EBS	Webster City	Webster City Municipal	1.6%	X	X
3Y2	West Union	George L Scott Municipal Airport	0.7%	X	X
3Y3	Winterset	Winterset-Madison County	2.2%	X	X
	Total Statewide Coverage AvgAS		94.9%		
	Total Statewide Coverage Jet A		89.4%		

Source: Jviation

As **Figure 4-7** shows, 94.9 percent of Iowans are within a 30-minute drivetime to airports with Avgas fueling capabilities. When factoring in airports in nearby states, that rises to 95.5 percent.

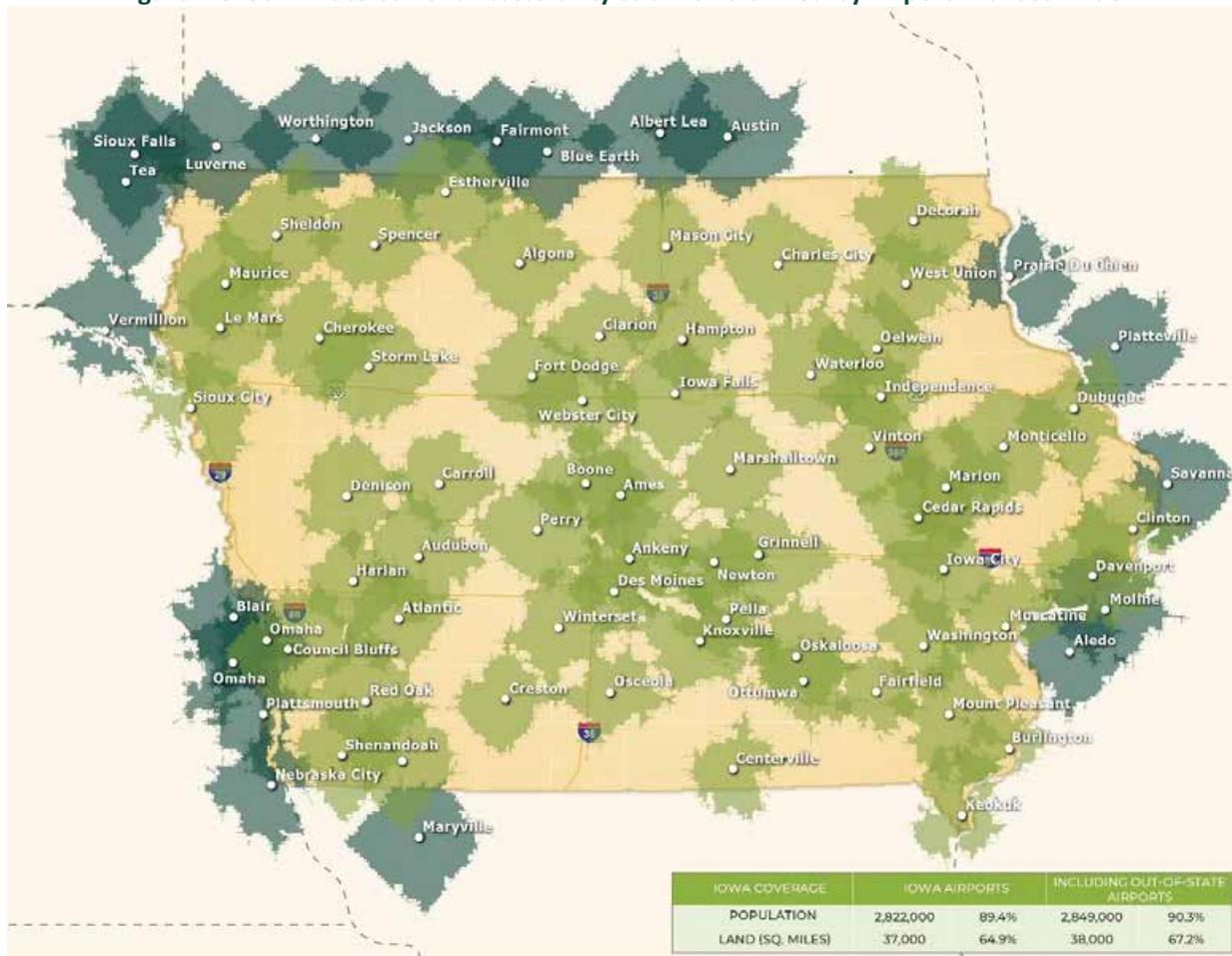
**Figure 4-7: 30-Minute Current Accessibility to an Iowa or Nearby Airport with Avgas Fuel**



Source: Jviation

Figure 4-8 displays airports with Jet A fuel. As the figure shows, 89.4 percent of lowans are within a 30-minute drive time to airports with Jet A fuel. When including airports in neighboring states, that number increases to 90.3 percent.

Figure 4-8: 30-Minute Current Accessibility to an Iowa or Nearby Airport with Jet A Fuel



Source: Aviation

### 4.7 Airports with Air Ambulance Activity

Airports serve as an essential piece of the healthcare system in Iowa. Aside from their role in transporting doctors to remote parts of the state, they also serve as bases for air ambulance companies to transport patients to robust hospitals during emergencies. Currently, 10 system airports serve as a base for an air ambulance. They are listed in **Table 4-7**. These 10 system airports with based air ambulances are spread across the state providing robust coverage to Iowans should an emergency occur. In addition, another 59 system airports reported having recent transient air ambulance operations when a situation warranted.



A rotor wing air ambulance aircraft

**Table 4-7: Iowa Airports with Based Air Ambulance Operations**

FAA ID	City	Airport Name
CIN	Carroll	Arthur N. Neu
ICL	Clarinda	Schenck Field
DEH	Decorah	Decorah Municipal
DSM	Des Moines	Des Moines International
DBQ	Dubuque	Dubuque Regional
FOD	Fort Dodge	Fort Dodge Regional
OXV	Knoxville	Knoxville Municipal
C17	Marion	Marion Airport
MCW	Mason City	Mason City Municipal
SUX	Sioux City	Sioux Gateway
ALO	Waterloo	Waterloo Municipal

Source: Jviation

As **Figure 4-9** shows, 10 airports in Iowa have based air ambulance operations and 59 airports reported recent activity by transient air ambulance aircraft operations. These air ambulance bases provide the state with quick emergency access to critical emergency medical service and transport.

Figure 4-9: Iowa Airports with Based or Transient Air Ambulance Operations

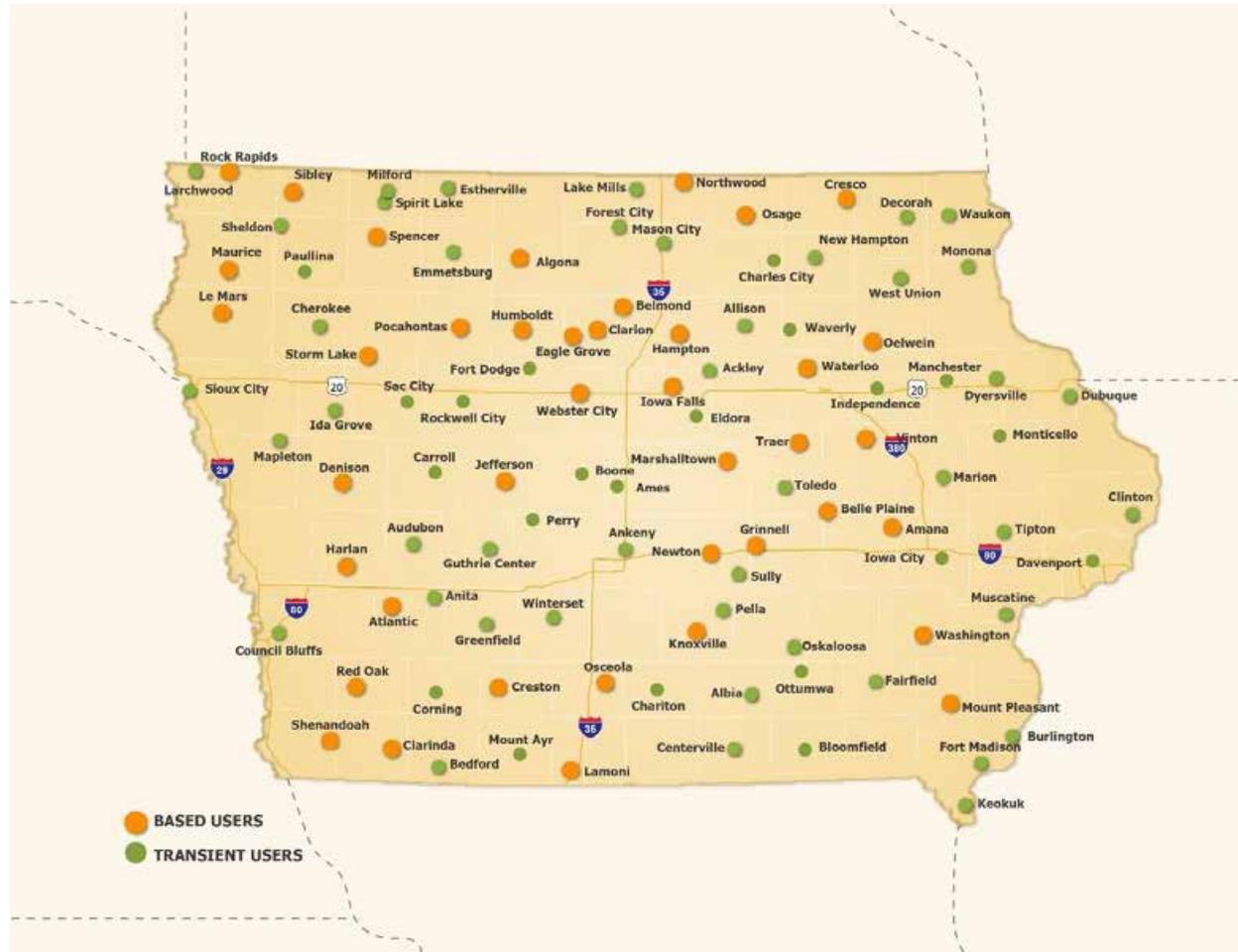


Source: Aviation, Airport Management

### 4.8 Aerial Applicators at Iowa Airports

Agriculture is a large part of Iowa’s economy and airports play a large role in supporting that economy as they serve as the base for fixed-wing and some rotorcraft aerial applicators. Aerial applicators perform many vital tasks for agriculture, including crop seeding and fertilizing, mitigating weed growth, and protecting crops against diseases and pests. 105 of system 114 airports reported aerial applicator activity. Of those airports, 39 airports reported having based activity and 94 reported recent transient use. These airports are displayed in Figure 4-10.

Figure 4-10: Iowa Airports with Aerial Applicator Operations



Source: Jviation

### 4.9 Iowa NPIAS Airports

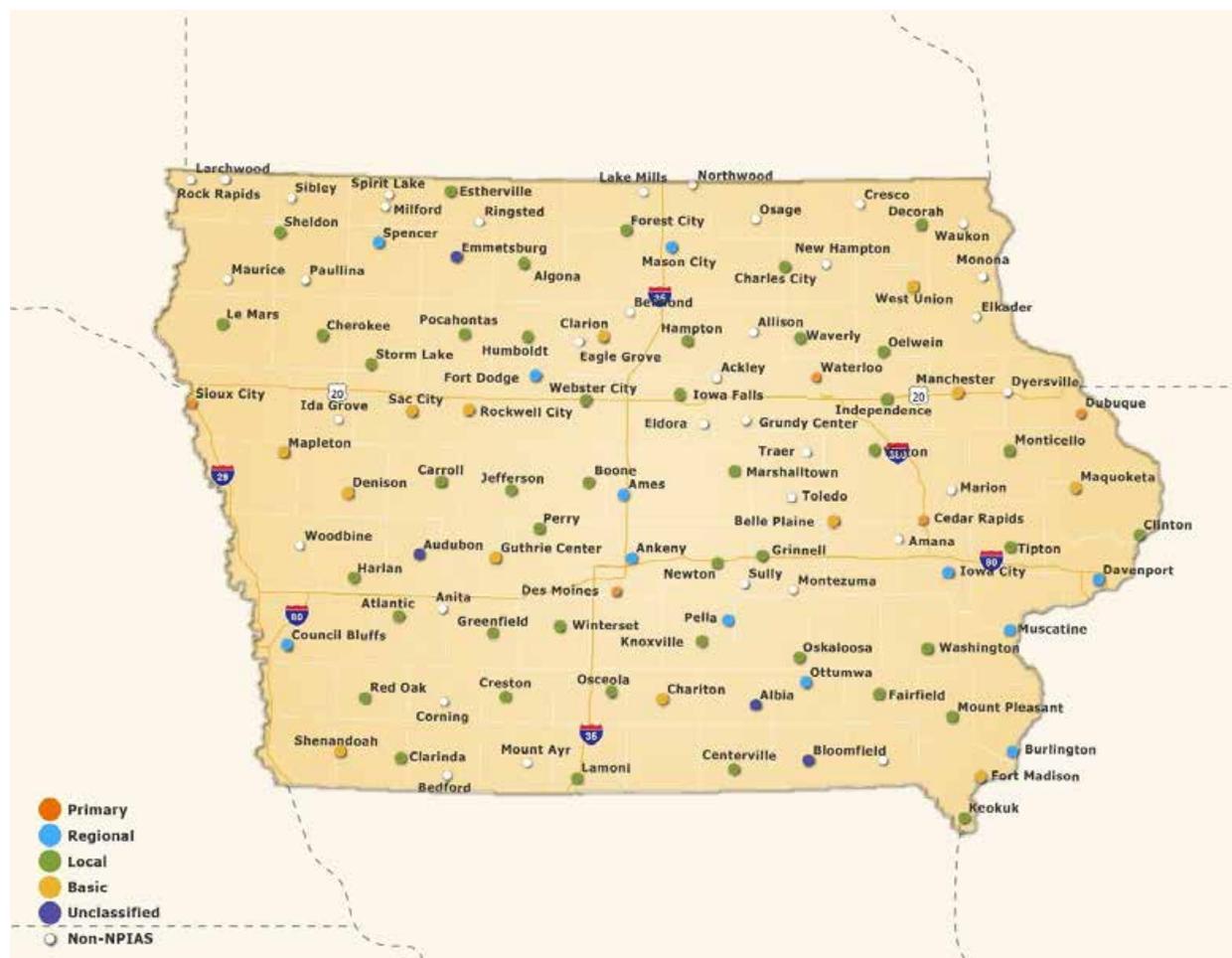
The NPIAS is updated every two years in order to provide Congress with an updated outlook of 5-year Airport Improvement Program (AIP) projects at airports in the federal system. Inclusion in the NPIAS makes an airport eligible to receive AIP funds, that can then support anywhere from 75 percent to 95 percent of a project’s eligible cost.

While there are specific criteria associated with being assigned certain roles in the NPIAS, there are several baseline requirements that must be met to be included:

- Inclusion in a current State Airport System Plan, approved by the FAA
- 10 based aircraft
- Location in a community typically within a 30-mile radius, from the nearest NPIAS airport

The FAA completed the ASSET report to further classify General Aviation airports in the NPIAS. Five sub-classifications were introduced: National, General, Local, Basic, and Unclassified. **Figure 4-11** displays ASSET classifications for the airports through Iowa. A more detailed review of NPIAS and ASSET characteristics and requirements will be presented in the Chapter 5: Airport Roles.

**Figure 4-11: NPIAS Airports and ASSET Classifications**



Source: Jviation

The above map indicates that Iowa is well served by a geographically dispersed and diverse system of NPIAS airports that are eligible to receive federal funds. For the 79 Iowa airports that are eligible to receive federal funds, there are grant assurances that require they remain open for a period of 20 years. Non-NPIAS airports generally have few based aircraft, and many are turf strips. While these airports provide value to the system for training and access, most of the state is proximate to a NPIAS facility.

## 4.10 Summary of System Performance

This chapter provides important information showing how the Iowa airport system currently meets established system performance measures. The system performance evaluation shows that Iowa's current accessibility for each of the established measures provides robust coverage for most of the state's residents and much of the state's geography. For the few areas and residents that are not directly served by an Iowa airport, airports in neighboring states also offer coverage.

Iowa's airport system has many benefits. As a highly developed system, nearly all performance measures have population coverages of greater than 90 percent. In the instances in which the performance measure is below 90 percent, additional coverage is provided by out-of-state airports in various degrees to increase that percentage. For example, the lowest performing performance measure is the 60-minute drive time to airports with scheduled airline service, but when out-of-state airports are accounted for, that rises to more than 80 percent of the population. Other performance measures see smaller increases with out-of-state airports included, but this is largely because Iowa airports already provide coverage for a vast majority of Iowans, including those along the state border.

Because of Iowa's size and road network, geographic coverage is less of a factor when determining system adequacy and is more representative of how many airports qualify for the various performance measures.

Key finding from the performance analysis include:

- The state's eight commercial service airports provide good coverage to Iowans. When out-of-state airports are considered, nearly all the state has access to an airport with scheduled airline service within a 90-minute drive.
- The system of general aviation airports is equally as well developed and provides the state's residents and businesses access to a general aviation facility with a 30-minute or less drive.
- The system has been well developed with facilities to assist in pilots landing in inclement weather. While there are some voids, most of the state is served by automated weather reporting and various types of navigational systems to aid pilots.
- As a major agricultural producer, it is no wonder that most of Iowa's airports support agricultural activities. There were 40 airports that reported having a based agricultural operator at their airport. Another 63 system airports indicated that ag sprayers recently operated out over their airport.
- Iowa is a large state. In an emergency, rapid medical transport to an appropriate medical facility can mean the difference between life and death. There were 10 air ambulance bases identified at system airports during the inventory effort. These 10 sites are geographically dispersed around the state providing Iowans with quick response times when minutes may matter.
- Of Iowa's 114 system airports, 79 are in the NPIAS and are eligible for federal funds. These grant-obligated airports are located across the state and thus assure residents and businesses that airports will be available now, and into the future.
- While Iowa's airport system is robust and relatively well developed, the following chapters will identify ways to make this good system even better with various facility and service enhancements.

**Table 4-8** provides a summary of current system performance for each of the measures. Recommended improvements may increase the system accessibility as it has been measured and reported in this chapter.

**Table 4-8: Current System Performance Summary**

Performance Measure	Iowa Residents in Service Area	Iowa Land Area Covered
60-minute accessibility to Iowa Commercial Service airports with scheduled airline service	69.2%	51.5%
60-minute accessibility to Iowa Commercial Service airports or airports in neighboring states with scheduled service	80.8%	58.4%
90-minute accessibility to Iowa Commercial Service airports with scheduled service	94.7%	81.8%
90-minute accessibility to Iowa Commercial Service airports or airports in neighboring states with scheduled service	96.1%	91.0%
30-minute accessibility to Iowa system airports	97.4%	90.4%
30-minute accessibility to Iowa airports with precision-like approach (ILS or LPV) or any Published Approach	94.0%	79.9%
30-minute accessibility to Iowa airports or airports in surrounding states with precision-like approach (ILS or LPV) or any Published Approach	94.7%	81.8%
30-minute accessibility to Iowa airports with precision-like approach (ILS or LPV)	88.8%	66.4%
30-minute accessibility to Iowa airports or airports in surrounding states with precision-like approach (ILS or LPV)	89.5%	68.4%
30-minute accessibility to airports with Jet A Fuel	89.4%	64.9%
30-minute accessibility to airports with Jet A Fuel including airports in surrounding states	90.3%	67.2%
30-minute accessibility to airports with AvGAS Fuel	94.9%	81.6%
30-minute accessibility to airports with AvGAS fuel including airports in surrounding states	95.5%	83.4%
30-minute accessibility to airports with Weather Reporting (AWOS/ASOS)	89.3%	65.4%
30-minute accessibility to airports with Weather Reporting (AWOS/ASOS) including airports in surrounding states	90.3%	67.3%

Source: Aviation

The next chapter identifies recommended state roles for all system airports. Following the identification of recommended airport roles, analysis identifies facility and service improvements that are needed to enable each airport to better fulfill its designated role in the state airport system. If airports are improved to meet their applicable facility and service objectives, the number of airports in Iowa with facilities and services to satisfy various performance measures would increase. The final recommendations chapter of the SASP 2020 may show additional accessibility that could be realized in the future, assuming all airports are able to meet their assigned facility/service objectives.

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## 5. Airport System Roles

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

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

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

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

### 5.1 Role Categories

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

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

**Table 5-1: Iowa System Roles**

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

Source: Jviation

Figure 5-1: 2010 Iowa Airport System Roles



Source: Aviation

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

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

## 5.2 FAA System Role

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

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

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

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

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

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

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

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

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

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

**Table 5-2: Nonprimary Airport Categories**

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

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

Source: FAA Order 5090.5

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

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

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

**2017-2021 NPIAS Report**

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

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

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

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

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

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

## Chapter 5, Airport System Roles

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

FAA ID	Associated City	Airport Name	2010 Role	NPIAS Role
GCT	Guthrie Center	Guthrie County Regional	Local	Basic
OK7	Humboldt	Humboldt Municipal	Local	Basic
IDG	Ida Grove	Ida Grove Municipal	Local	-
6K9	Keosauqua	Keosauqua Municipal^	Local	-
0Y6	Lake Mills	Lake Mills Municipal^	Local	-
LWD	Lamoni	Lamoni Municipal	Local	Local
2VA	Larchwood	Larchwood - Zangger Vintage Airpark**	Local	-
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Local	Basic
OQW	Maquoketa	Maquoketa Municipal	Local	Basic
4D8	Milford	Milford Municipal – Fuller	Local	-
7C3	Monona	Monona Municipal^	Local	-
7C5	Montezuma	Montezuma Sig Field**^	Local	-
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field^	Local	-
1Y5	New Hampton	New Hampton Municipal	Local	-
5D2	Northwood	Northwood Municipal^	Local	-
D02	Osage	Osage Municipal	Local	-
1Y9	Paullina	Paullina Municipal	Local	-
2Y4	Rockwell City	Rockwell City Municipal	Local	Basic
0F3	Spirit Lake	Spirit Lake Municipal	Local	-
8C2	Sully	Sully Municipal^	Local	-
8C4	Tipton	Tipton Municipal - Mathews Memorial	Local	Basic
8C5	Toledo	Toledo Municipal^	Local	-
8C6	Traer	Traer Municipal^	Local	-
Y01	Waukon	Waukon Municipal	Local	-
C25	Waverly	Waverly Municipal	Local	Basic
3Y4	Woodbine	Woodbine Municipal^	Local	-
<b>New System Airports</b>				
SXK	Maurice	Sioux County Regional	-	Local
8Y8	Ringsted	Peltz Field**^	-	-

Source: 2021-2025 NPIAS Report, Aviation

\* Privately Owned, Public Use

^ Turf Runway

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

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

Figure 5-2: Current NPIAS Roles



Source: 2021-2025 NPIAS Report, Jviation

**5.3 Determining 2020 Airport Roles**

**5.3.1 Recommended Role Changes**

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

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

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

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

Source: Jviation

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

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

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

**Table 5-5: 2010 Recommended Improvements for Role Change**

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

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

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

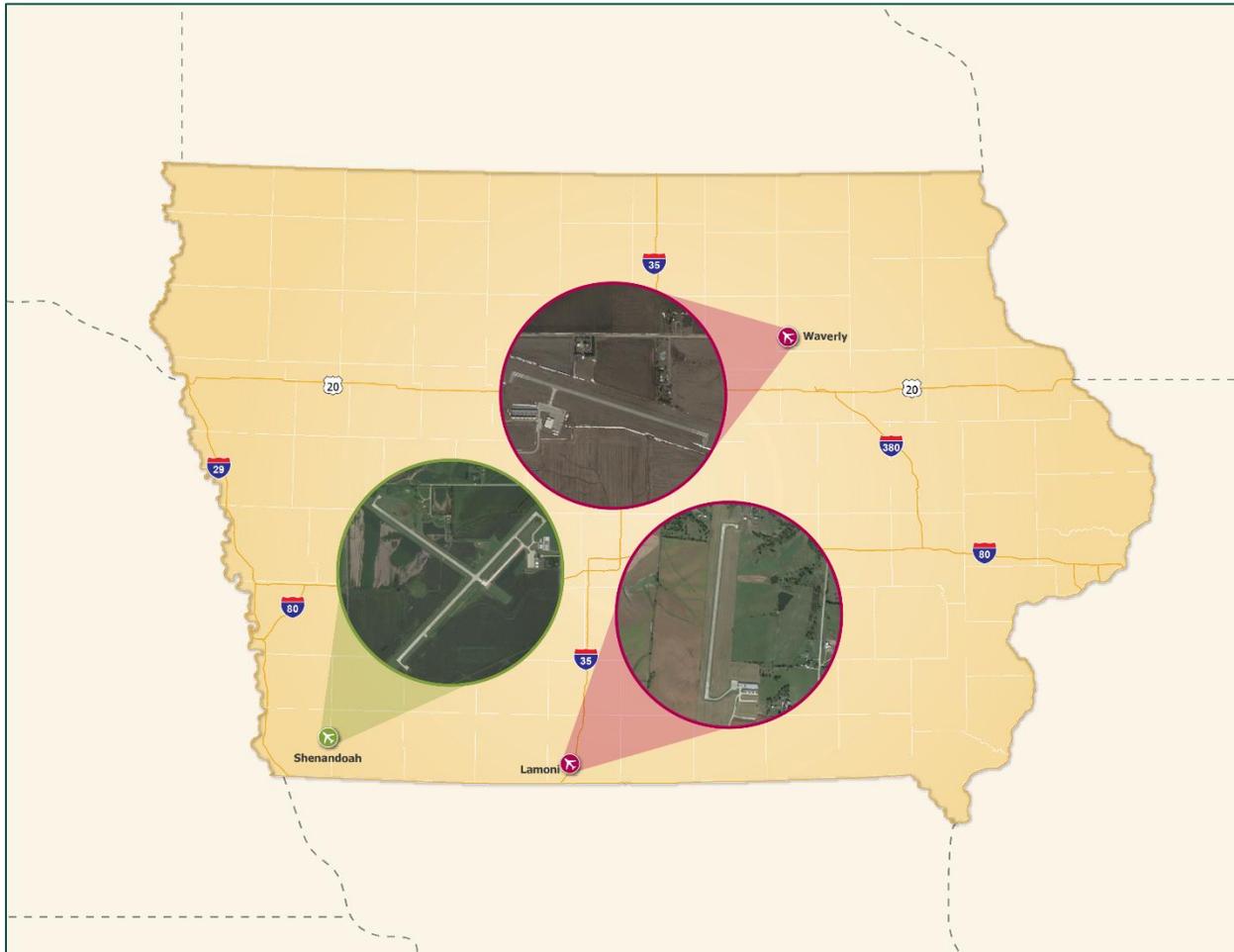
The 2010 Iowa SASP indicated that Shenandoah, a Basic Service airport, lacked several basic services for based aircraft and pilots. A review of 2020 inventory data shows that the airport currently provides aircraft maintenance, flight instruction, and aircraft rental. Currently, the airport meets all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

**Table 5-6: 2020 Recommended Role Changes**

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

Source: Jviation

Figure 5-3: 2020 Recommended Role Changes



Source: Jviation

### 5.3.2 Assigning Roles to New System Airports

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

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

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

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

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

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

**Figure 5-4: 2020 New System Airport Roles**



Source: Jviation

### 5.4 Final 2020 System Roles

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



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

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

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

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

Source: 2021-2025 NPIAS Report, Aviation

\* Privately Owned, Public Use

^ Turf Runway

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

## 5.5 Non-NPIAS Airport Evaluation

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

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

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

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

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

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

**Table 5-8: Non-NPIAS Iowa System Airports**

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

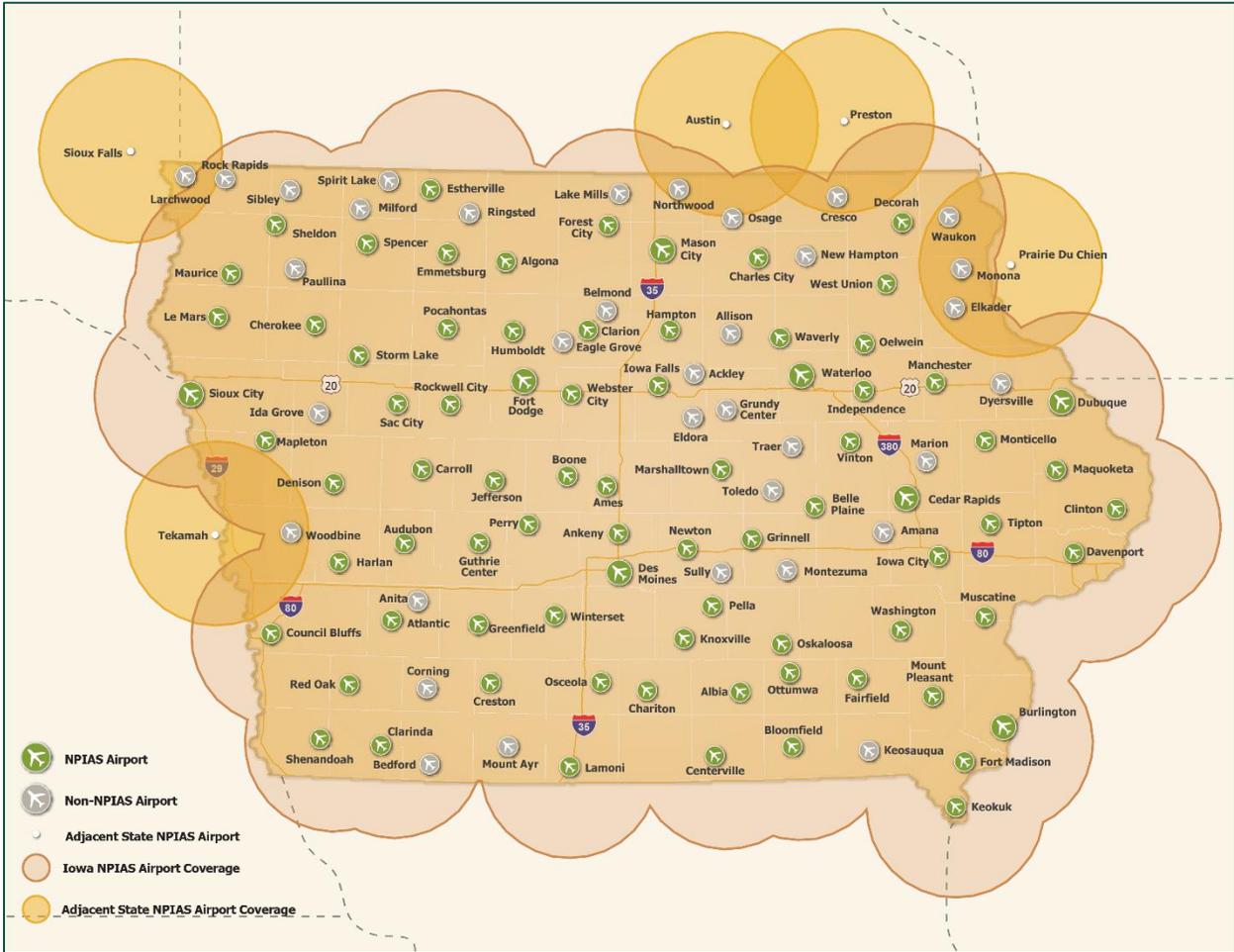
FAA ID	Associated City	Airport Name	Iowa Role	Based Aircraft	Outside 30 Mile Radius of Airport Currently in NPIAS
5D2	Northwood	Northwood Municipal <sup>^</sup>	Local	5	No
D02	Osage	Osage Municipal	Local	10	No
1Y9	Paullina	Paullina Municipal	Local	6	No
8Y8	Ringsted	Peltz Field <sup>*^</sup>	Local	1	No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

Source: 2021-2025 NPIAS Report, Jviation

\* Privately Owned, Public Use

<sup>^</sup> Turf Runway

Figure 5-6: 30-Mile Coverage of NPIAS Airports



Source: 2021-2025 NPIAS Report, Jviation

## 5.6 Summary

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

- Defining Airport System Roles – Iowa has used five district airport roles to define system airports and to establish recommendations for needed facilities and services. These five roles are:
  - **Commercial Service:** Airports that support scheduled commercial airline service and provide support for all types of general aviation activity. These airports are essential in the national transportation system and are economic pillars in the state and their communities.
  - **Enhanced Service:** Airports that have runways over 5,000 feet and services for a wide range of general aviation activity. Airports in this role serve as economic centers for regions, supporting business jet operations as well as other general aviation activity.
  - **General Service:** Airports that have runways over 4,000 feet and services that cater to small and mid-size business jets. The airports in this role are recognized as community assets.
  - **Basic Service:** Airports that have runways over 3,000 feet and services that meet recreational general aviation activity.
  - **Local Service:** Airports that primarily support local activity and provide limited aircraft services.
- Since the completion of the 2010 SASP, three airports have added facilities and services that resulted in a change of their airport role. These include Lamoni and Waverly moving from Local to Basic and Shenandoah moving from Basic to General.
- Since the last study, two airports have been added (Sioux County Regional - Enhanced, Peltz Field - Local) to the system and five airports have closed, resulting in 114 system airports. The 2020 SASP includes the following number of airports by role:
  - **8** Commercial Service Airports
  - **16** Enhanced Service Airports
  - **31** General Service Airports
  - **19** Basic Service Airports
  - **40** Local Service Airports
- Seventy nine of the 114 airports in the Iowa system are included in the FAA's current 2021-2025 NPIAS and are therefore eligible for FAA funding (and subject to the associated grant assurances). Two Iowa airports are listed as Unclassified in the 2021 NPIAS: Albia Municipal and Audubon County. Unclassified airports do not meet the minimum requirements and cannot receive federal funding until conditions are changed. Both of these airports fell short of the minimum number of based aircraft (10) required.
- Thirty-five system airports are not included in the NPIAS and do not receive federal funding. An evaluation of FAA criteria indicates that these airports do not currently meet the inclusion requirements and are therefore not NPIAS eligible.

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## 6. Facility and Service Objective Evaluation

Facility and service objectives are assigned to system roles to assure that each airport has the ability to serve its market and meet all the performance characteristics assigned. These objectives can help guide future development in the system by identifying needed facilities and services at specific airports. This chapter compares the data collected in the inventory effort against these objectives. Results of the evaluation are summarized as a percentage of airports statewide, by role, that are meeting or not meeting the facility and service objectives assigned to that role. These individual airport level results will be used to develop recommendations for improvements. This data is presented, by airport, in **Appendix D**. Planning level costs associated for these recommendations will be presented in the next chapter.

The previous chapter identified five roles that are used to define how each airport in the Iowa airport system functions. These roles are:

- Commercial Service
- Enhanced Service
- General Service
- Basic Service
- Local Service

Each system role has associated facility and service objectives that represent ideal conditions for an airport to effectively meet the needs of users and to properly fulfill its role in the system. It is important to note that most facility and service objectives are recommendations only. These recommendations do not supersede FAA design standards, which are typically required. It is possible that an airport can function effectively with less than a full complement of its facility and service objectives in place; however, it may not be as effective in serving its market area as its assigned role indicates.

While many of the facility and service objectives included in the study are recommendations, each role maintains a set of criteria that were identified as required and must be in place for an airport to be included in a specific role. These requirements, by role, are listed below:

### Commercial and Enhanced Service Role Criteria:

- **Runway Length** – 5,000 feet
- **Fuel Availability** – Jet A and 100LL, 24/7
- **Attendance** – Standard business hours, after hours on-call
- **Services** – Based aircraft maintenance, charter, and aircraft rental. Flight instruction available.

### General Service Role Criteria:

- **Runway Length** – 4,000 feet
- **Fuel Availability** – Jet A and 100LL
- **Attendance** – Standard business hours, after hours on-call

### Basic Service Role Criteria:

- **Runway Length** – 3,000 feet
- **Fuel Availability** – 100LL
- **Attendance** – On-Call

### Local Service Role Criteria:

- **No Required Facility Objectives**

Again, these requirements must be in place for an airport to be categorized in a specific role.

The criteria used in the system plan helps provide a clear distinction between roles and defines the intended user groups for different roles. Runway length and fuel availability are used as differentiators due to their importance for certain groups. Longer runways and 24/7 fuel availability in the Commercial and Enhanced Service roles are intended to support all variety of business users throughout the state. A 4,000 feet runway and availability of Jet A and 100LL at General Service airports supports some business type aircraft as well as other aviation uses. The Basic Service role is intended for less intense uses such as recreational or hobby flying, with a 3,000 feet runway and 100LL available to serve piston aircraft. Local airports have no required facility objectives and largely operate as turf airports or lower capacity facilities.

These objectives used in the plan, which are all quantifiable, are separated into four sub-sections defined in the following sections.

### **6.1 Airside Facilities**

Airside facility objectives focus on infrastructure components that are critical to safe and efficient aircraft operations. Facilities in this grouping largely influence available services at airports in part because the physical infrastructure determines the type of aircraft capable of using the facility. Criteria and standards developed by the FAA that emphasize safety and efficiency take priority in this section.

### **6.2 Landside Facilities**

Landside facility objectives focus on aircraft storage capabilities, terminals, and parking and entryway conditions. Areas such as the terminal and entry and parking facilities are highly visible to the public and may require more maintenance and investment. Aircraft storage objectives evaluated in this section focuses on adequate storage for based aircraft and the availability of overnight storage for business aircraft.

### **6.3 Services**

Services help support operations and users at system airports. Examples of key services reviewed in this section include fueling and fixed-base operators (FBOs), pilot and visitor amenities, and other components such as snow removal and weather reporting. More services are typically available at airports in higher intensity roles due to increase air traffic and the diversity of users with different needs.

### **6.4 Planning**

Planning for the future of Iowa system airports includes multiple actions at the local government level to protect and preserve airports and aviation users. Many airports have already worked with local governments to enact land use planning measures that accommodate the needs of the airport while also taking into consideration nearby property owners. Height restrictions are another important component that help increase the safety of operations by protecting the airspace around the airport. Finally, airport layout plans look to the future to identify potential facilities and services that may help airports fulfill their roles in the national and state systems.

**Table 6-1** provides the list of facility and service objectives, by airport role, established for the 2020 Iowa SASP.

**Table 6-1: 2020 Facility and Service Objectives**

Description	Commercial Service/Enhanced Service Objectives	General Service Objectives	Basic Service Objectives	Local Service Objectives
Airside Facilities				
Airport Reference Code	C-II	B-II	B-I	A-I
Primary Runway Length	5,000 feet	4,000 feet	3,000 feet	Not an objective
Primary Runway Width	100 feet	75 feet	60 feet	50 feet
Type of Parallel Taxiway	Full parallel	Turnarounds meet standards	Exits as needed	Not an objective
Type of Runway Approach	Vertical guidance	Non-precision	Visual	Visual
Runway Lighting	MIRL	MIRL	LIRL	Not an objective
Taxiway Lighting	MITL	MITL	Not an objective	Not an objective
Visual Glide Slope Indicator	Both runway ends (or ILS)	Both runway ends	Not an objective	Not an objective
Runway End Identifier Lights	Both runway ends (or ILS)	Both runway ends	Not an objective	Not an objective
Rotating Beacon	Yes	Yes	Yes	Not an objective
Lighted Wind Indicator	Yes (multiple as needed)	Yes	If open for night	If open for night
Weather Reporting	Yes	Yes	Not an objective	Not an objective
Landside Facilities				
Covered Storage	100% of based aircraft	100% of based aircraft	100% of based aircraft	Not an objective
Overnight storage for business aircraft	Typical average aircraft/business user demand	Typical average aircraft/business user demand	Not an objective	Not an objective
Terminal building	Yes	Yes	Waiting Area	Not an objective
Paved entry/terminal parking	Yes	Yes	Not an objective	Not an objective
Services				
Fixed Base Operator	Yes	Yes	Yes	Not an objective
Fuel	100LL & Jet A - 24 hour - single point	100LL & Jet A	100LL	Not an objective
Attendance	Standard business hours, after hours on-call	Standard business hours, after hours on-call	On-call	Not an objective
Ground Transportation	Courtesy car/car rental available	Courtesy car/car rental available	Not an objective	Not an objective
WiFi	Yes	Yes	Not an objective	Not an objective
Restrooms (24/7 / key code)	Yes	Yes	Yes	Not an objective
Security	8-foot perimeter fencing	Posted signs/visual barrier	Posted signs/visual barrier	Posted signs
Snow removal	Dedicated on-site equipment	On-site, shared, or contracted removal	Timely snow removal	Not an objective
Aircraft Maintenance/Repair	Based	Based	Not an objective	Not an objective
Flight Instruction	Available	Available	Available	Not an objective
Aircraft Rental	Based	Based	Not an objective	Not an objective
Aircraft Charter	Based	Available	Available	Not an objective
Planning				
Land Use Plan	Yes	Yes	Yes	Yes
Height Zoning	Yes	Yes	Yes	Yes
Airport Layout Plan	Updated within past 10 years	Updated within past 10 years	Yes	Not an objective

Source: Aviation and Iowa DOT | Bold – Role requirement

## 6.5 Airside Facility Objectives

These objectives focus on infrastructure components that are critical to safe and efficient aircraft operations. Airside facilities largely influence available services at airports in part because the physical infrastructure determines the type of aircraft capable of using the facility. Criteria and standards developed by the FAA that emphasize safety and efficiency are featured in this section.

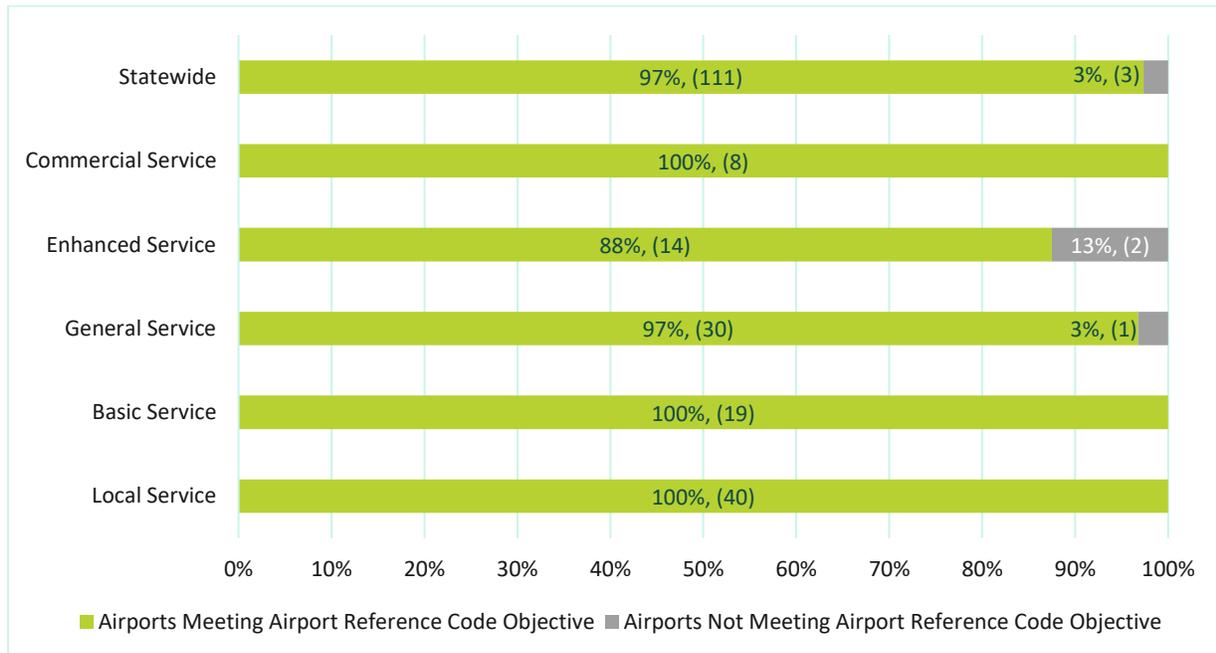
### 6.5.1 Airport Reference Code

Airport Reference Code (ARC) is defined by the approach category and aircraft design group that fit the airport’s design. An ARC can be assigned to existing conditions, or to an airport’s ultimate layout as determined in an Airport Layout Plan. Chapter 2, Inventory, contains more information on ARC including guidance on elements that influence an airport’s ARC such as critical aircraft and Runway Design Code (RDC).

Airports in the Commercial and Enhanced Service roles should maintain a C-II ARC. General Service role airports should have a B-II ARC. Basic Service airports should have an ARC B-I or below, while Local Service airports should meet the least intensive ARC, A-I.

Iowa City and Newton in the Enhanced Service role currently have a B-II ARC while Decorah in the General Service role is listed with a B-I ARC. **Figure 6-1** illustrates performance statewide and by role for the ARC objective. As shown, nearly all airports in the system currently meet their assigned ARC.

**Figure 6-1: Airport Reference Code Objective**



Source: Jviation

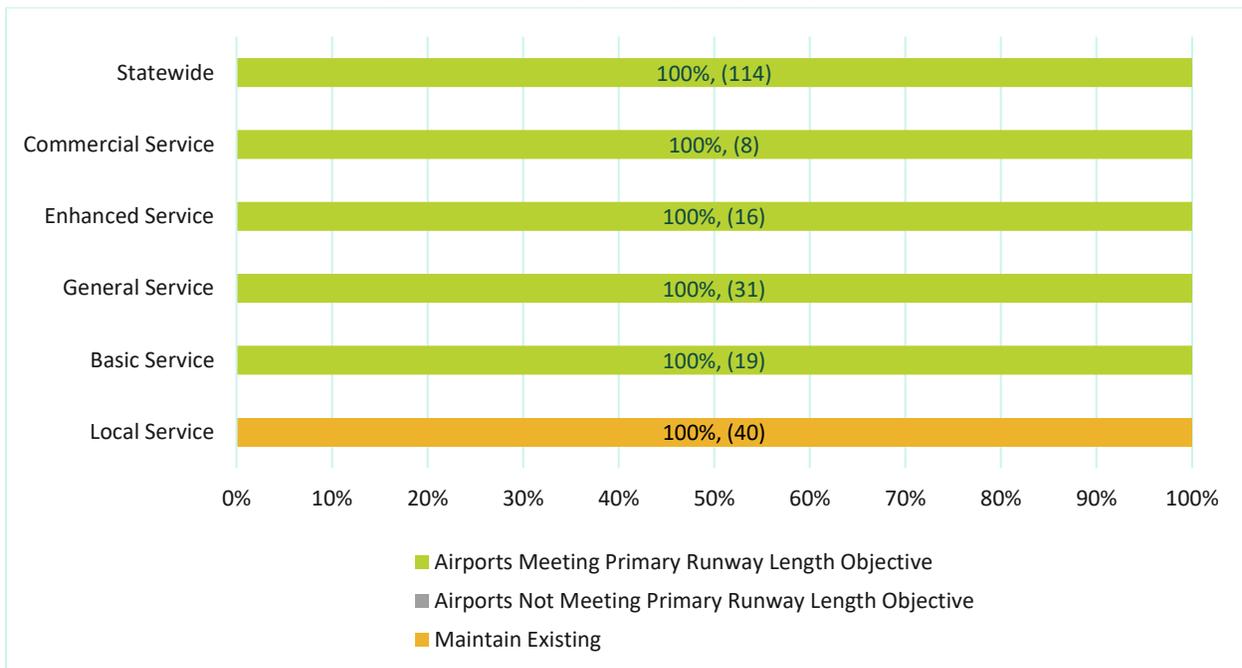
### 6.5.2 Primary Runway Length

Runway length is an important indicator of potential aircraft and user types that may frequently use the airport. Facilities with longer runways are available to jets and other business-centric aircraft while facilities with shorter runways are often limited in the users they serve.

Commercial and Enhanced Service airports should have a minimum runway length of 5,000 feet, General Service airports should maintain a runway length of 4,000 feet, Basic Service airports should have a runway length of 3,000 feet, while Local Service airports should maintain existing runway lengths. One hundred percent of airports in the state with runway length as a target meet the objective for their respective role.

Six airport runways were extended since the 2010 Iowa SASP: Ottumwa Regional Airport from 5,885 feet to 6,000 feet, Le Mars Municipal from 4,600 feet to 5,000 feet, Iowa Falls Municipal from 4,000 feet to 4,600 feet, Jefferson Municipal from 3,200 feet to 4,000 feet, Lamoni Municipal from 2,900 feet to 3,400 feet, and Waverly Municipal from 2,800 feet to 3,200 feet. **Figure 6-2** illustrates performance statewide and by role for the runway length objective.

**Figure 6-2: Primary Runway Length Objective**



Source: Jviation



### 6.5.3 Primary Runway Width

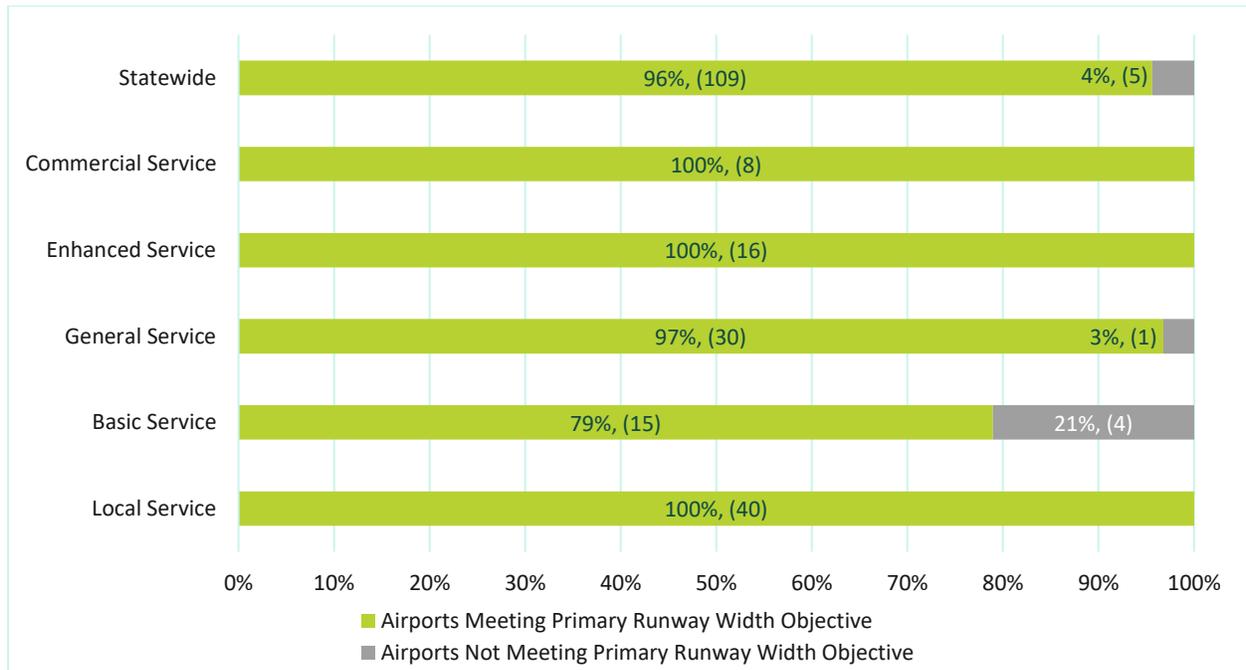
In addition to runway length, runway width is another important infrastructure component that heavily influences airport user types and airfield safety. The FAA requires airports, paved or turf, to maintain a minimum runway width of 60 feet, while the Iowa airport standard is runway width of 50 feet.

Runway width objectives as part of the system plan vary by role. Commercial and Enhanced Service airports should maintain a primary runway width of 100 feet, General Service airports should have a minimum of 75 feet, Basic Service airports should have the FAA minimum 60 feet, and Local Service airports should meet the Iowa statewide standard of 50 feet.

Five airports do not meet minimum runway width objectives for their respective role. Manchester Municipal and Winterset Municipal in the Basic Service role are included in the NPIAS and currently do not meet the FAA minimum runway width. In addition to those two airports, Vinton Veterans Memorial Airpark is in the NPIAS but does not meet the General Service role objective for runway width. Other airports not meeting role objectives include two other Basic Service airports not included in the NPIAS, Rock Rapids Municipal and Sibley Municipal.

Two airports have expanded runway width since the 2010 Iowa SASP: Bloomfield Municipal from 50 feet to 60 feet and Waverly Municipal from 50 feet to 60 feet. **Figure 6-3** illustrates performance statewide and by role for the runway width objective.

**Figure 6-3: Primary Runway Width Objective**



Source: Jviation

### 6.5.4 Taxiway Type

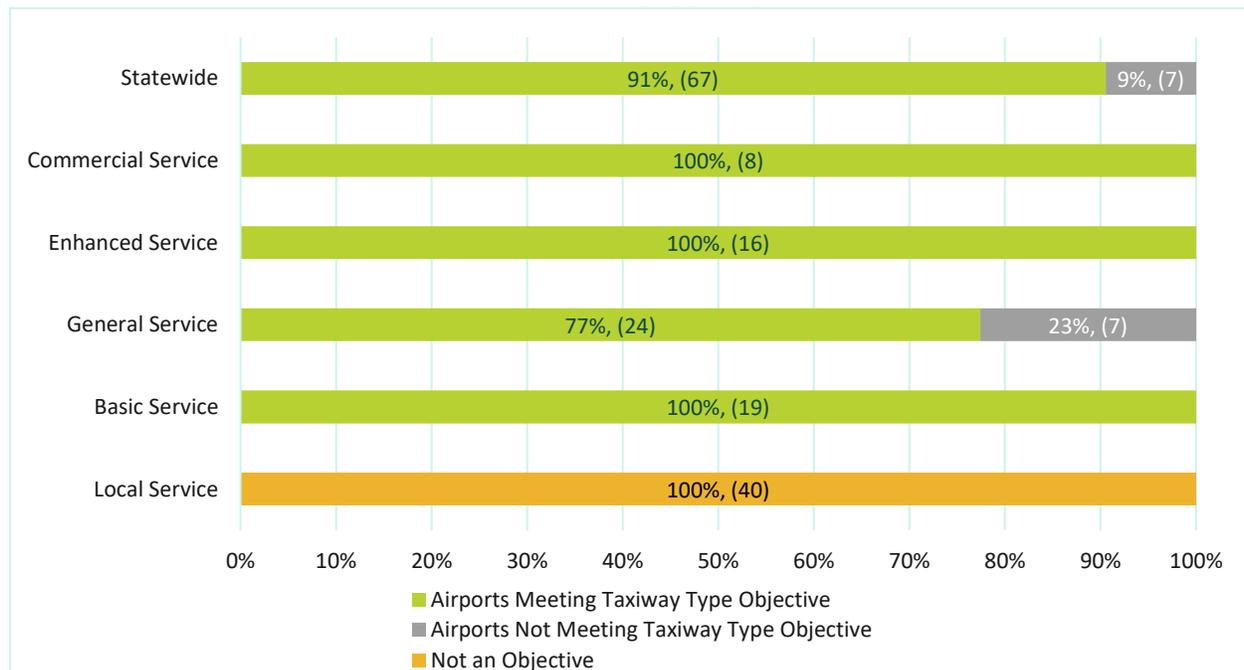
Taxiways and related infrastructure safely and efficiently help aircraft move around the airfield. At airports with higher operation counts and more intense aircraft usage, a full parallel or partial parallel taxiway may be necessary, whereas at an airport with a lower number of operations, turnarounds and properly placed exits from the runway may suffice.

Commercial and Enhanced Service airports should have full parallel taxiways supporting their primary runway. Airports in the General Service role should at a minimum, have turnarounds at each runway end that meet design standards. Parallel taxiways and connecting taxiways at airports in this role supersede turnarounds due to the increased runway separation and safety those facilities provide. Basic Service airports should have runway exits as needed. This often involves a stub taxiway at the middle of the runway, or a connecting taxiway at a runway end, depending on the airfield layout. Taxiway type is not an objective at Local Service airports.

Carroll Municipal – Arthur N. Neu and Iowa City Municipal both constructed new full parallel taxiways since the 2010 Iowa SASP. These projects bring the two airports up to the Enhanced Service role target. Additionally, Atlantic Municipal, Decorah Municipal, and Iowa Falls Municipal in the General Service role completed partial parallel taxiway projects, changing from a connecting taxiway design.

The 23 percent of airports in the General Service role that do not meet the target have runway turnarounds, but do not meet proper design standards. **Table 6-2** at the end of this section lists the airports not meeting the taxiway objective. **Figure 6-4** illustrates performance statewide and by role for the taxiway type objective.

**Figure 6-4: Taxiway Type Objective**



Source: Jviation

### 6.5.5 Approach Type

The FAA has emphasized the expansion of vertical guidance approaches in recent years. This emphasis has resulted in 24 Iowa airports with upgraded approach procedures, which enhances safe operations at facilities.

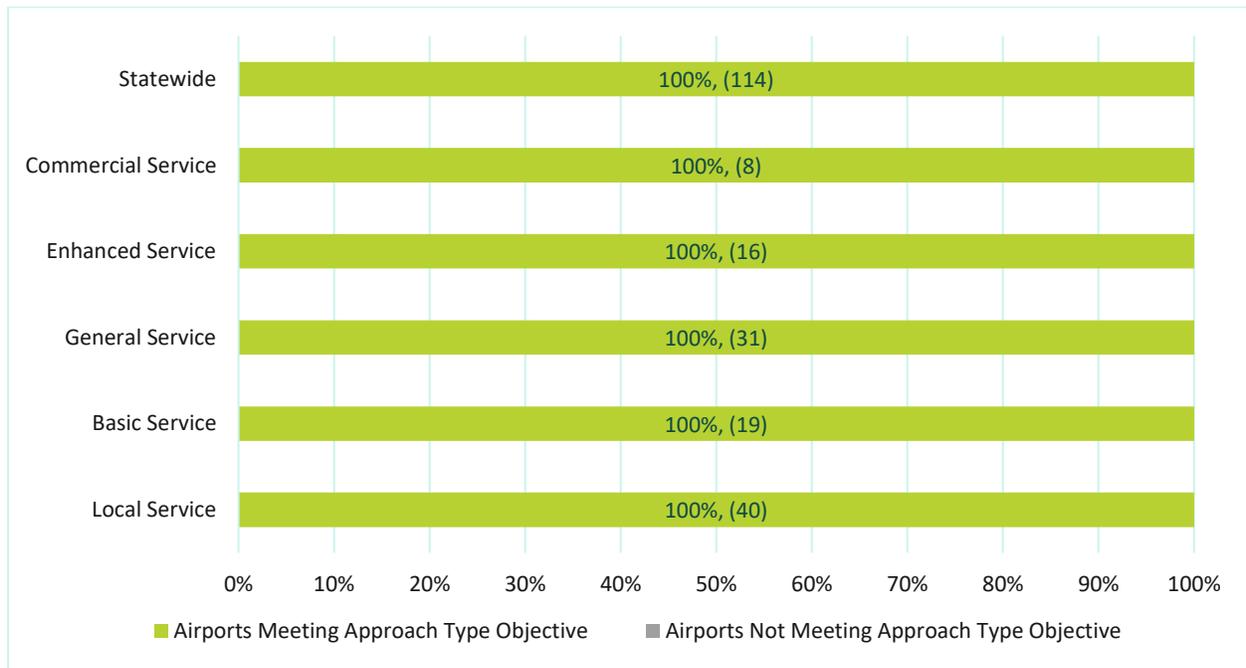
An instrument approach improves airport air access and operational efficiency and helps improve safety during a wide variety of meteorological conditions. Historically, most flight procedures have been based on land-based navigational aids requiring considerable investment for equipment and maintenance. Land-based approach equipment includes: Instrument Landing Systems (ILS), Very High Frequency Omni-Directional Range (VORs), and Non-Directional Beacons (NDBs).

In the last decade, many of the FAA approaches using land-based equipment have been replaced with satellite-based approaches that utilize Global Positioning Systems (GPS). GPS procedures accommodate precision-like approaches without requiring additional land-based navigation equipment at the airport. Area Navigation (RNAV) GPS approaches offer improved accuracy and lower approach minimums without land-based equipment. Localizer Performance with Vertical Guidance (LPV) or Lateral Navigation (LNAV) are the most popular RNAV (GPS) approaches. LPV minimums offer improved accuracy with a Wide Area Augmentation System (WAAS) and provide both lateral and vertical guidance. Some published approaches are Localizer Performance (LP) without vertical guidance and are listed as LP approaches.

Approaches with vertical guidance include an ILS and LPV. Airports in the Commercial and Enhanced Service roles should have an approach with vertical guidance to help support operations. General Service airports should maintain a non-precision approach, and Basic and Local Service airports only need visual approaches.

All airports in the Iowa system meet their respective role objective for approach type. **Figure 6-5** illustrates performance statewide and by role for the approach type objective.

**Figure 6-5: Approach Type Objective**



Source: Jviation

### 6.5.6 Runway Lighting

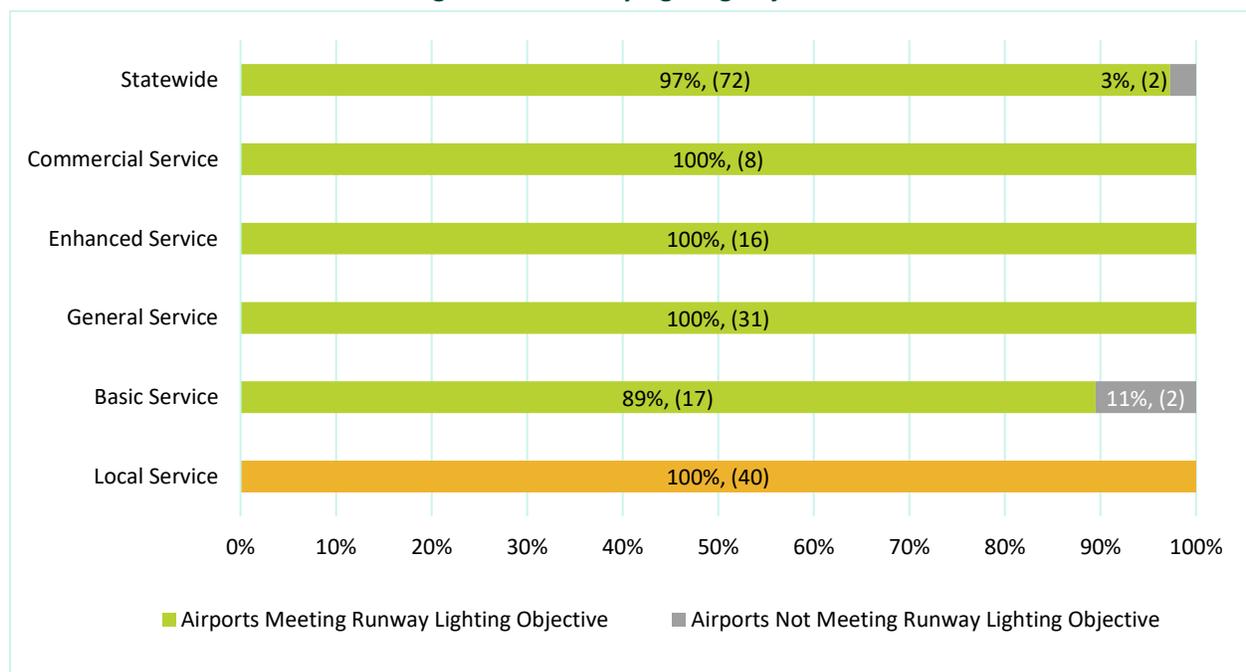
At night and during periods of reduced visibility, various types of lighting are used to outline the edges of the runway; lighting provides an increased margin of safety. The three runway lighting systems: High Intensity Runway Lights (HIRL), Medium Intensity Runway Lights (MIRL), and Low Intensity Runway Lights (LIRL), are differentiated by their brightness. Chapter 2, Inventory, provides more information on the importance of runway lighting.

Commercial, Enhanced, and General Service airports should have medium intensity runway lighting and Basic Service airports should have low intensity runway lighting, while runway lighting is not an objective at Local Service airports.

Nearly all of the airports in the Iowa system meet their respective role objectives for runway lighting. Three airports in the Basic Service role maintain non-standard lighting systems: Sibley Municipal, and Winterset Municipal. Runway lighting is not an objective at Local Service airports.

Figure 6-6 illustrates performance statewide and by role for the runway lighting objective.

**Figure 6-6: Runway Lighting Objective**



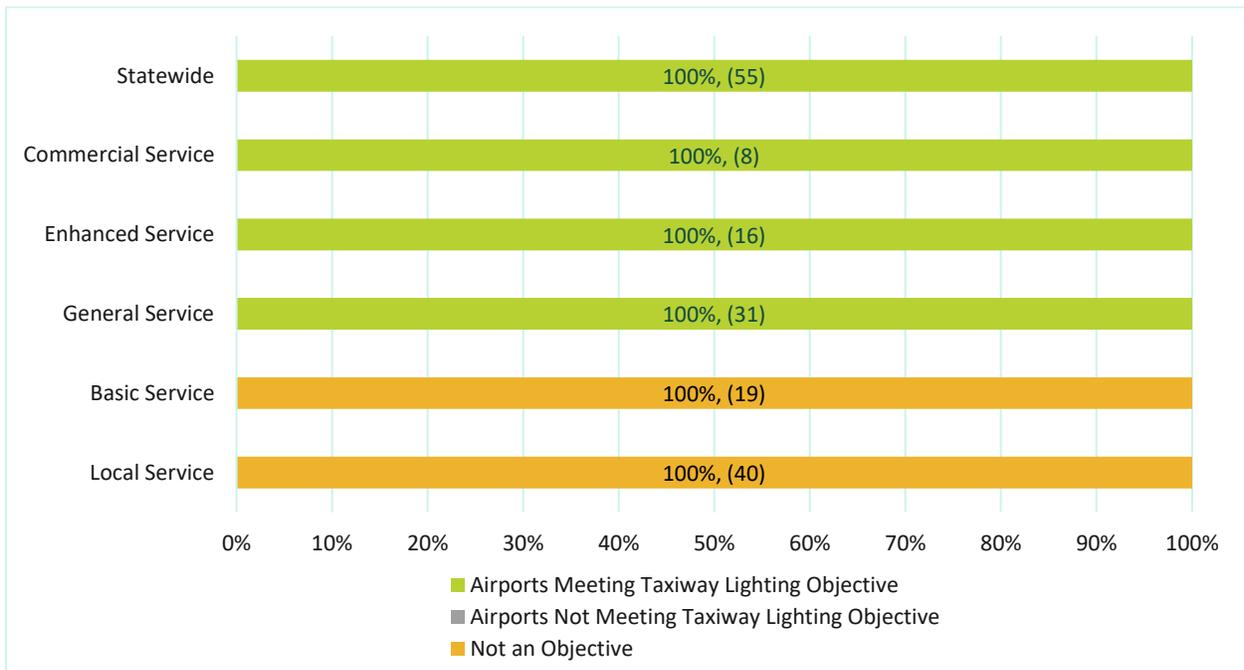
Source: Aviation

### 6.5.7 Taxiway Lighting

Similar to runway edge lighting, taxiway lighting provides identification of the taxiways at night and during periods of reduced visibility. **Chapter 2, Inventory**, provides more information on the importance of taxiway lighting.

Commercial, Enhanced, and General Service airports should maintain medium intensity taxiway lighting to support safe aircraft operations. Taxiway lighting at Basic and Local Service airports is not a role objective. All airports in the Iowa system currently meet role objectives for taxiway lighting. **Figure 6-7** illustrates performance statewide and by role for the taxiway lighting objective.

**Figure 6-7: Taxiway Lighting Objective**



Source: Jviation



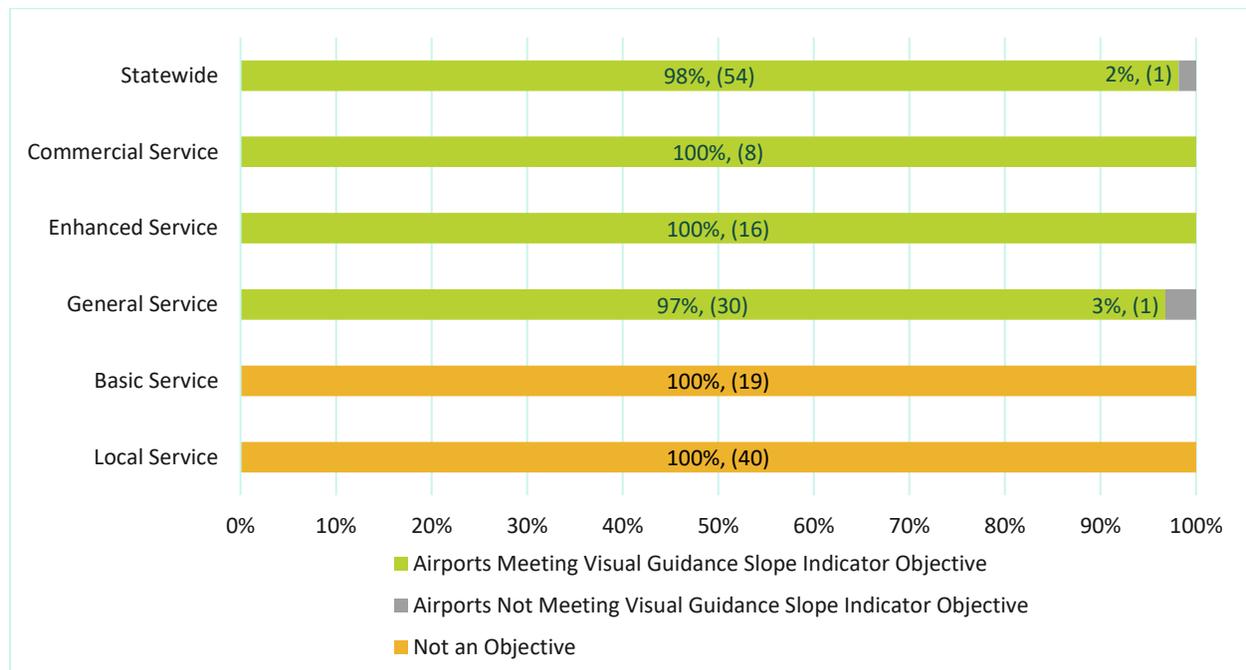
### 6.5.8 Visual Glide Slope Indicator

Visual Glide Slope Indicators (VGSIs) are lighting systems located adjacent to the runway to assist aircraft with visually based vertical alignment on approach. VGSIs include Precision Approach Path Indicators (PAPIs) or Visual Approach Slope Indicators (VASIs). VASIs are older technology and are typically replaced with PAPIs as needed. Chapter 2, Inventory, provides more information on the importance of VGSIs.

VGSI, or an ILS approach, are recommended at airports in the Commercial and Enhanced Service roles. At General Service roles, where ILS approach procedures are less prevalent, VGSIs are suggested at each primary runway end. VGSIs are not an objective at Basic and Local Service airports.

Oelwein Municipal in the General Service role is currently the only airport not meeting the VGSI objective in the Iowa system. **Figure 6-8** illustrates performance statewide and by role for the VGSI objective.

**Figure 6-8: VGSI Objective**

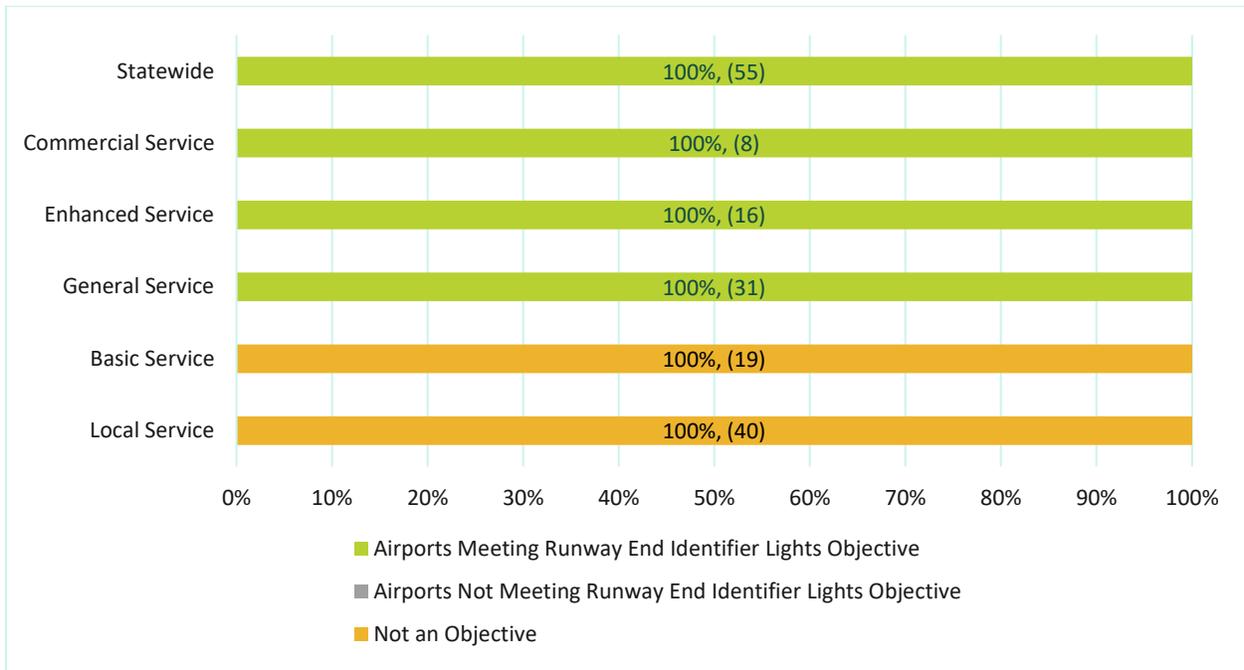


Source: Jviation

### 6.5.9 Runway End Identifier Lights

Runway end identifier lights (REIL) provide rapid and positive identification of the approach end of a runway. Chapter 2, Inventory, provides more information on the importance of REILs. Similar to the VGSI objectives, REILs are recommended at airports in the Commercial, Enhanced, and General Service roles. For airports in the Commercial and Enhanced Service roles, an ILS also qualifies for meeting the objective. One hundred percent of airports in the Iowa system meet role objectives, while REILs are not an objective in the Basic and Local Service roles. **Figure 6-9** illustrates performance statewide and by role for the REIL objective.

**Figure 6-9: Runway End Identifier Light Objective**

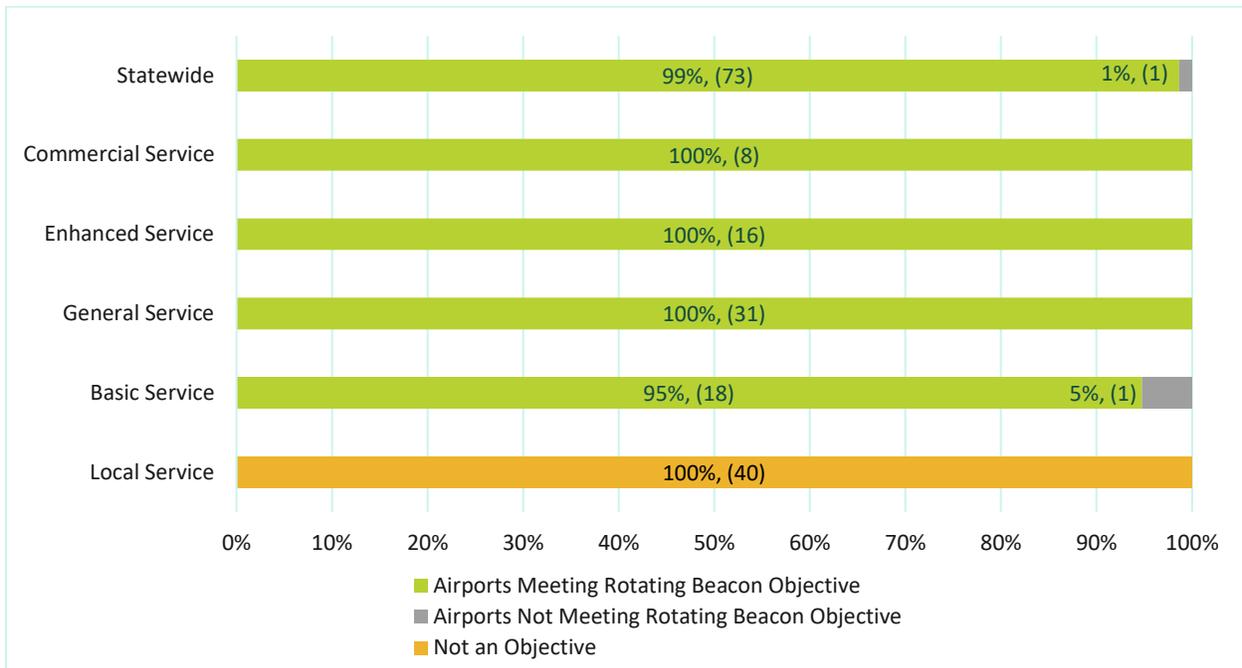


Source: Jviation

### 6.5.10 Rotating Beacon

Rotating beacons are a simple but helpful tool on airfields, and a requirement at all airports with lighted runways. Airports in the Commercial, Enhanced, General and Basic Service roles should maintain and operate a rotating beacon. Sibley Municipal in the Basic Service role does not currently have a rotating beacon. **Appendix D** contains a table with more detail, including if the rotating beacon is on a tip-down pole. **Figure 6-10** illustrates performance statewide and by role for the rotating beacon objective.

**Figure 6-10: Rotating Beacon Objective**

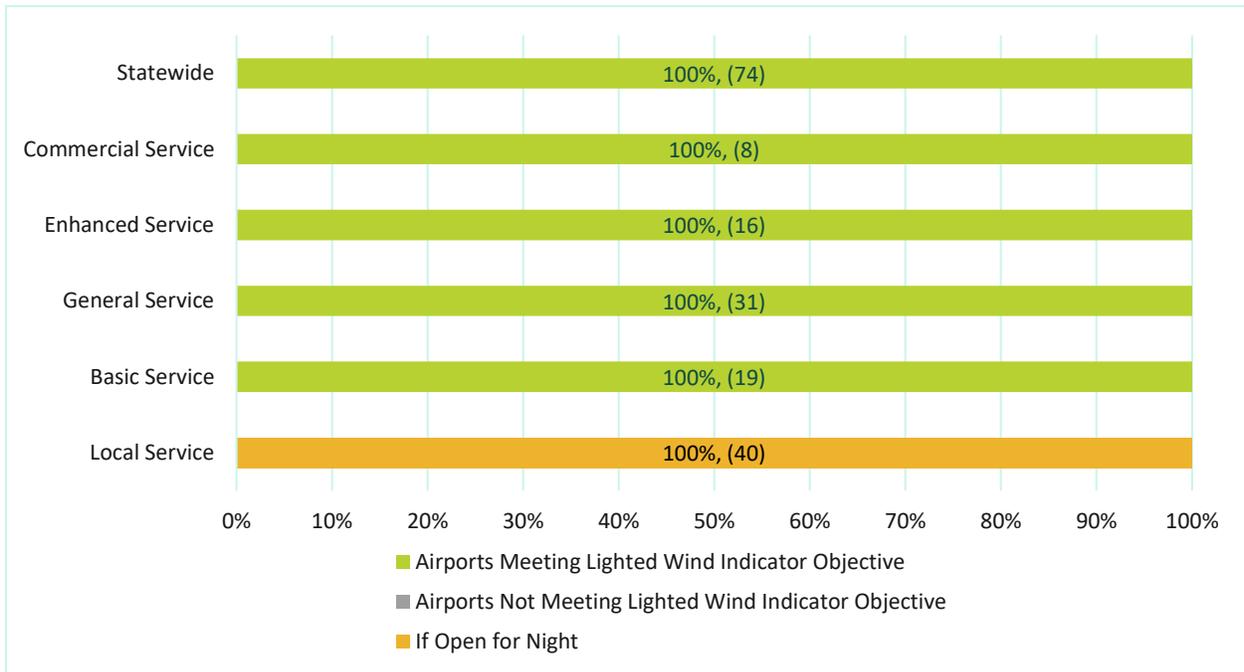


Source: Jviation

### 6.5.11 Lighted Wind Indicator

Airports in the Commercial, Enhanced, General, and Basic Service roles are recommended to have lighted wind indicators, while they are recommended for airports in the Local Service role if open at night. One hundred percent of airports in the system meet this facility objective. **Figure 6-11** illustrates performance statewide and by role for the lighted wind indicator objective.

**Figure 6-11: Lighted Wind Indicator Objective**



Source: Jviation

### 6.5.12 Airside Facility Summary

Airports not meeting airside facility objectives are detailed in **Table 6-2**.

**Table 6-2: Airside Facility Objective Deficiencies**

Description	Commercial Service	Enhanced Service Objectives	General Service Objectives	Basic Service Objectives	Local Service Objectives
Airport Reference Code		Iowa City Newton	Decorah		
Primary Runway Length					
Primary Runway Width			Vinton	Manchester Rock Rapids Sibley Winterset	
Type of Parallel Taxiway			Creston Grinnell Hampton Le Mars Mount Pleasant Oelwein Osceola Perry		
Type of Runway Approach					
Runway Lighting				Sibley Winterset	
Taxiway Lighting					
Visual Glide Slope Indicator			Oelwein		
Runway End Identifier Lights					
Rotating Beacon				Sibley	
Lighted Wind Indicator					

Source: Aviation

## 6.6 Landside Facility Objectives

The focus of landside facility objectives is aircraft storage capabilities, terminals, and parking and entryway conditions. These areas are highly visible to the public and may require more maintenance and investment over time. Aircraft storage objectives generally focus on the adequacy of based aircraft storage and the availability of overnight storage for business aircraft.

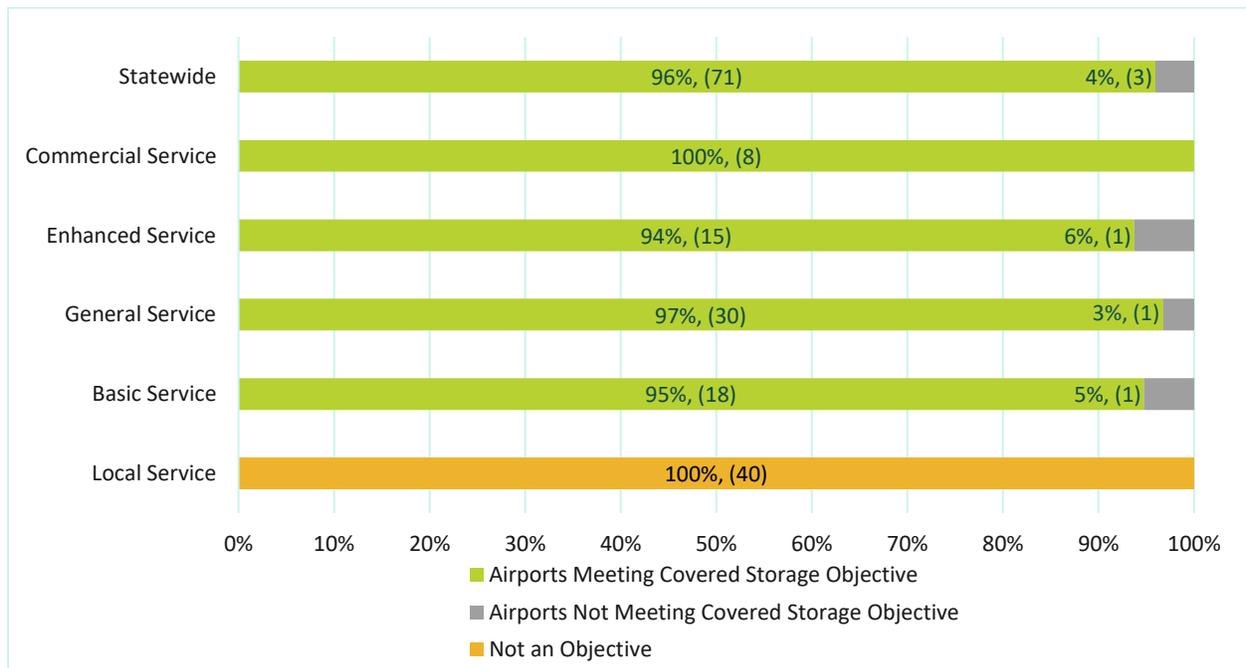
### 6.6.1 Covered Storage

Covered storage helps protect aircraft from harsh weather conditions. Due to the investment made in purchasing or leasing an aircraft, many users wish to protect the aircraft from the elements. Many airports in the system indicated they had a hangar waiting list, demonstrating a strong demand for covered storage in the system. The proper provision of covered storage throughout the system is an important indicator in gauging the demand for aviation in the state.

Airport managers were asked questions regarding aircraft storage and occupancy in the Inventory survey. Data for this objective reflects the best knowledge of airport managers and hangar information available through aerial photographs.

One hundred percent of aircraft based at airports in the Commercial, Enhanced, General, and Basic Service roles should have hangar storage. Only four percent of airports statewide fall short of the covered storage objective, which can be affected by users moving based aircraft and available space in larger hangars that cover multiple aircraft. **Figure 6-12** illustrates performance statewide and by role for the covered storage objective.

**Figure 6-12: Covered Storage Objective**



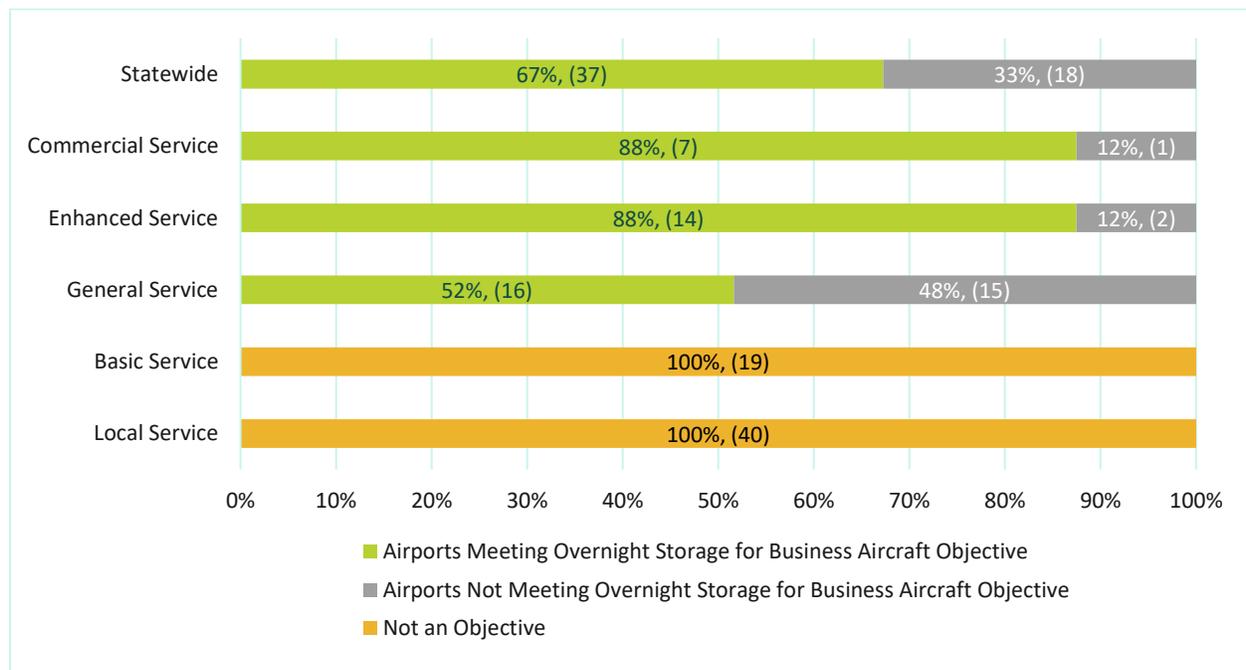
Source: Jviation

### 6.6.2 Overnight Storage for Business Aircraft

While the covered storage objective is primarily intended to measure based aircraft, overnight storage for business aircraft is a separate, yet also important measure for aircraft storage capacity. Overnight storage availability can vary depending on a number of factors such as how many based aircraft are at a facility, as well as length of stay for the visiting aircraft. An ideal scenario for business aircraft looking for overnight storage would likely involve a hangar specifically reserved for the intended purpose, that is generally unoccupied and available. At many airports though, this is not a reality, with overnight storage often made available by a based aircraft being moved from a hangar to make room because a based aircraft is away.

Airports in the Commercial, Enhanced, and General Service roles are often the airports that would experience use by business-type aircraft and potential demand for overnight storage. Airports in these roles should meet the objective to provide overnight storage for business aircraft. Overall, 67 percent of airports meet the target, with nearly half of the airports in the General Service role deficient in this objective. Airports in the General Service role may not have the demand necessary to construct or make hangar space available for business aircraft. Another potential reason for the shortfall is the nature of business use at General Service airports. In many instances, business aviation is used for quick trips, with the benefit of a day trip often cited as a reason for the investment. With lower overnight demand, airports may not see an overnight hangar as a priority investment. **Figure 6-13** illustrates performance statewide and by role for the overnight business aircraft storage objective.

**Figure 6-13: Overnight Storage for Business Aircraft Objective**



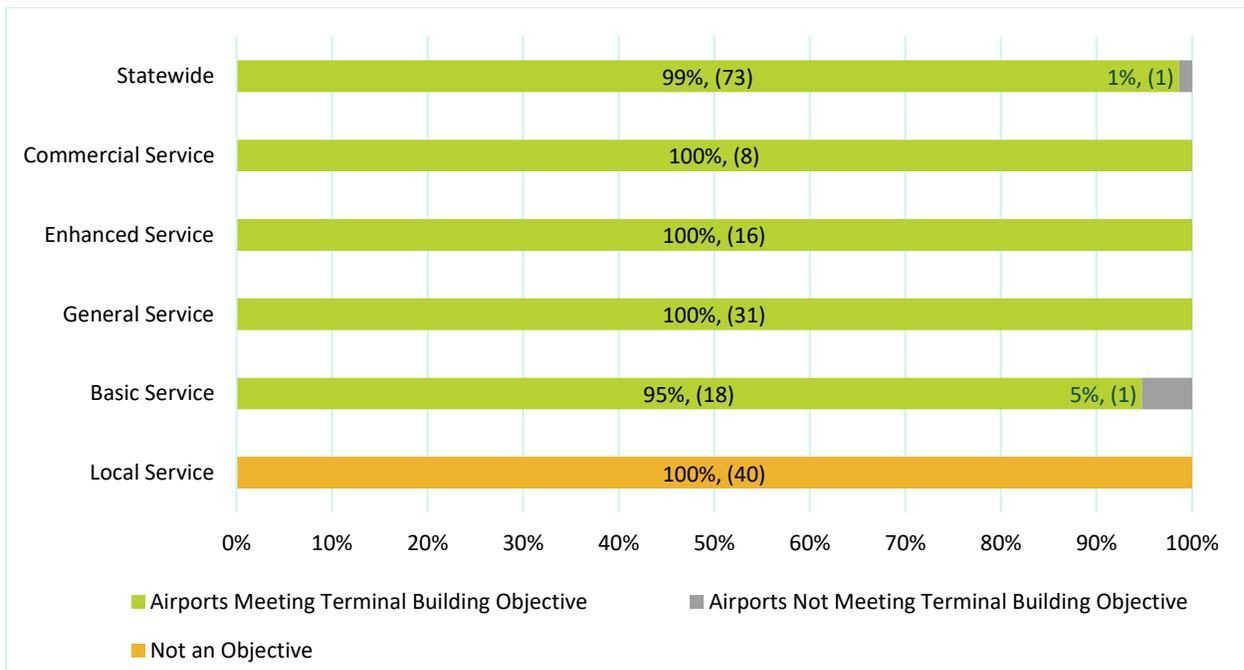
Source: Jviation

### 6.6.3 Terminal Building

Terminal buildings house important amenities for visiting pilots and passengers including lounge areas, refreshments and vending, and important flight planning materials. General aviation terminal buildings can be stand-alone, attached to a hangar, or in some cases, simply an enclosed waiting area. Terminals remain an important piece of airport infrastructure as they often leave an impression of the airport from those arriving and departing

Terminal buildings are an objective for airports in all Iowa roles except at Local Service airports. Bloomfield in the Basic Service role is the only system airport not meeting the terminal building objective. **Figure 6-14** illustrates performance statewide and by role for the terminal building objective.

**Figure 6-14: Terminal Building Objective**



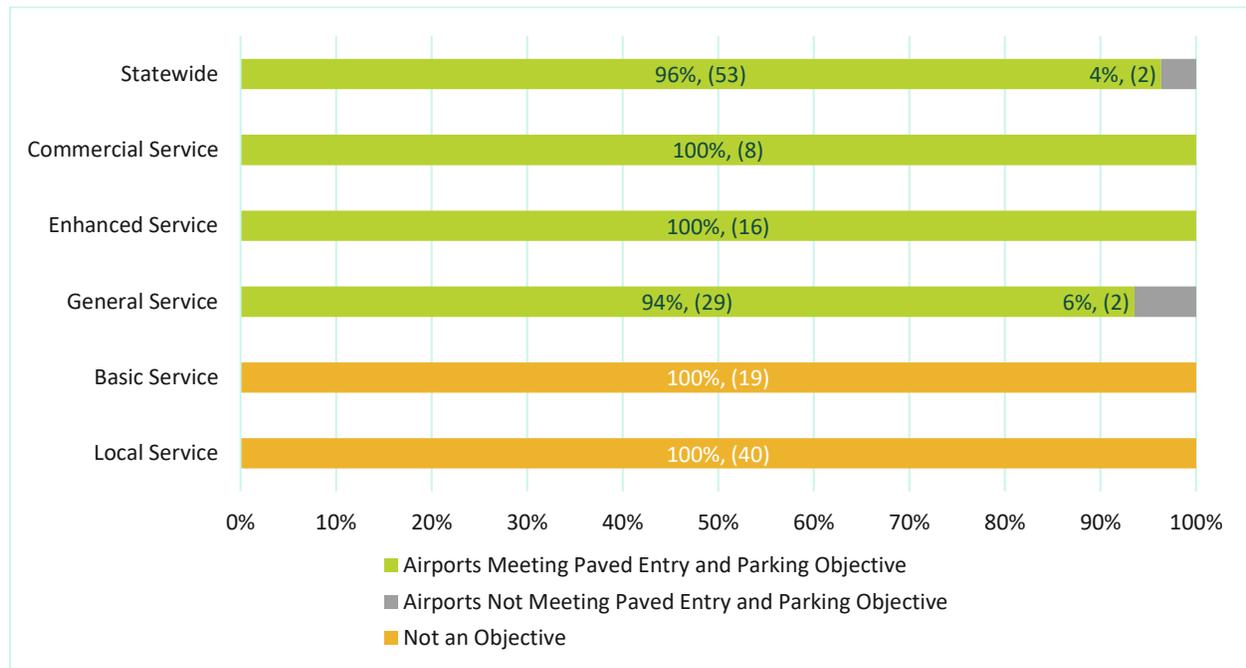
Source: Jviation

### 6.6.4 Paved Entry and Parking

Paved entryways and parking areas are features that can help define public areas. Pavement is a simple improvement that can demonstrate investment in a facility intended for business use, while other types of entrances including gravel or grass may indicate more recreational use.

Commercial, Enhanced, and General Service roles should maintain a paved entryway and parking area for airport users. Paved entries and parking facilities are not an objective at Basic and Local Service airports. Cherokee’s entry and parking facilities are currently unpaved while the entry at Pella is unpaved. **Figure 6-15** illustrates performance statewide and by role for the paved entry and parking objective.

**Figure 6-15: Paved Entry and Parking Objective**



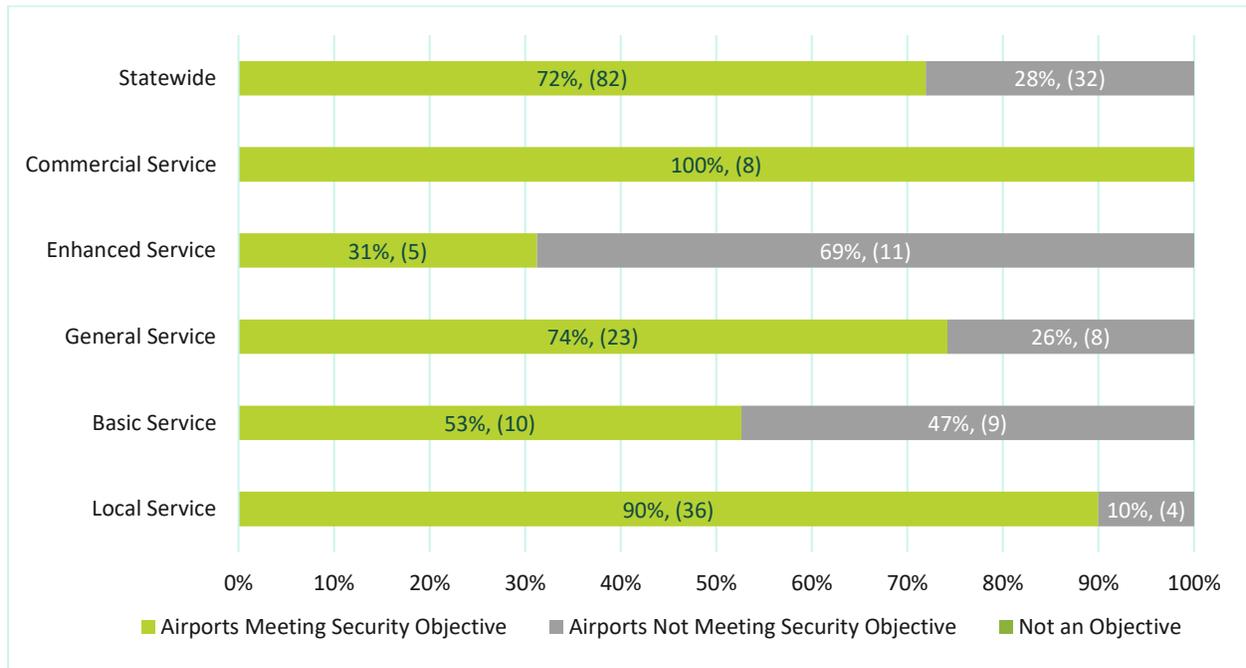
Source: Jviation

### 6.6.5 Security

Airports can employ a number of different security measures to enhance safety on the airfield. At Commercial and Enhanced Service airports, full eight-foot perimeter fencing is prioritized to help prevent wildlife incursions and to keep unauthorized personnel from entering potentially dangerous locations. The Aviation Bureau provides posted signs to all state airports to help increase safety awareness. In addition to posted signs, General and Basic Service airports should maintain a visual barrier between public space and the airfield. Local Service airports should have posted signs on airport property.

Many airports in the Enhanced Role maintain some form of fencing but fall short of the role objective. For example, airports in this role may have full perimeter fencing at a height lower than eight feet, partial perimeter fencing at eight feet, or partial perimeter fencing lower than eight feet. For the General Service and Basic Role, airports often have posted signs but are lacking a visual barrier to help discourage any airfield incursions. **Table 6-3** at the end of this section provides a full list of airports not meeting role objectives. **Figure 6-16** illustrates performance statewide and by role for the security objective.

Figure 6-16: Security Objective



Source: Jviation

### 6.6.6 Landside Facility Summary

Airports not meeting landside facility objectives are detailed in **Table 6-3**.

**Table 6-3: Landside Facility Objective Deficiencies**

Description	Commercial Service	Enhanced Service Objectives	General Service Objectives	Basic Service Objectives	Local Service Objectives
Covered Storage		Maurice	Decorah	Manchester	
Overnight Storage for Business Aircraft	Dubuque	Council Bluffs Fairfield	Atlantic Boone Denison Estherville Forest City Hampton Harlan Knoxville Oelwein Osceola Pella Red Oak Shenandoah Storm Lake Washington		
Terminal Building				Bloomfield	
Paved Entry and Parking			Cherokee Pella		
Security		Ames Carroll Clinton Davenport Fairfield Independence Iowa City Marshalltown Maurice Newton Spencer	Atlantic Cherokee Iowa Falls Osceola Oskaloosa Perry Washington Webster City	Bloomfield Clarinda Greenfield Jefferson Lamoni Marion Sac City Waverly West Union	Anita Larchwood Northwood Ringsted

Source: Jviation

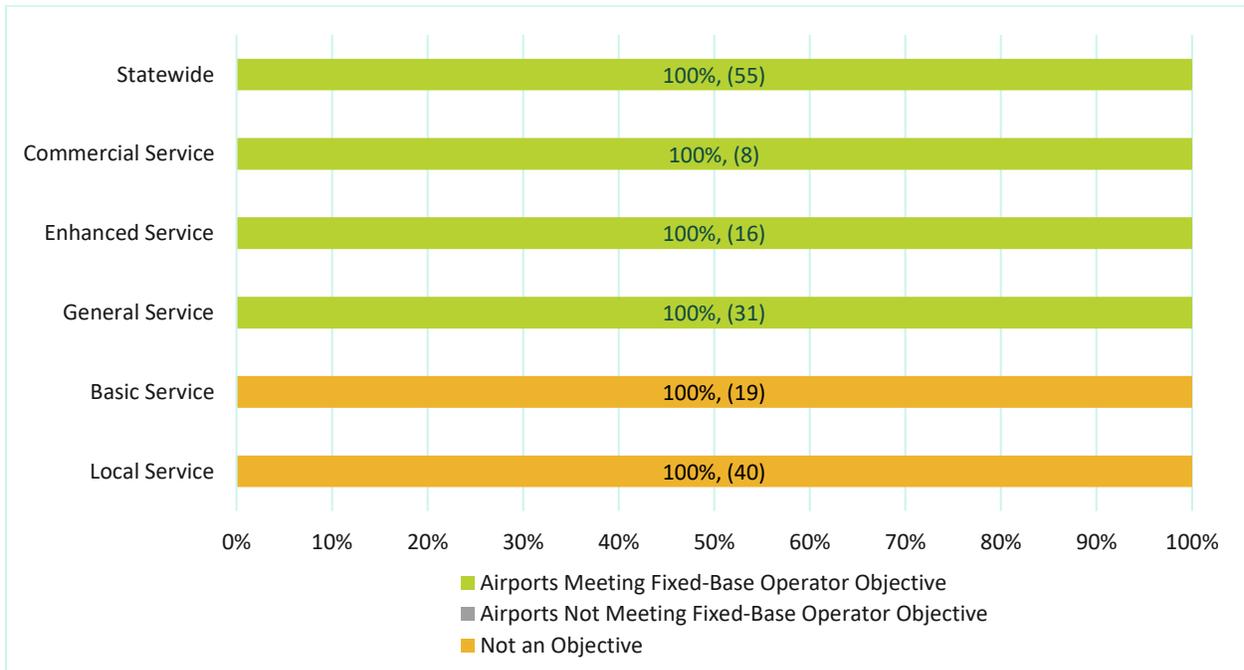
## 6.7 Service Objectives

Services provided to pilots, passengers, and aircraft owners help support operations and businesses at system airports. Key services reviewed in this section include fueling and FBOs, pilot and visitor amenities, and other components such as snow removal and weather reporting. More services are typically available at airports in more demanding roles due to increased based and operating aircraft and the diversity of users with different needs.

### 6.7.1 Fixed-Base Operator Services

FBOs provide a one-stop location on the airfield for refueling and other aircraft service needs. There are various types of FBOs, with some providing full-service and others providing more basic/limited services. While FBOs can be operated by private entities or managed by local governments, the importance of these services remains critical to Iowa system airports. Commercial, Enhanced, and General Service airports should all have an FBO to provide services to local and visiting users. **Figure 6-17** illustrates performance statewide and by role for the FBO objective. All airports in the system currently meet their assigned FBO objective.

Figure 6-17: Fixed-Base Operator Objective



Source: Jviation

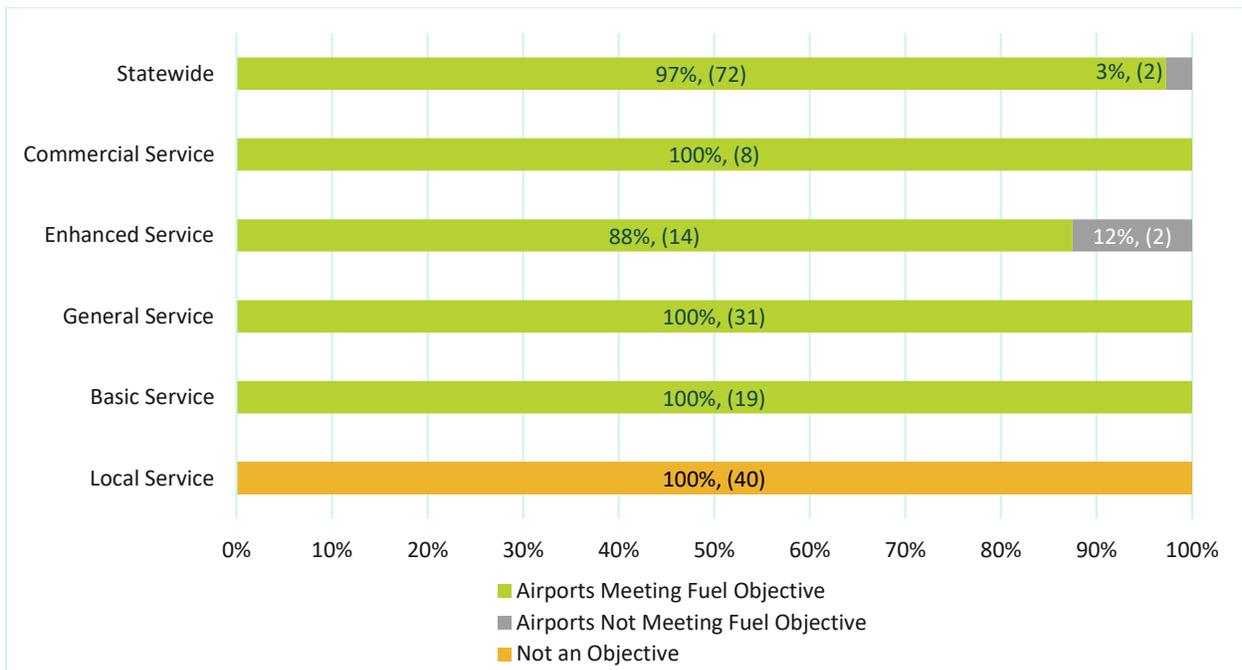


### 6.7.2 Fuel

Fuel access across system airports is important for all aviation users. Without proper fuel access, certain aircraft users are limited to specific airports that can fit their needs. At Commercial and Enhanced Service airports, 100LL and Jet A fuels should be available 24 hours a day. General Service airports should provide both 100LL and Jet A, while Basic Service airports should at a minimum provide 100LL fuel. Fuel is not an objective at Local Service airports but is available based on local demand.

The Iowa airport system maintains a high level of fuel access with almost 100 percent of airports meeting the fuel objective. Keokuk and Spencer in the Enhanced Service role currently offer Jet A and 100LL but do not offer 24/7 fueling. **Figure 6-18** illustrates performance statewide and by role for the fuel objective.

**Figure 6-18: Fuel Objective**



Source: Jviation

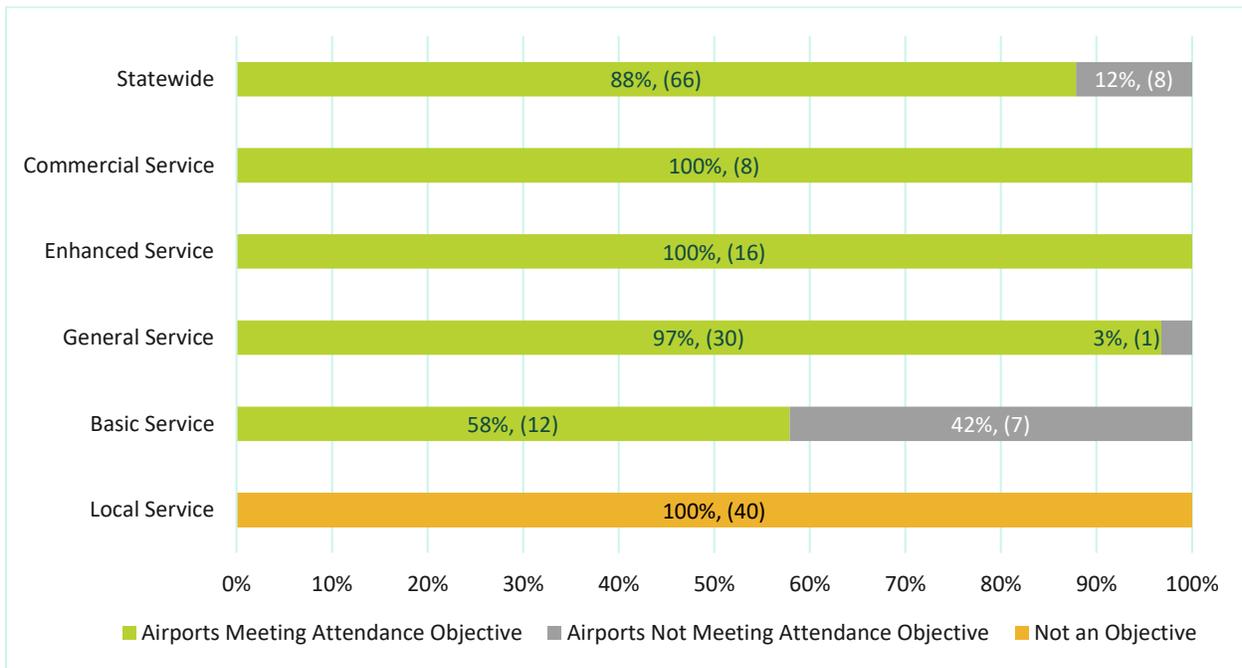


### 6.7.3 Attendance

Management or FBO attendance ensures that local and visiting users have proper access to support when needed. Regular business hours and on-call access are important aspects of attendance objectives, with the aim to have personnel at Commercial, Enhanced, and General Service airports available in those capacities. Basic Service airports should maintain personnel that can be available on-call to assist users. Attendance at Local Service airports is not an objective.

The large deficiency in Basic Service attendance stems from lack of on-call support. **Figure 6-19** illustrates performance statewide and by role for the attendance objective.

**Figure 6-19: Attendance Objective**

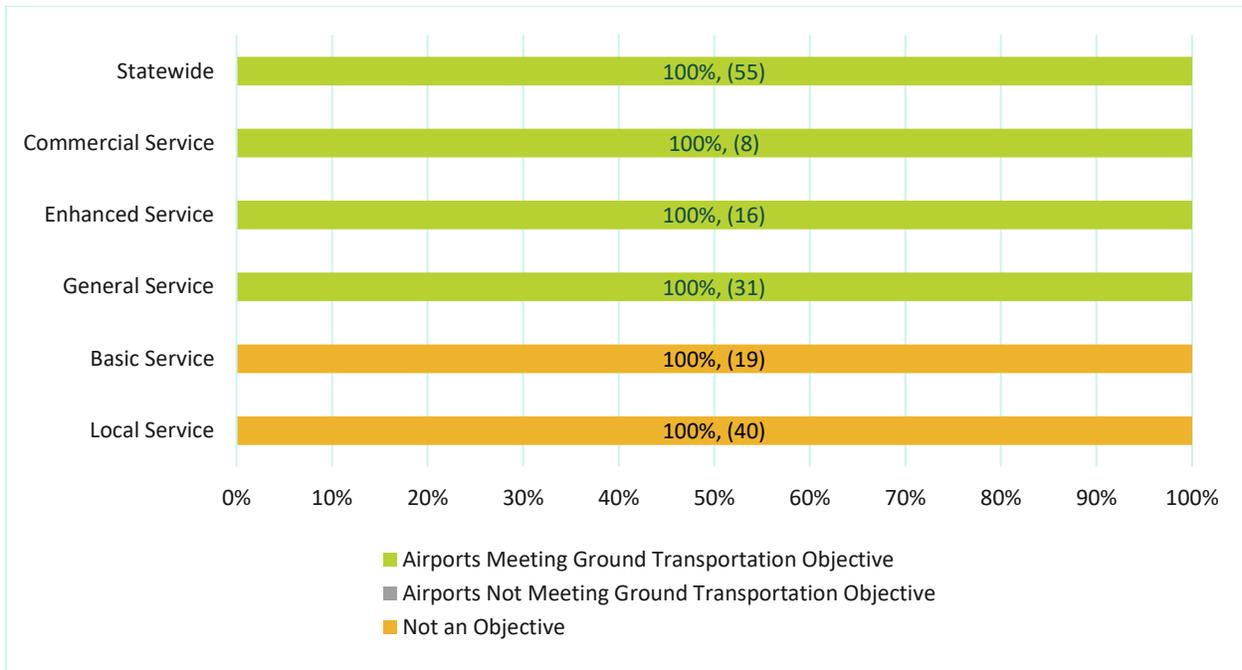


Source: Jviation

### 6.7.4 Ground Transportation

Ground transportation provides an important link between airports and the cities and towns they serve. At larger airports included in the Commercial, Enhanced, and General Service roles, on-site rental cars or courtesy cars should be available, or access to an off-site rental car provider that can bring a vehicle to the customer. Ground transportation options are not an objective at Basic and Local Service airports, but many facilities in these roles maintain a courtesy car to provide a transportation option to visitors. **Figure 6-20** illustrates performance statewide and by role for the ground transportation objective.

**Figure 6-20: Ground Transportation Objective**



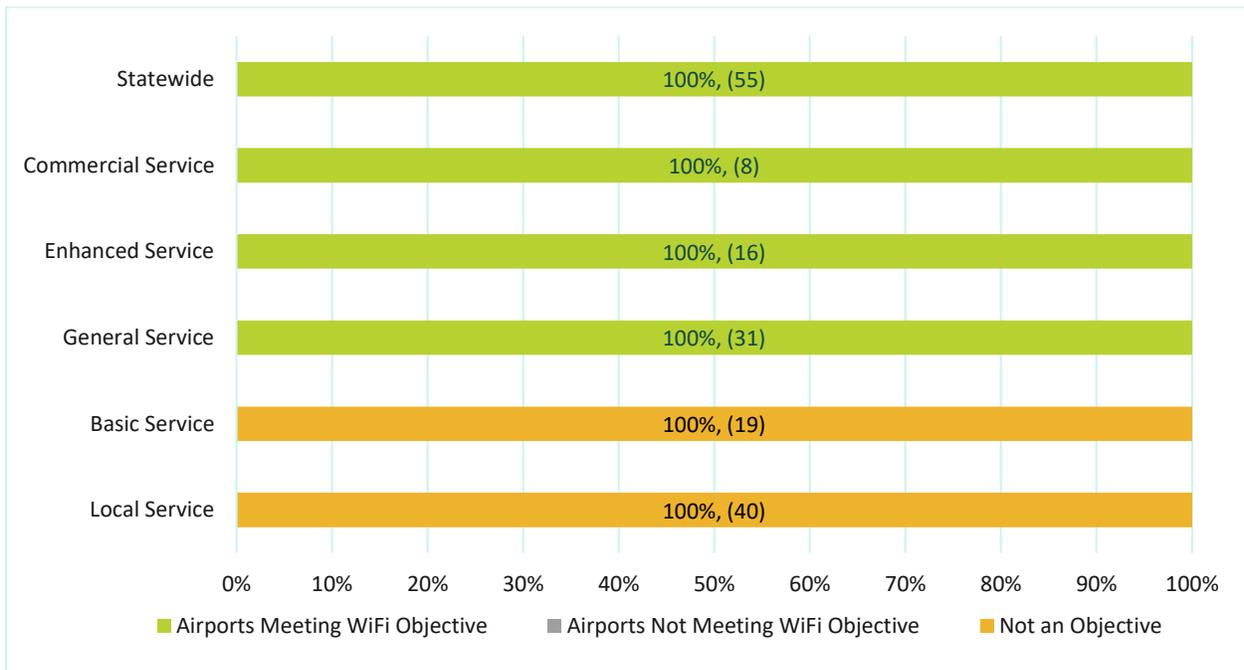
Source: Jviation

### 6.7.5 WiFi

WiFi provides an important link to resources and communication channels that broadens access to information for airport users. The advent of personal smart phone devices has lessened the importance of having an on-site telephone and has since increased the need for wireless internet that can provide phone communication and internet access. WiFi is an objective at Commercial, Enhanced, and General Service airports, while it is not an objective at Basic and Local Service airports.

One hundred percent of airports in the system with WiFi as an objective have wireless internet access at their facilities. **Figure 6-21** illustrates performance statewide and by role for the WiFi objective.

**Figure 6-21: WiFi Objective**



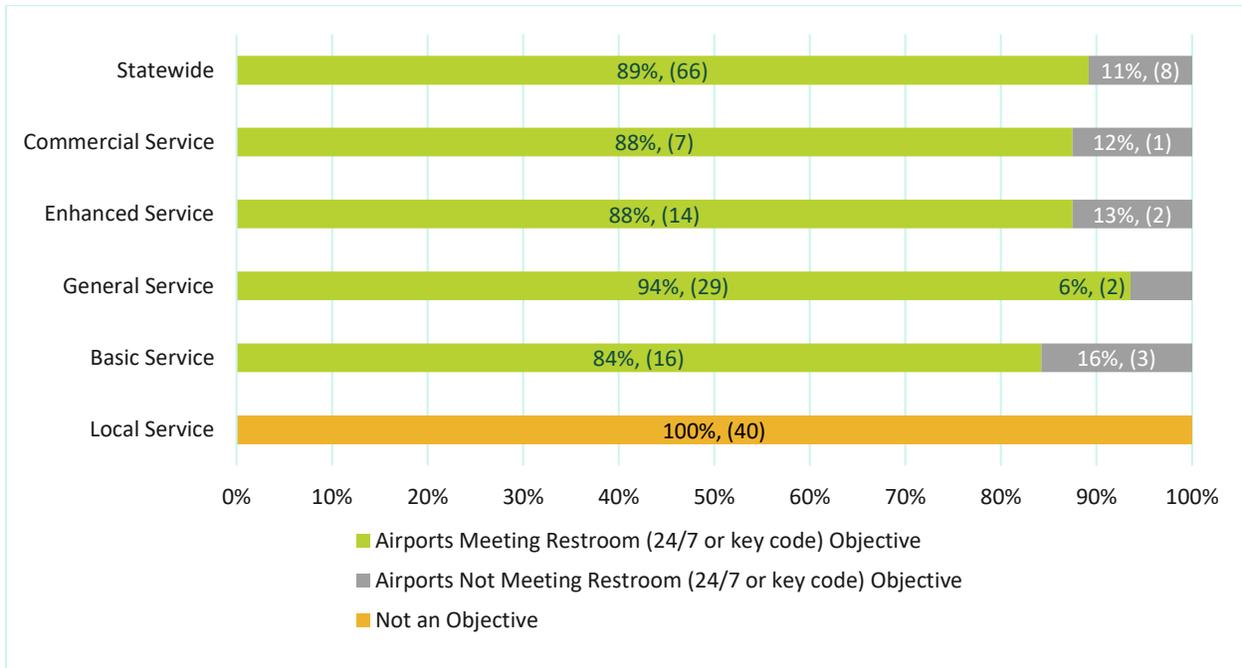
Source: Jviation

### 6.7.6 Restroom (24/7 or key code)

Well-maintained, accessible restrooms provide important relief for pilots and passengers. Restrooms at airports in the system should be open and available 24/7, or accessible by key code. Restrooms are not an objective at Local Service airports.

**Table 6-4** at the end of this section summarizes the airports without 24/7 restroom access. **Figure 6-22** illustrates performance statewide and by role for the restroom access objective.

**Figure 6-22: Restroom Access Objective**



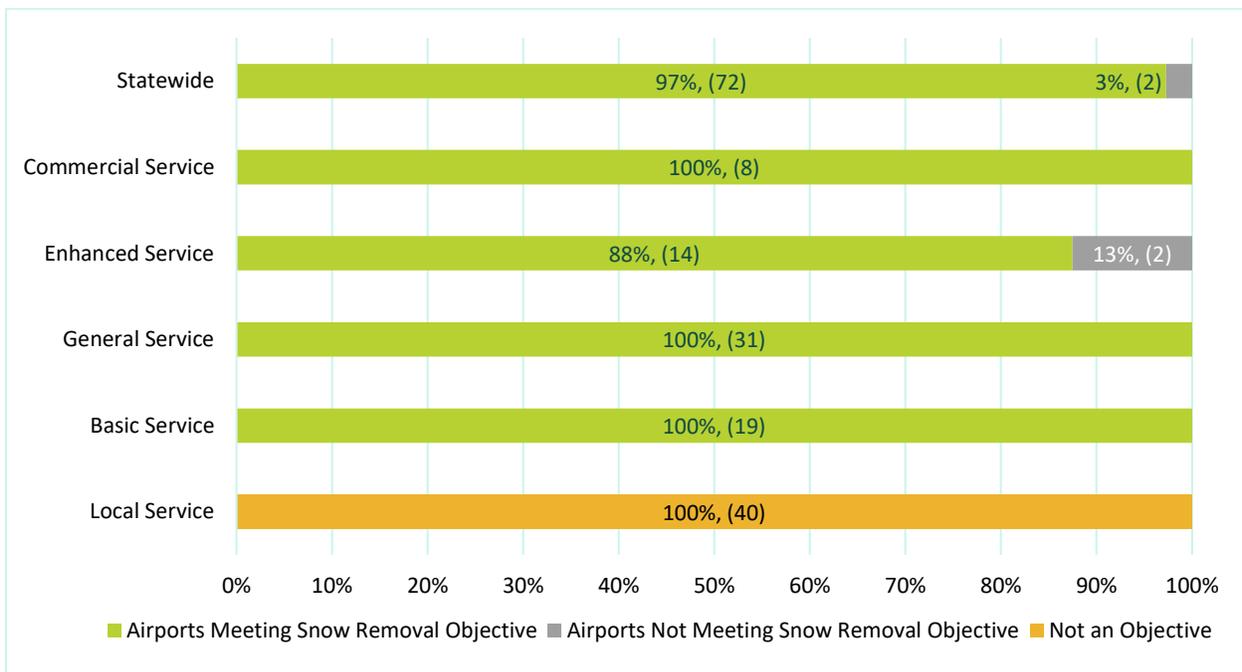
Source: Jviation

### 6.7.7 Snow Removal

Airports in the Iowa system maintain different practices for snow removal, with many using dedicated on-site equipment and others using shared city/county equipment or contracted services. Airports in the Commercial and Enhanced Service roles should have on-airport equipment dedicated to snow removal. General Service airports should either have on-airport equipment, access to shared equipment, or contracted snow removal. Basic Service airports should attempt to maintain timely snow removal with available resources. Snow removal is not an objective at Local Service airports.

Ninety-seven percent of airports in the system with a snow removal objective are meeting their respective role target. Ames and Spencer in the Enhanced Service role use shared snow removal equipment. **Figure 6-23** illustrates performance statewide and by role for the snow removal objective.

**Figure 6-23: Snow Removal Objective**



Source: Jviation

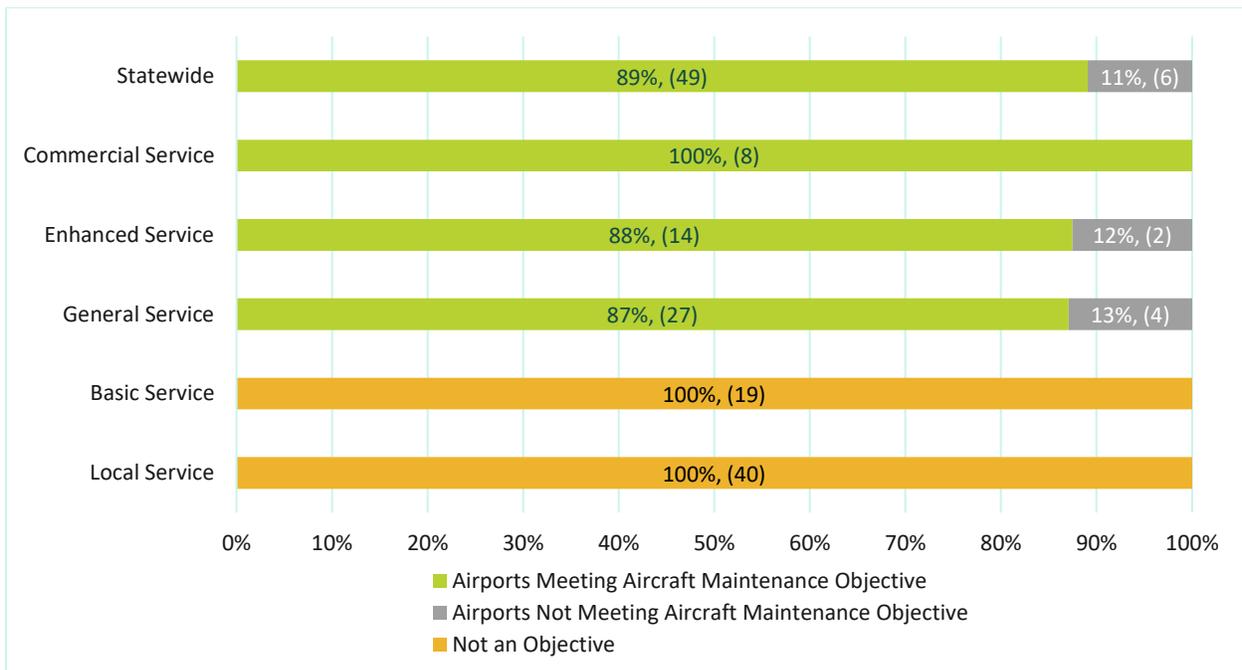


### 6.7.8 Aircraft Maintenance

Aircraft maintenance can range from a minor repair to a major overhaul of aircraft engines. The ability to easily access a variety of aircraft maintenance capabilities throughout the system is important for users. The objective does not differentiate between types of aircraft maintenance, although Part 145 repair stations are typically found at higher traffic airports with a diverse user group while limited service maintenance is typically found at smaller airports and often consists of niche services.

Airports in the Commercial, Enhanced, and General service roles should aim to host an aircraft maintenance facility at the field. **Figure 6-24** illustrates performance statewide and by role for the aircraft maintenance objective.

**Figure 6-24: Aircraft Maintenance Objective**

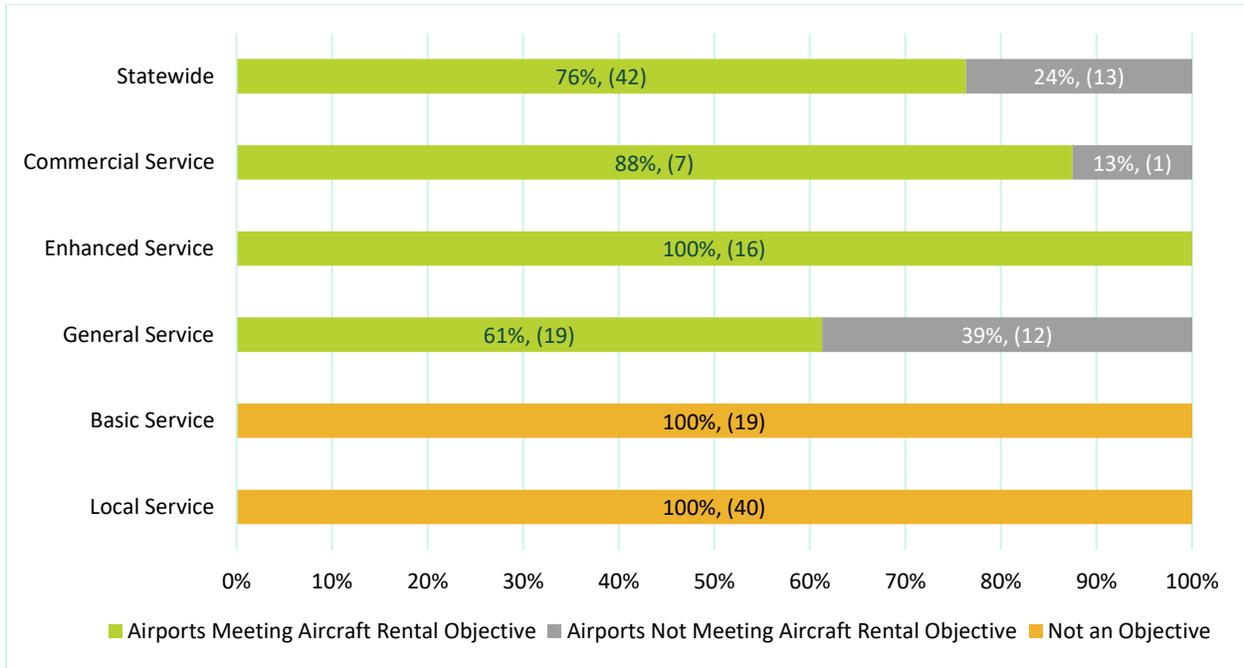


Source: Jviation

### 6.7.9 Aircraft Rental

Aircraft rental makes flying accessible to a large portion of the general aviation user base that may not otherwise be able to afford their own aircraft. Aircraft rental is often available in conjunction with flight instruction operations as students need an accessible and affordable aircraft for learning. Airports in the Commercial, Enhanced, and General Service roles should have aircraft available for rental. **Table 6-4** provides a full list of airports not meeting the aircraft rental objective. **Figure 6-25** illustrates performance statewide and by role for the aircraft rental objective.

**Figure 6-25: Aircraft Rental Objective**



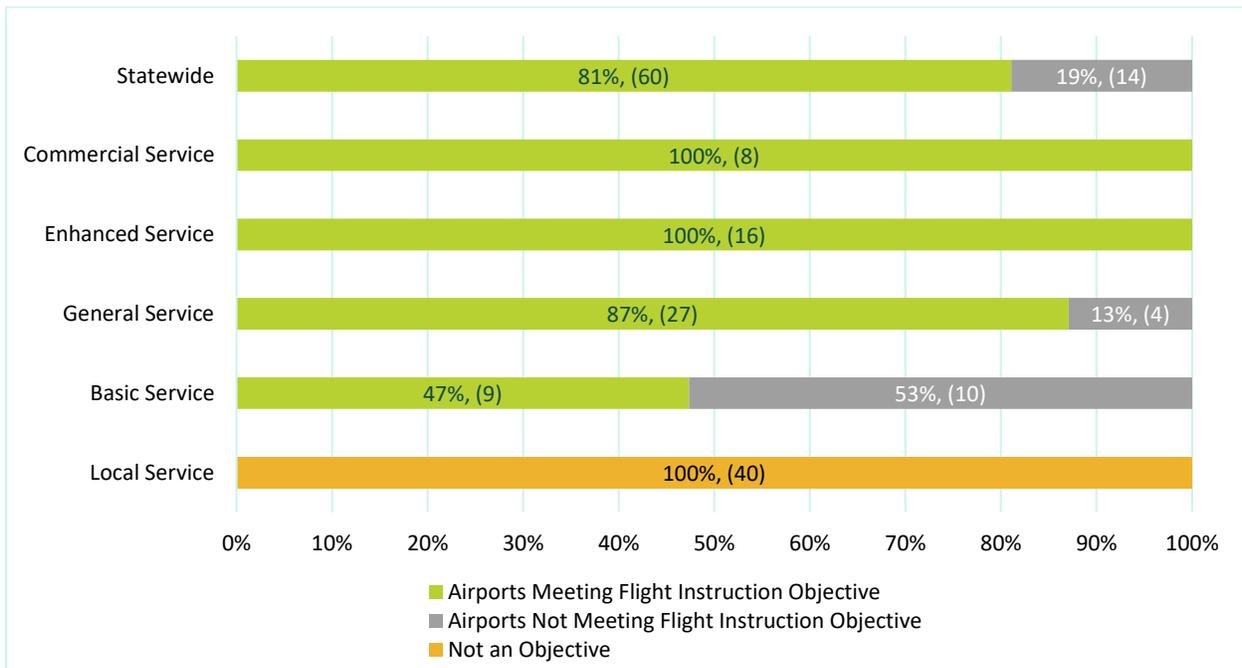
Source: Jviation

### 6.7.10 Flight Instruction

A wider availability of flight instruction helps increase general aviation accessibility throughout the state. Flight instruction can be available for new pilots as well as in more intensive settings such as a professional flight school to train pilots.

Flight instruction should be available at airports in the Commercial, Enhanced, General, and Basic Service roles. For Local Service airports, flight instruction was not an objective. **Table 6-4** provides a full list of the airports not meeting the flight instruction objective. **Figure 6-26** illustrates performance statewide and by role for the flight instruction objective.

**Figure 6-26: Flight Instruction Objective**



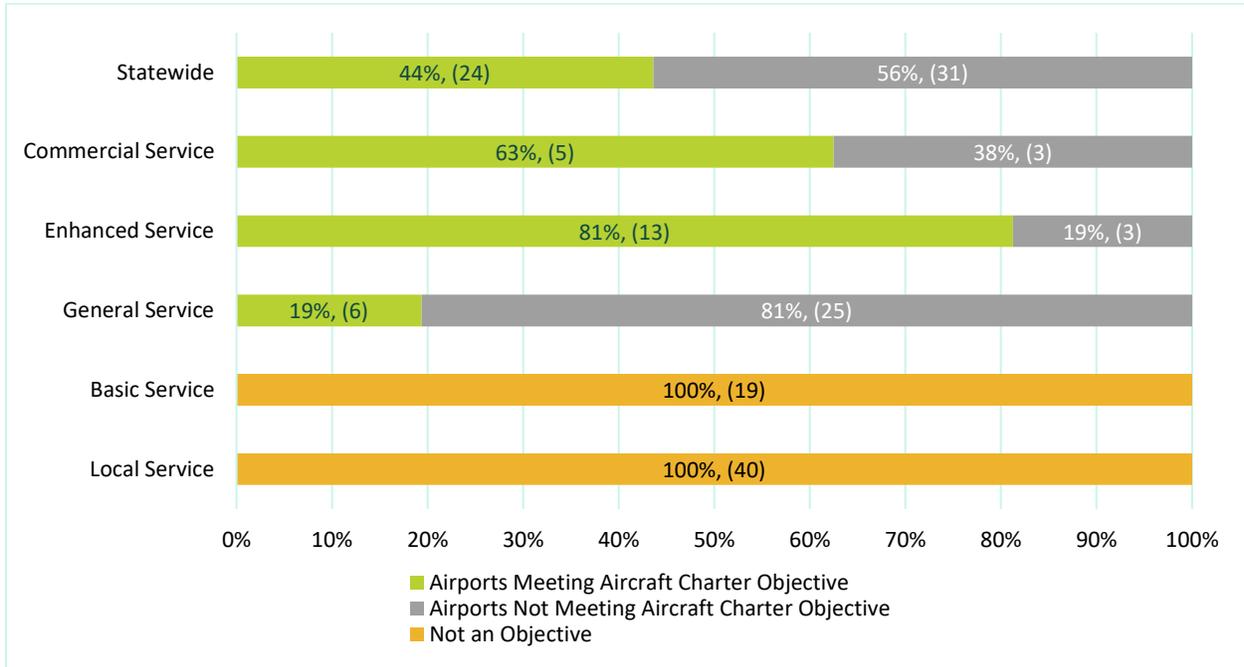
Source: Jviation



### 6.7.11 Aircraft Charter

Charter services offer the opportunity for users to schedule a flight to any destination around the United States. Airports in the Commercial and Enhanced Service roles should have aircraft charter operations based at the airport. General Service airports should support the ability to have charter services available from nearby airports with based services. **Figure 6-27** illustrates performance statewide and by role for the aircraft charter objective.

**Figure 6-27: Aircraft Charter Objective**



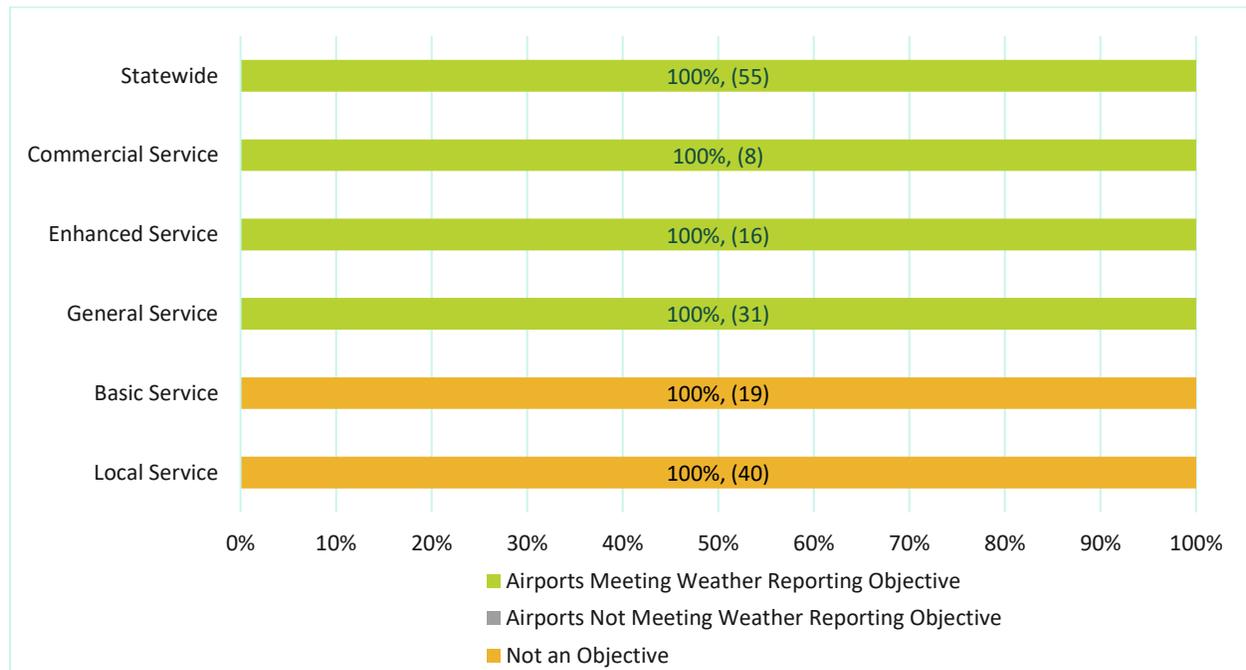
Source: Jviation

### 6.7.12 Weather Reporting

On-site weather reporting equipment at an airport improves operational capabilities during periods of inclement or changing weather. By providing on-site weather reporting equipment (Automated Weather Observing System (AWOS) or Automated Surface Observing System (ASOS)), pilots have improved information related to weather conditions at their destination airport or alternate airports.

Automatic weather reporting capabilities should be available at airports in the Commercial, Enhanced, and General Service roles. One hundred percent of airports with weather reporting as an objective meet the target. **Figure 6-28** illustrates performance statewide and by role for the weather reporting objective.

**Figure 6-28: Weather Reporting Objective**



Source: Jviation

6.7.13 Services Summary

Airports not meeting service objectives are detailed in Table 6-4.

Table 6-4: Service Objective Deficiencies

Description	Commercial Service	Enhanced Service Objectives	General Service Objectives	Basic Service Objectives	Local Service Objectives
Fixed Base Operator					
Fuel		Keokuk Spencer			
Attendance			Washington	Belle Plaine Clarion Emmetsburg Greenfield Jefferson Pocahontas West Union	
Ground Transportation					
WiFi					
Restrooms (24/7 or key code)	Sioux City	Marshalltown Newton	Estherville Pella	Marion Sibley Waverly	
Snow Removal		Ames Spencer			
Aircraft Maintenance		Clinton Muscatine	Denison Iowa Falls Red Oak		
Aircraft Rental	Sioux City		Algona Cherokee Creston Denison Forest City Grinnell Hampton Iowa Falls Oelwein Osceola Vinton Washington		
Flight Instruction			Forest City Grinnell Oelwein Osceola	Belle Plaine Chariton Clarinda Clarion Emmetsburg Fort Madison Greenfield Manchester Rock Rapids West Union	
Aircraft Charter	Fort Dodge Sioux City Waterloo	Fairfield Keokuk Muscatine Ottumwa	Appendix D		
Weather Reporting					

Source: Jviation

## 6.8 Planning Objectives

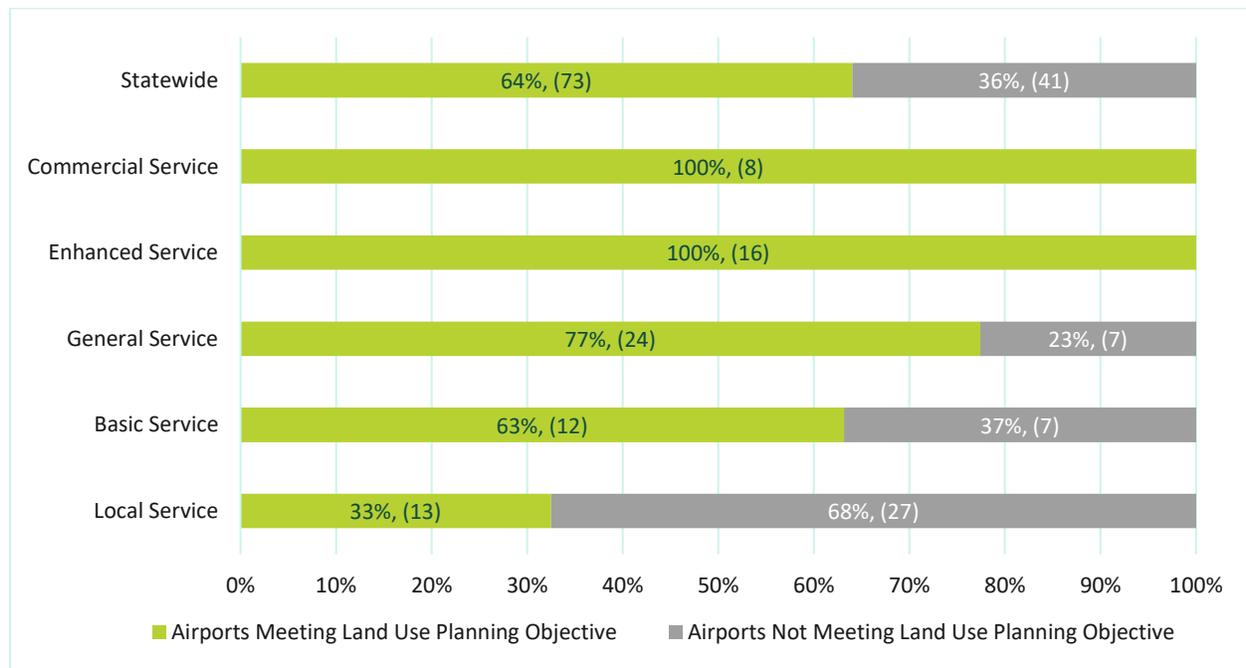
Local governments and airport sponsors can provide for various planning components that protect and preserve the future of Iowa system airports and aviation users. Many airports have already partnered with local governments to enact land use planning measures that accommodate the airport while also taking into consideration nearby property owners. Height restrictions are another important component that help increase the safety of operations by protecting an airport’s airspace. Additionally, airport layout plans look to the future to identify potential facilities and services that may help airports fulfill their roles in the national and state systems and meet changing demand.

### 6.8.1 Land Use Planning

Land use planning can take the form of identifying and prioritizing airport planning in a city or county comprehensive plan or planning for the airport in the development of a future land use map. Planning for an airport in these documents prepares local governments to properly address the needs of the airport and its users. All airports in the system should work with local officials to ensure inclusion in land use planning documentation.

Performance by role diminishes at smaller airports in the system. Many airports in the Local role may not see local land use measures as necessary due to the number of operations and the types of aircraft using the facilities. It is important to continue education on the usefulness of land use planning in protecting Iowa airports and bettering safety for all. **Table 6-5** and **Appendix D** provide a full list of airports not meeting the land use planning objective. **Figure 6-29** illustrates performance statewide and by role for the land use planning objective.

**Figure 6-29: Land Use Planning Objective**



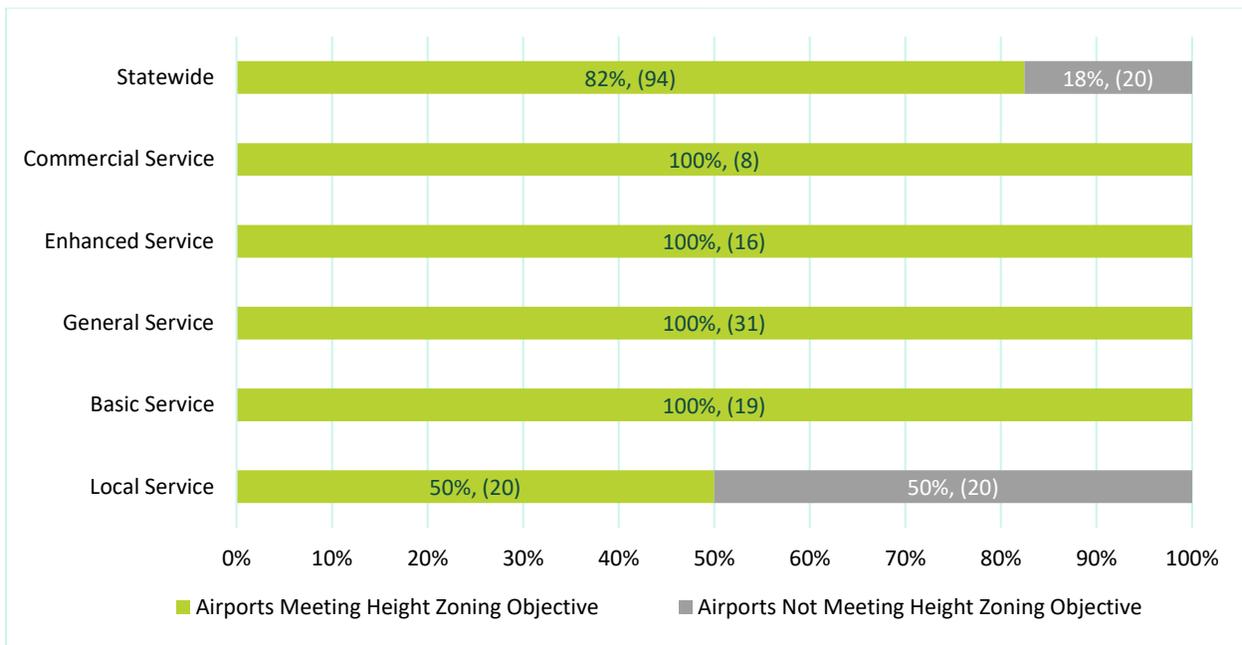
Source: Jviation

### 6.8.2 Height Zoning

Height restrictions help protect airport property from incursions on nearby property with different ownership. Examples of potential height incursions in Iowa that should be planned for near airports include windmills, silos, and cellular towers. It is recommended that every airport work with local governments to enact height zoning regulations if not already in place.

Appendix D provide a full list of airports not meeting the land use planning objective. Figure 6-30 illustrates performance statewide and by role for the height zoning objective.

Figure 6-30: Height Zoning Objective

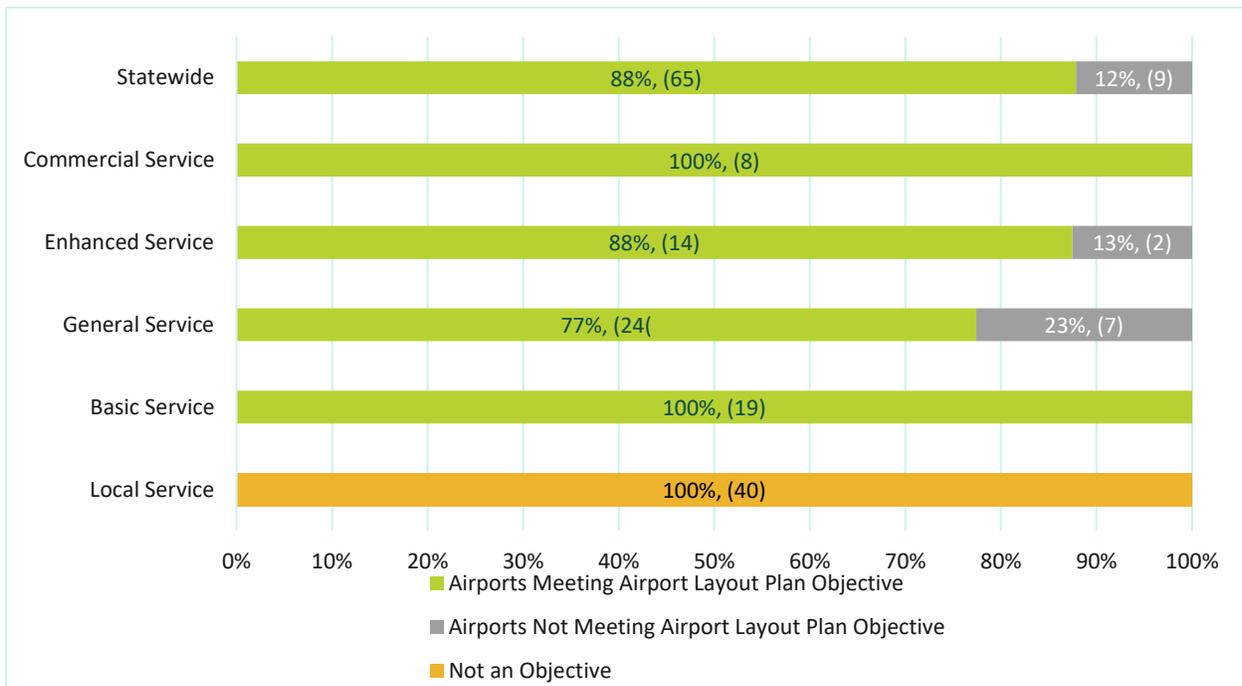


Source: Jviation

### 6.8.3 Airport Layout Plan

An airport layout plan (ALP) is often a component of a master plan, that can be periodically updated to reflect how the airport is slated to develop in the future. Areas of improvement defined on an airport layout plan influence project funding and the ultimate role of the airport in the system. Commercial, Enhanced, and General Service airports are expected to update their ALP within the last 10 years, while airports in the Basic Service role should have one developed if they are lacking an ALP. **Table 6-5** provides a full list of airports not meeting the ALP objective. **Figure 6-31** illustrates performance statewide and by role for the airport layout plan objective.

**Figure 6-31: Airport Layout Plan Objective**



Source: Jviation

### 6.8.4 Planning Objective Summary

Airports not meeting planning objectives are detailed in **Table 6-5**.

**Table 6-5: Planning Objective Deficiencies**

Description	Commercial Service	Enhanced Service Objectives	General Service Objectives	Basic Service Objectives	Local Service Objectives
Land Use Planning			Algona Atlantic Osceola Perry Shenandoah Storm Lake Vinton	Belle Plaine Bloomfield Chariton Emmetsburg Fort Madison Waverly West Union	See Appendix D
Height Zoning					See Appendix D
Airport Layout Plan		Carroll Ottumwa	Boone Denison Iowa Falls Knoxville Osceola Vinton Washington		

Source: Jviation

## 6.9 Summary

The objectives examined represent a baseline for each role, and it is possible airports in certain roles may exceed the provided target based on airport-specific planning or fall short of the role target due to local constraints.

The facility and service objective analysis conducted in this chapter will help illustrate future system performance by role, as well as recommendations for projects to help airports meet the objectives of roles in the system. While the Iowa system is performing well in many objectives, some may require more investment for the system to perform as intended.

Infrastructure improvements related to runway width and overnight storage for business aircraft are important facility areas that may need additional investment. Airfield security, specifically fencing, is a major area for improvement that has been noted in the system planning process by Aviation Bureau staff. Finally, planning documents should continue to be updated to ensure that airports are meeting the needs of users and the community. Height and land use planning measures can help increase safety and livability in communities across the state.

Tables with detailed analysis of each facility and service objective can be found in **Appendix D**. A “report card” for each of the system airports can be found in **Appendix E**. **Table 6-6** summarizes how the Iowa system meets facility and service objectives by role. As can be seen, most airports meet their objectives, however, there are a number of select improvements needed.

**Table 6-6: Summary of Facility and Service Objective Performance**

Description	Commercial Service Objectives	Enhanced Service Objectives	General Service Objectives	Basic Service Objectives	Local Service Objectives
Airport Reference Code	100%	88%	97%	100%	100%
Primary Runway Length	100%	100%	100%	100%	
Primary Runway Width	100%	100%	97%	79%	95%
Type of Parallel Taxiway	100%	100%	81%	100%	
Type of Runway Approach	100%	100%	100%	100%	100%
Runway Lighting	100%	100%	100%	89%	
Taxiway Lighting	100%	100%	100%		
Visual Glide Slope Indicator	100%	100%	97%		
Runway End Identifier Lights	100%	100%	100%		
Rotating Beacon	100%	100%	100%	95%	
Lighted Wind Indicator	100%	100%	100%	100%	
Covered Storage	100%	94%	97%	95%	
Overnight storage for business aircraft	88%	88%	52%		
Terminal building	100%	100%	100%	95%	
Paved entry/terminal parking	100%	100%	94%		
Fixed Base Operator	100%	100%	100%		
Fuel	100%	88%	100%	100%	
Attendance	100%	100%	97%	58%	
Ground transportation	100%	100%	100%		
WiFi	100%	100%	100%		
Restrooms (24/7 / key code)	88%	88%	94%	84%	
Security	100%	31%	74%	53%	90%
Snow removal	100%	88%	100%	100%	
Aircraft Maintenance/Repair	100%	88%	90%		
Flight Instruction	100%	100%	87%	47%	
Aircraft Rental	88%	100%	61%		
Aircraft Charter	63%	81%	19%		
Weather Reporting	100%	100%	100%		
Land Use Plan	100%	100%	77%	63%	33%
Height Zoning	100%	100%	100%	100%	50%
Airport Layout Plan	100%	88%	77%	100%	

Source: Jviation

100% of Airports Meet Role Objective
Percentage of Airports Meeting the Role Objective
No Role Objective

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## 7. Cost Estimates and Project Funding

Based on the analysis of the recommended airport system's performance, the 2020 Iowa Statewide Aviation System Plan Update (SASP 2020) identifies specific projects for airports in the Iowa. These projects relate to improving the airport system's performance, especially as it correlates to facility and service objectives set as part of this study. A cost estimate is provided for airports shown to have projects recommended to meet their objectives.

Estimated costs for each recommended project were developed using broad assumptions appropriate for system level planning. Circumstances at individual airports vary considerably, often requiring additional expenditures not covered by these broad assumptions. These circumstances are typically addressed in a more detailed airport master plan. With that in mind, these cost estimates are best viewed as a starting point for understanding overall project costs.

This chapter is presented in sections which describe the analysis methodology, analysis results and funding strategies. The following sections are:

- Cost Estimating Methodology
- Costs Associated with System Plan Recommendations
- Costs Associated with Airport ACIP Projects
- Costs Associated with Preventive Pavement Maintenance and Rehabilitation
- Combined Estimated Development Costs
- Funding Sources including the Federal Aviation Administration (FAA), Iowa DOT, and Other State and Local Sources

### 7.1 Cost Estimating Methodology

The methodology used to estimate costs for projects in the recommended plan includes the following:

1. Compare the existing facilities at each individual airport to the Iowa Facility and Service Objectives identified for each airport's recommended role within the SASP 2020. Airport roles, as defined by the SASP 2020, are as follows:
  - a. Commercial Service Airports
  - b. Enhanced Service Airports
  - c. General Service Airports
  - d. Basic Service Airports
  - e. Local Service Airports
2. Identify specific airport projects or actions needed to correct areas where the airports are deficient and to achieve the airport's applicable objectives.
3. Estimate project quantities.
4. Utilize estimated unit costs and apply these costs to specific airport needs/projects.

Costs were developed by compiling all projects at the system-level by project type. Historical data, local knowledge of the aviation construction industry, and past project bid tabulations were used to analyze current market construction costs and develop realistic unit costs for each project type.

These unit costs were increased to account for non-construction “soft costs” such as engineering, design, planning, and legal. Project construction costs also accounted for variance based on location conditions such as sites that require significant preparation work or other mitigation efforts required for construction. Due to the range of airports and their specific settings in the state, the actual costs of the project may vary. All project costs are based on 2021 United States dollars without adjustment to reflect future inflation.

The estimated costs for projects in the recommended plan were grouped into a number of project types, including the following:

- Meet Airport Reference Code (ARC) Standards
- Runway Width
- Taxiway Type
- Runway Lighting
- Visual Guidance Slope Indicator (VGSI)
- Rotating Beacon
- Covered Storage
- Overnight Business Aircraft Storage
- Terminal Building
- Entryway and Parking
- Security
- Restrooms
- Snow Removal
- Implement Land Use Code /Ordinance
- Implement Height Zoning Code
- Updated Airport Layout Plan (ALP)

Assumptions were made based on project type when developing project costs. These assumptions are provided below.

### 7.1.1 Update Airport Reference Code (ARC)

Projects were developed for airports based on their specific target ARC and where their facilities were deficient. Project costs were developed for each deficient area based on recommendations to meet the target ARC standards (e.g., runway extension to meet minimum length requirement). When possible, specific airport master plans and other available documents were consulted.

### 7.1.2 Runway Width

For runway widening projects, it was assumed that the runway length would remain unchanged. Further assumptions were made to include relocation of electrical equipment and NAVAIDs.

### 7.1.3 Taxiway Type

Taxiway projects were assumed to be full pavement construction to correct outdated fillet geometry. It was assumed that the airport owned the land where construction occurred, and no land acquisition costs would be necessary. The projects include removal of existing pavement, installation of new pavement with current fillet geometry standards, and new electrical installation.

### 7.1.4 Runway Lighting

Runway lighting system costs assumed the installation of a new Medium Intensity Runway Light (MIRL) system including continuous conduit and bare copper wire counterpoise system. No modifications to existing electrical vaults were included in this cost consideration.

### **7.1.5 Visual Guidance Slope Indicator**

Visual Guidance Slope Indicator (VGSI) projects were assumed to include the installation of new two-box Precision Approach Path Indicator (PAPI) systems on each runway end. Estimated costs included PAPI systems operating from standard utility voltage equipped with a continuous conduit and the associated ground wire system.

### **7.1.6 Rotating Beacon**

Assumptions for rotating beacon projects included removing the existing beacon (if applicable) and installing a new rotating beacon on a structural concrete foundation in the same location. Some minor wiring modifications for splicing were also assumed.

### **7.1.7 Covered Storage**

For covered storage projects, assumed construction items included constructing nested T-Hangars of various sizes depending on the Airport's role, per the following assumptions:

- Commercial Service: 10-unit nested T-Hangar (250' x 60')
- Enhanced Service: 6-unit nested T-Hangar (160' x 60')
- General Service: 4-unit nested T-Hangar (120' x 60')
- Local Service: 60' x 60' Hangar

No additional paving or storm sewer/other utility extensions were included in these cost considerations.

### **7.1.8 Overnight Business Aircraft Storage**

For overnight business aircraft storage projects, it was assumed that depending on the airport's role, new covered storage would be constructed as follows:

- Commercial Service: 100' x 100' Hangar
- Enhanced Service: 80' x 80' Hangar
- General Service: 60' x 60' Hangar
- Basic/Local Service: 60' x 60' Hangar

For commercial and enhanced airports, additional amenities including insulation and heating were added to the estimated cost. No additional paving or storm sewer/other utility extensions were included for consideration.

### **7.1.9 Terminal Building**

Terminal building costs were based on historical bid tabulations and assumed the inclusion of sanitary/storm sewer, foundation, insulation, and electrical work as part of the installation.

### **7.1.10 Entryway and Parking**

For entryway and parking projects, assumptions included the removal of existing granular surfacing and installation of PCC pavement.

### 7.1.11 Security

Security projects were divided into two types: eight-foot perimeter fencing, and four-foot visual barrier fencing. The eight-foot perimeter fencing was assumed to be a chain-link fence with wildlife skirt, around the perimeter of the airport's property. It was assumed that one automatic keypad-controlled gate, five manual gates, and two drainage crossings would be included.

### 7.1.12 Restrooms

For restrooms projects, the goal was to allow 24-hour access to existing on-site restrooms. Assumptions were made regarding size of opening and type of access (commercial and enhanced service airports assume keypad access; general, basic and local service airports assume manual access).

### 7.1.13 Snow Removal

For snow removal projects, assumptions included acquisition of one new carrier vehicle, power reversible plow, and a dump body of varying length depending on the airport's service role. For commercial and enhanced service airports, the assumption was made that the dump body would be 12 feet long; for general service and below, the assumption was for a dump body that would be 10 feet long.

### 7.1.14 Land Use and Height Zoning

Implementing land use and height zoning codes/ordinances costs assumed the inclusion of public meetings, public hearings, legal fees, negotiations, and a time frame of six to 12 months.

### 7.1.15 Update Airport Layout Plan

Update ALP project costs were based on past experience and assumed the inclusion of narrative report updates, aeronautical obstruction survey and analysis, drawing updates, and meetings with the owner.

## 7.2 Costs Associated with System Plan Recommendations

The system plan cost estimates, organized by project type and airport role, are summarized in **Table 7-1**. Overall, the costs associated with the system plan recommendations for all project types is estimated at \$49.4 million.

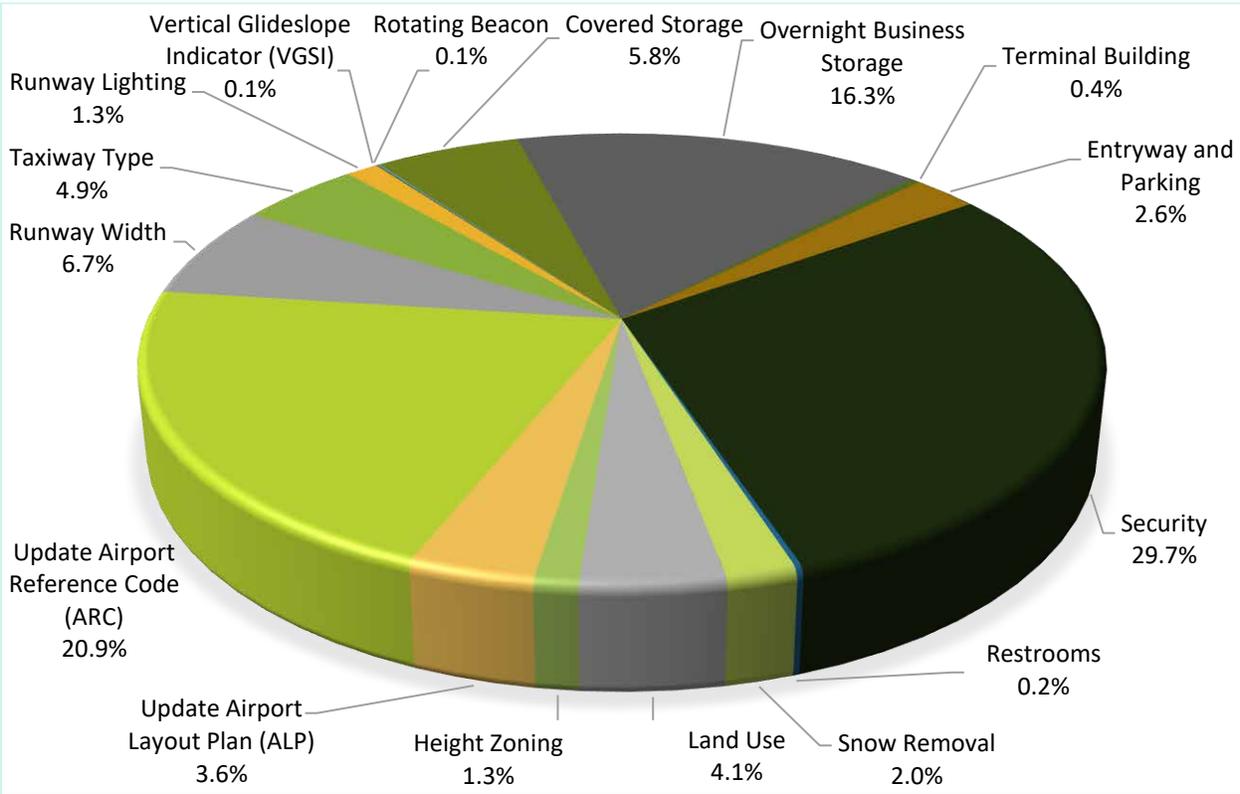
**Table 7-1: Summary of Costs by Project Type and Iowa System Role**

Project Type	Commercial Service	Enhanced Service	General Service	Basic Service	Local Service	Costs Subtotal	%
Update Airport Reference Code (ARC)	\$0	\$10,200,000 (2 Airports)	\$150,000 (1 Airport)	\$0	\$0	\$10,350,000	20.9%
Runway Width	\$0	\$0	\$1,067,200 (1 Airport)	\$2,236,800 (4 Airports)	\$0	\$3,304,000	6.7%
Taxiway Type	\$0	\$0	\$2,400,000 (7 Airports)	\$0	\$0	\$2,400,000	4.9%
Runway Lighting	\$0	\$0	\$0	\$635,400 (3 Airports)	\$0	\$635,400	1.3%
Vertical Glideslope Indicator (VGSI)	\$0	\$0	\$25,000 (1 Airport)	\$0	\$0	\$25,000	0.1%
Rotating Beacon	\$0	\$0	\$0	\$42,700 (1 Airport)	\$0	\$42,700	0.1%
Covered Storage	\$0	\$1,335,000 (1 Airport)	\$768,000 (1 Airport)	\$768,000 (1 Airport)	\$0	\$2,871,000	5.8%
Overnight Business Storage	\$1,100,000 (1 Airport)	\$1,331,200 (2 Airports)	\$5,616,000 (15 Airports)	\$0	\$0	\$8,047,200	16.3%
Terminal Building	\$0	\$0	\$0	\$195,000 (1 Airport)	\$0	\$195,000	0.4%
Entryway and Parking	\$0	\$0	\$1,285,000 (2 Airports)	\$0	\$0	\$1,285,000	2.6%
Security	\$0	\$14,238,690 (11 Airports)	\$204,000 (7 Airports)	\$229,500 (10 Airports)	\$7,200 (3 Airports)	\$14,679,390	29.7%
Restrooms	\$25,000 (1 Airport)	\$40,000 (2 Airports)	\$16,000 (2 Airports)	\$12,000 (3 Airports)	\$0	\$93,000	0.2%
Snow Removal	\$0	\$730,000 (2 Airports)	\$0	\$275,000 (1 Airport)	\$0	\$1,005,000	2.0%
Land Use	\$0	\$0	\$350,000 (7 Airports)	\$350,000 (8 Airports)	\$1,300,000 (26 Airports)	\$2,050,000	4.1%
Height Zoning	\$0	\$0	\$0	\$0	\$630,000 (21 Airports)	\$630,000	1.3%
Update Airport Layout Plan (ALP)	\$0	\$400,000 (2 Airports)	\$1,400,000 (7 Airports)	\$0	\$0	\$1,800,000	3.6%
Total	\$1,125,000	\$28,274,890	\$13,281,200	\$4,744,400	\$1,987,200	\$49,412,690	100.0%

Source: McClure Engineering

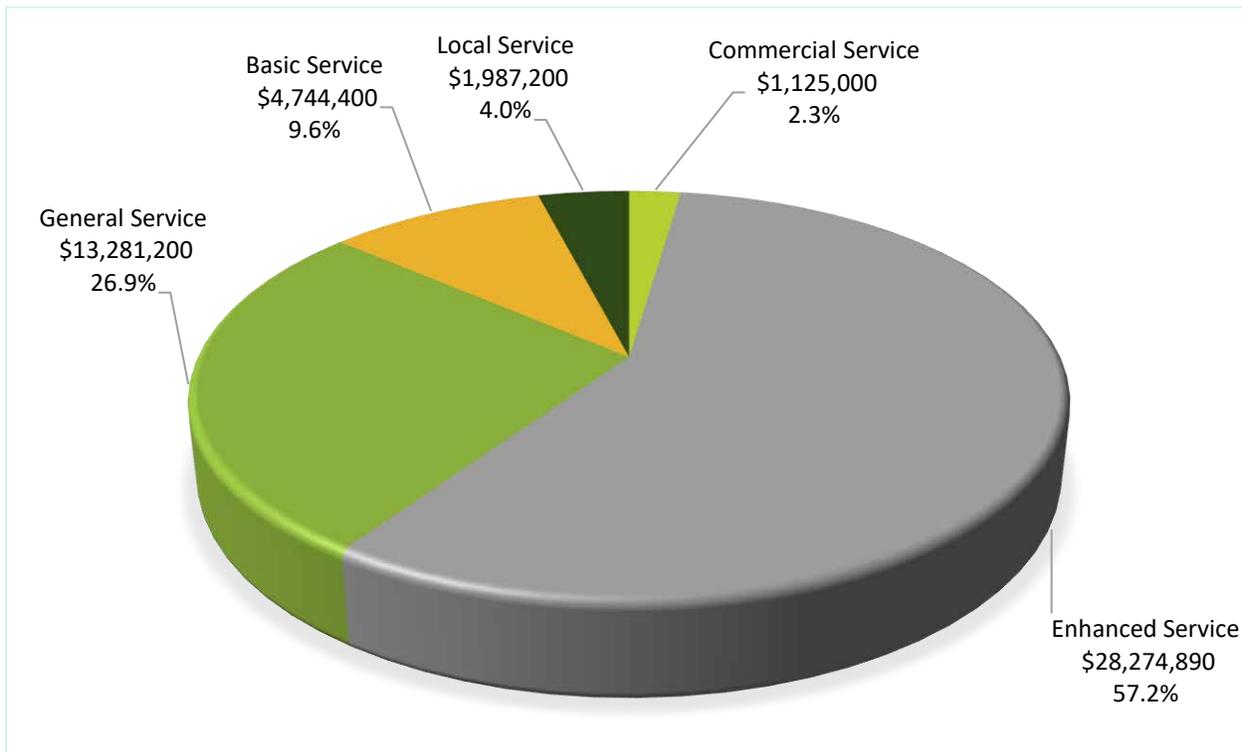
**Figure 7-1** illustrates the distribution of total estimated system plan costs by project type. This figure shows that the largest portion of estimated costs are associated with projects at Enhanced Service airports. **Figure 7-2** clearly illustrates that the vast majority of the system plan estimated costs belong to Enhanced and General Service airports, which account for 84 percent of all estimated costs.

Figure 7-1: Total Estimated System Plan Costs by Project Type



Source: McClure Engineering

**Figure 7-2: Total Estimated System Plan Costs by System Role**



Source: McClure Engineering

### 7.3 Costs Associated with ACIP Projects

Projects identified by the recommendations analysis as part of the system plan represent only a portion of the total development and maintenance costs the airports of Iowa may need in the near future. To better understand the needs of the state’s system, consideration must be taken for each airport’s approved Airport Capital Improvement Program (ACIP). This program is developed in partnership with members of the Aviation Bureau, the Federal Aviation Administration (FAA) Central Region, and Iowa airport sponsors. The purpose of the ACIP is to project development and maintenance needs for each airport in future years to help with the allocation of funding. It should be noted that privately owned system airports are generally not eligible for state or federal funding.

A summary of ACIP project costs for all Iowa system airports from FY21 to FY30 by project type and service role is presented in **Table 7-2**.

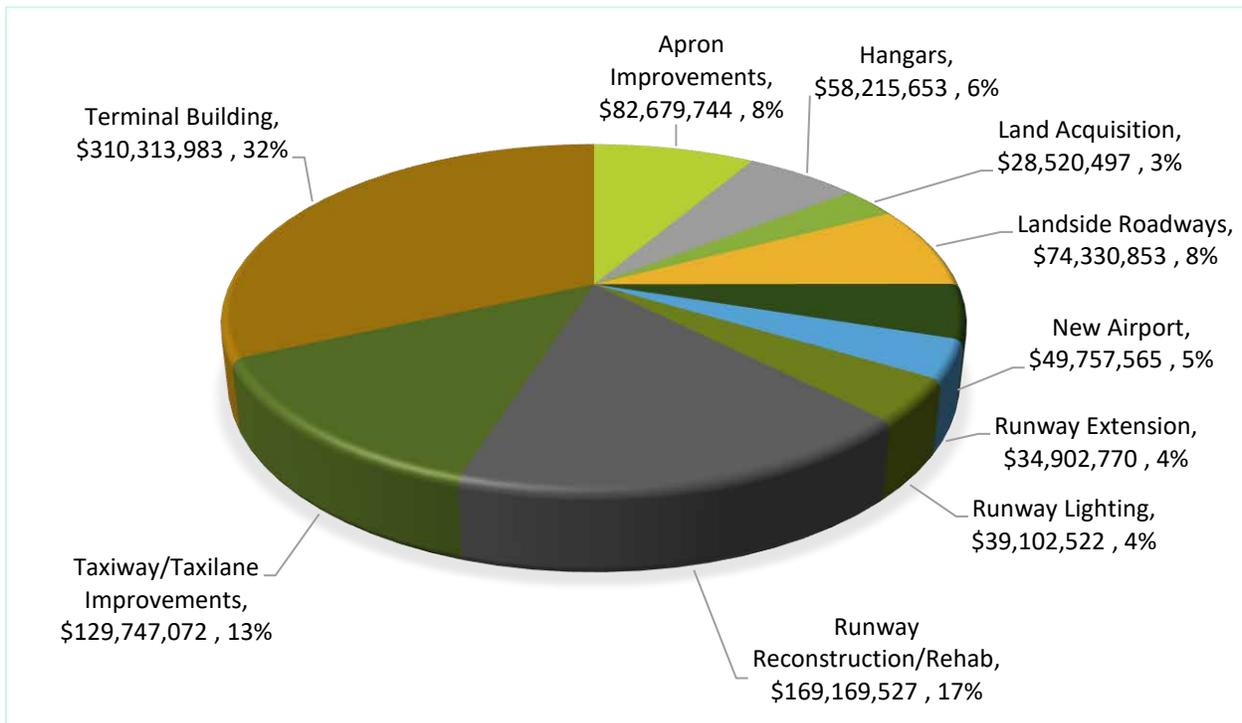
Table 7-2: Iowa ACIP Costs by System Role, FY21 to FY30

Project Type	Commercial Service	Enhanced	General	Basic	Local	Statewide	Costs Subtotal	%
Approach	\$0	\$0	\$225,000	\$0	\$175,000	\$0	\$400,000	0.0%
Apron Improvements	\$48,989,556	\$19,824,010	\$8,375,513	\$2,684,255	\$2,806,410	\$0	\$82,679,744	7.8%
Building Improvements	\$23,543,583	\$570,000	\$0	\$0	\$0	\$0	\$24,113,583	2.3%
Drainage Improvements	\$257,300	\$175,000	\$62,964	\$949,000	\$666,000	\$0	\$2,110,264	0.2%
Fence Install	\$750,000	\$60,000	\$187,400	\$934,000	\$0	\$0	\$1,931,400	0.2%
Fuel Farm Improvements	\$820,000	\$400,000	\$1,702,900	\$2,480,790	\$0	\$0	\$5,403,690	0.5%
Hangars	\$36,683,948	\$4,513,860	\$7,247,140	\$8,403,800	\$1,366,905	\$0	\$58,215,653	5.5%
Land Acquisition	\$5,624,625	\$1,107,654	\$12,080,375	\$4,051,800	\$5,656,043	\$0	\$28,520,497	2.7%
Land Conservation	\$1,035,441	\$0	\$0	\$0	\$0	\$0	\$1,035,441	0.1%
Landside Roadways	\$68,528,758	\$3,542,425	\$1,349,670	\$435,000	\$475,000	\$0	\$74,330,853	7.0%
Master Plan/ALP/Environmental Study	\$1,829,625	\$654,470	\$2,284,760	\$964,000	\$276,480	\$675,000	\$6,684,335	0.6%
Misc.	\$2,850,000	\$775,000	\$20,600	\$253,247	\$0	\$0	\$3,898,847	0.4%
New Airport	\$0	\$49,757,565	\$0	\$0	\$0	\$0	\$49,757,565	4.7%
Pavement Maintenance/Preservation	\$5,591,848	\$5,201,341	\$2,602,574	\$1,670,431	\$263,000	\$0	\$15,329,194	1.4%
Runway Extension	\$9,500,000	\$12,067,700	\$9,357,930	\$3,977,140	\$0	\$0	\$34,902,770	3.3%
Runway Lighting	\$16,581,820	\$9,568,837	\$10,595,195	\$1,890,000	\$466,670	\$0	\$39,102,522	3.7%
Runway Reconstruction/Rehab	\$83,348,004	\$14,887,933	\$48,228,170	\$12,114,000	\$10,591,420	\$0	\$169,169,527	15.9%
Snow Removal Equipment	\$7,021,055	\$2,249,200	\$1,787,550	\$0	\$0	\$0	\$11,057,805	1.0%
Snow Removal Equipment Building	\$0	\$1,643,600	\$395,000	\$0	\$0	\$0	\$2,038,600	0.2%
Taxiway/Taxilane Improvements	\$77,376,620	\$14,098,590	\$29,975,512	\$6,274,350	\$2,022,000	\$0	\$129,747,072	12.2%
Taxiway Lighting	\$1,350,000	\$3,923,451	\$729,100	\$0	\$0	\$0	\$6,002,551	0.6%
Taxiway Turnarounds	\$0	\$995,000	\$1,070,561	\$0	\$1,660,864	\$0	\$3,726,425	0.4%
Terminal Building	\$308,046,483	\$50,000	\$1,450,000	\$750,000	\$17,500	\$0	\$310,313,983	29.2%
Vehicles (ARFF)	\$1,530,000	\$0	\$0	\$0	\$0	\$0	\$1,530,000	0.1%
Weather Reporting Equipment	\$0	\$165,000	\$166,667	\$198,420	\$0	\$0	\$530,087	0.0%
Total	\$701,258,666	\$146,230,636	\$139,894,581	\$48,030,233	\$26,443,292	\$675,000	\$1,062,532,408	100%

Source: Iowa DOT Aviation Bureau, McClure Engineering analysis

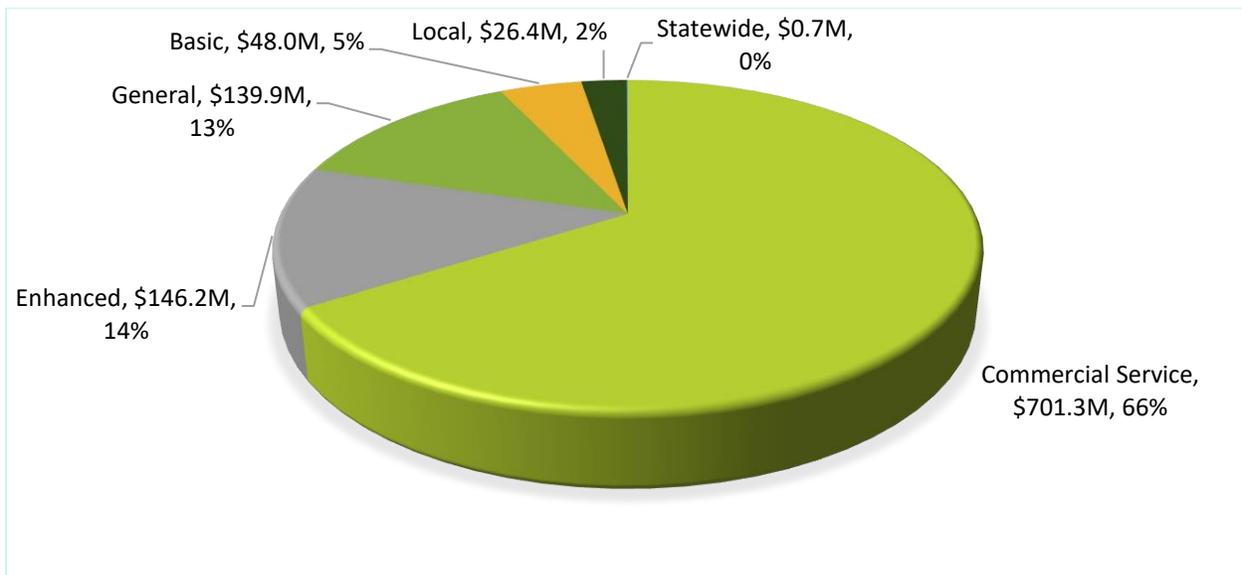
If fully implemented, ACIP projects for the entire airport system would require an investment of \$1.06 billion over the next 10 years, or approximately \$106.3 million per year. **Figure 7-3** illustrates the top 10 project cost areas over the next 10 years while **Figure 7-4** graphically represents all ACIP costs over the next 10 years by airport service role, respectively.

**Figure 7-3: ACIP Costs by Top 10 Project Types, FY21 to FY30**



Source: Iowa DOT Aviation Bureau, McClure Engineering analysis

**Figure 7-4: ACIP Costs by System Role, FY21 to FY30**



Source: Aviation and Iowa DOT

The ACIP costs by project type are most heavily weighted to terminal building improvement projects, consisting of a total investment of \$310.7 million, or 30.1 percent of the total estimated ACIP costs. The Des Moines International Airport terminal program accounted for \$255 million and the Eastern Iowa Airport terminal

improvements approximately \$50 million. In terms of service role, ACIP costs are distributed most heavily toward Commercial Service airports with a total investment of \$701.3 million, or 66 percent.

#### 7.4 Costs Associated with Preventative Pavement Maintenance and Rehabilitation

The Aviation Bureau monitors the condition of airport pavements within Iowa through a system called the Airport Pavement Management System (APMS). The purpose of the APMS is to proactively plan for pavement preservation to maximize life and forecast future investment needs. The APMS is updated regularly using Pavement Condition Index (PCI) procedures to measure the condition and types of distresses on existing pavement and indicate the amount of work needed to maintain or restore it. Pavement management reports for each airport in Iowa have been completed over the past three years by the Aviation Bureau. Using the information collected from the pavement inspections, five-year maintenance and rehabilitation programs to maintain the airport's pavements above the established critical PCI value were developed for each airport, complete with estimated project costs. Also included in these reports were one-year plans for localized preventative maintenance. It is worth noting that the recommendations contained in each airport's Pavement Management Report were based on general network-level analysis and assumed unlimited budget constraints, so further engineering work and coordination is recommended to determine the most appropriate remedies for each airport. Nevertheless, the summary of these maintenance and rehabilitation programs was included in the analysis for future needs over the next 10 years.

#### 7.5 Combined Estimated Development Costs

To understand the true development needs of the SASP 2020, the system plan recommendation estimated costs need to be considered together with the estimated costs of the ACIPs for each airport. To ensure project costs were not duplicated and artificially inflating the combined estimated development costs, the current ACIPs for each airport were reviewed against the system plan facility recommendations to identify deficiencies that were already being considered as part of each airport's ACIP. If a project that was identified as part of the system plan recommendations was found to also be included in the current ACIP for a given airport, that project was removed from consideration in the system plan recommendations. **Table 7-3** presents the adjusted estimated costs for the system plan recommendations by project type and airport service role.

Similarly, the preventative maintenance and rehabilitation costs developed from the Aviation Bureau APMS was analyzed to ensure there were not duplicate projects in the APMS cost estimates and the current ACIP for each airport. If a project that was identified as part of the APMS recommendations was found to also be included in the current ACIP for a given airport, that project was removed from consideration in the APMS cost estimates.

Combining the costs from all three sources provides a more comprehensive look at the anticipated investment needs for Iowa's aviation system. A summary of the combined development costs for all three plans (system plan recommendations, ACIP, and APMS) identified by both service role and plan is contained **Table 7-4**. As is evident, the most extensive investment needs are for Commercial Service airports at 59.8 percent of all development costs from FY21 to FY30.

**Table 7-3: Adjusted Costs Iowa DOT System Plan Facility Recommendations**

Project Type	Commercial Service	Enhanced Service	General Service	Basic Service	Local Service	Costs Subtotal	%
Update Airport Reference Code (ARC)	\$0	\$5,000,000	\$150,000	\$0	\$0	\$5,150,000	14.8%
Runway Width	\$0	\$0	\$1,067,200	\$1,620,800	\$0	\$2,688,000	7.7%
Taxiway Type	\$0	\$0	\$1,600,000	\$0	\$0	\$1,600,000	4.6%
Runway Lighting	\$0	\$0	\$0	\$635,400	\$0	\$635,400	1.8%
Vertical Glideslope Indicator (VGSI)	\$0	\$0	\$25,000	\$0	\$0	\$25,000	0.1%
Rotating Beacon	\$0	\$0	\$0	\$42,700	\$0	\$42,700	0.1%
Covered Storage	\$0	\$1,335,000	\$0	\$0	\$0	\$1,335,000	3.8%
Overnight Business Storage	\$1,100,000	\$665,600	\$2,995,200	\$0	\$0	\$4,760,800	13.6%
Terminal Building	\$0	\$0	\$0	\$0	\$0	\$0	0.0%
Entryway and Parking	\$0	\$0	\$880,000	\$0	\$0	\$880,000	2.5%
Security	\$0	\$12,623,010	\$178,500	\$204,000	\$7,200	\$13,012,710	37.3%
Restrooms	\$25,000	\$40,000	\$16,000	\$12,000	\$0	\$93,000	0.3%
Snow Removal	\$0	\$730,000	\$0	\$275,000	\$0	\$1,005,000	2.9%
Land Use	\$0	\$0	\$350,000	\$350,000	\$1,350,000	\$2,050,000	5.9%
Height Zoning	\$0	\$0	\$0	\$0	\$630,000	\$630,000	1.8%
Update Airport Layout Plan (ALP)	\$0	\$200,000	\$800,000	\$0	\$0	\$1,000,000	2.9%
Total	\$1,125,000	\$20,593,610	\$8,061,900	\$3,139,900	\$1,987,200	\$34,907,610	100.0%

Source: McClure Engineering analysis

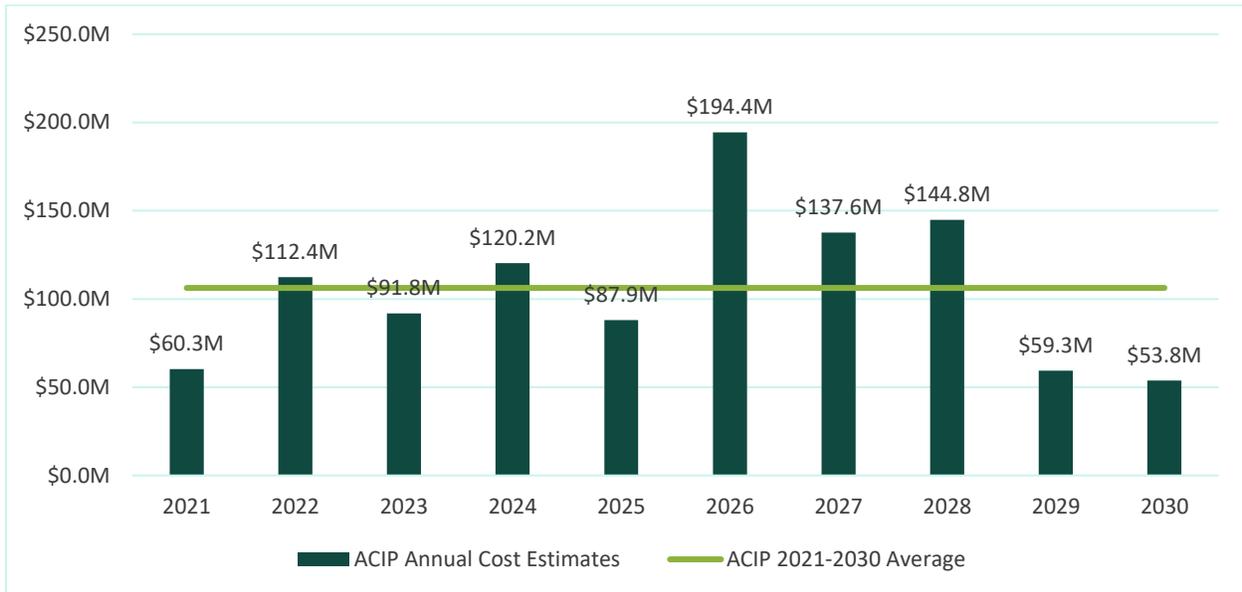
**Table 7-4: Summary of Combined Development Costs by Role and Plan**

	Commercial Service	Enhanced	General	Basic	Local	Statewide	Costs Subtotal
System Plan Objective Costs	\$1,125,000	\$20,593,610	\$8,061,900	\$3,139,900	\$1,987,200	\$0	\$34,907,610
ACIP Annual Cost Estimates	\$701,258,666	\$146,230,636	\$139,894,581	\$48,030,233	\$26,443,292	\$675,000	\$1,062,532,408
Pavement Maintenance/Rehab Costs	\$4,396,144	\$20,724,747	\$25,641,772	\$15,135,513	\$18,509,094	\$0	\$84,407,270
Total	\$706,779,810	\$187,548,993	\$173,598,253	\$66,305,646	\$46,939,586	\$675,000	\$1,181,847,288
Percent	59.8%	15.9%	14.7%	5.6%	4.0%	0.1%	100.0%

Source: Iowa DOT Aviation Bureau, McClure Engineering analysis

Figure 7-5 is a graphical representation of each year's ACIP investment amount over a span of 10 years from FY21 to FY30. The average yearly investment if all ACIP projects are executed would be approximately \$106.3 million per year.

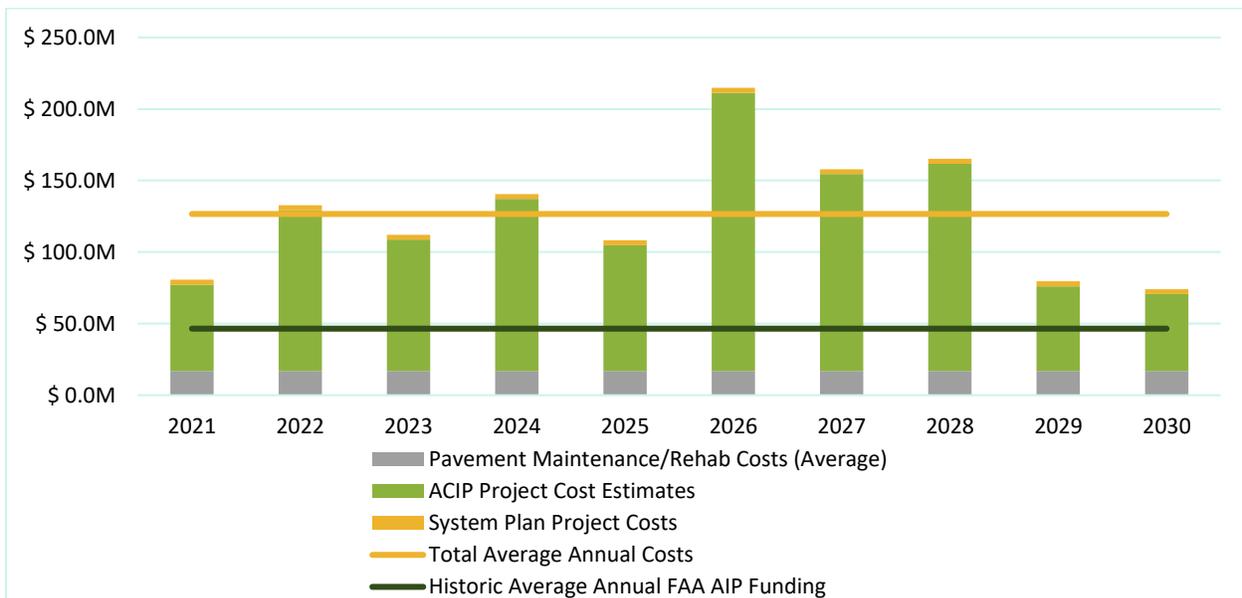
Figure 7-5: FY21 to FY30 ACIP Costs by Year and Averaged (in millions)



Source: Iowa DOT Aviation Bureau, McClure Engineering analysis

Figure 7-6 shows the combined investment for all system airports from ACIP, APMS, and system plan facility recommendation costs for each year over the span of 10 years from FY21 to FY30. System plan recommendation costs to meet facility and service objectives are \$3.5 million annually. APMS data represents an unconstrained scenario, leaving many of the projects without a programmed year. Since the APMS only extends five years out, APMS data was averaged over the 10-year span to better demonstrate annual costs. When commercial service airports are included, estimated project costs typically exceed \$100 million annually. The average annual cost for all project sources is estimated at \$126.6 million while the average annual FAA AIP funding contribution is \$46.5 million.

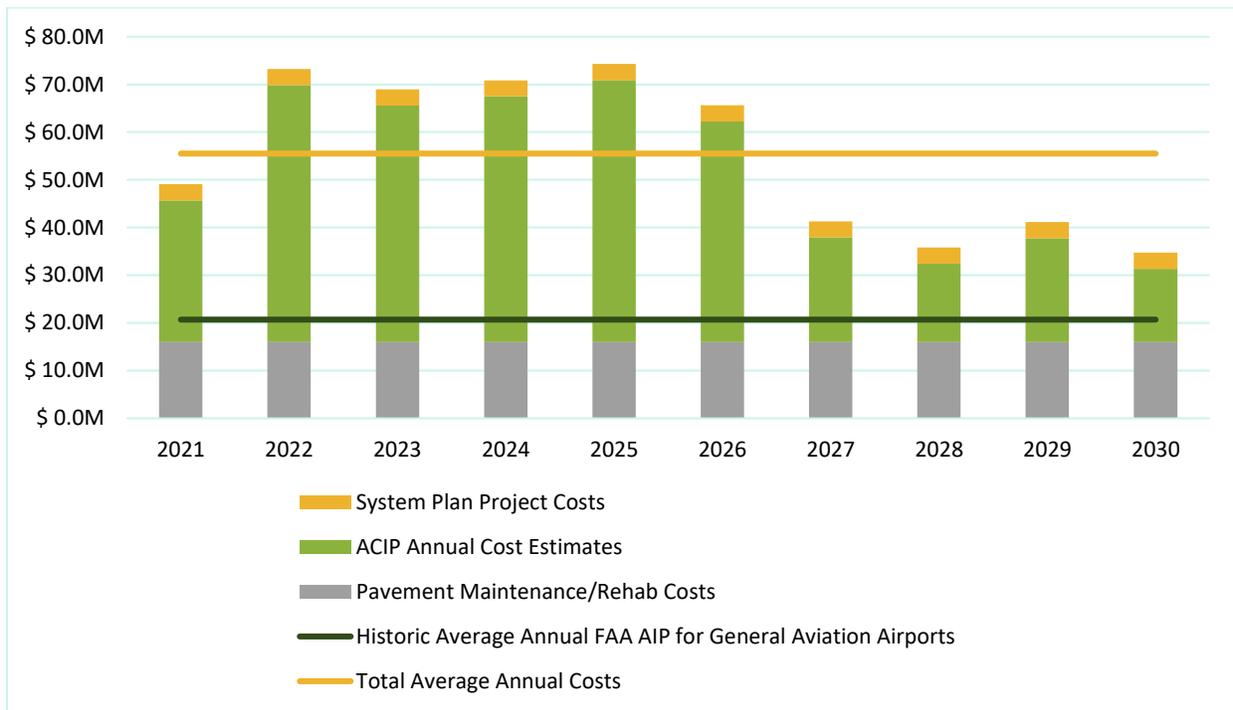
Figure 7-6: Combined ACIP, APMS and Development Costs by Plan, FY21 to FY30 (in millions)



Source: Iowa DOT Aviation Bureau, McClure Engineering analysis

Figure 7-7 shows the combined investment of ACIP, APMS, and system plan facility recommendation costs for each year over the span of 10 years from FY21 to FY30 for only general aviation airports. When considering only general aviation airports, estimated project costs are closer to \$56 million. As the graph indicates, the project cost estimates are much greater than the average annual FAA AIP grants (\$20.7 million) that are available to general aviation airports in Iowa.

**Figure 7-7: Combined ACIP, APMS and Development Costs by Plan for General Aviation Airports, FY21 to FY30 (in millions)**



Source: Iowa DOT Aviation Bureau, FAA Grant Histories 2015 to 2019, McClure Engineering analysis

## 7.6 Funding Sources for Capital Improvement Projects

### 7.6.1 FAA Airport Improvement Program Funding

The federal government started an airport grants-in-aid program to units of state and local government at the end of World War II to support the needs of the nation’s public airports. After several earlier versions of federal funding programs, the Airport Improvement Program (AIP) was established through the Airport and Airway Improvement Act of 1982. The initial AIP program provided funding legislation through 1992. Since 1992, the program has been authorized and appropriated on an annual basis or even quarterly basis.

The AIP program provides grants to airports that are part of the National Plan of Integrated Airports System (NPIAS). Administered by the FAA, the AIP provides funds for planning and development projects such as improving infrastructure, safety, and security. Projects range from improvements to runways, taxiways, aprons, noise control, land purchases, and navigational aids. In Iowa, there are 79 airports that are eligible for federal funding.

AIP funds originate from the Airport and Airway Trust funds and are sourced by aviation-related fees and taxes such as airline ticket taxes, segment and international travel fees, cargo fees, and general aviation and jet fuel taxes.

Because the demand for AIP funds exceeds the funding available, AIP funds are distributed by the FAA based on national priorities and objectives. The distribution is accomplished utilizing formulas set by law for entitlement and discretionary grants determined by the FAA.

The FAA appropriates AIP funds into major entitlement categories such as passenger entitlements, cargo entitlement, non-primary entitlement, and state apportionment funds. The remaining funds are distributed to a discretionary fund which are distributed based on a national prioritization system with priority given to safety, security, reconstruction, capacity, and standards.

Airport projects in Iowa are accomplished through a combination of federal (FAA), state, and local funding. In general, airports that are eligible for FAA and state funding must be available for public use and they are required to meet appropriate FAA design standards. Projects that are eligible for state and federal funding are subject to both state and FAA priority rankings considerations, grant assurances, and funding availability. FAA Order 5100.38D, *Airport Improvement Program (AIP) Handbook*, presents a detailed list of projects that are and are not eligible for FAA funding.

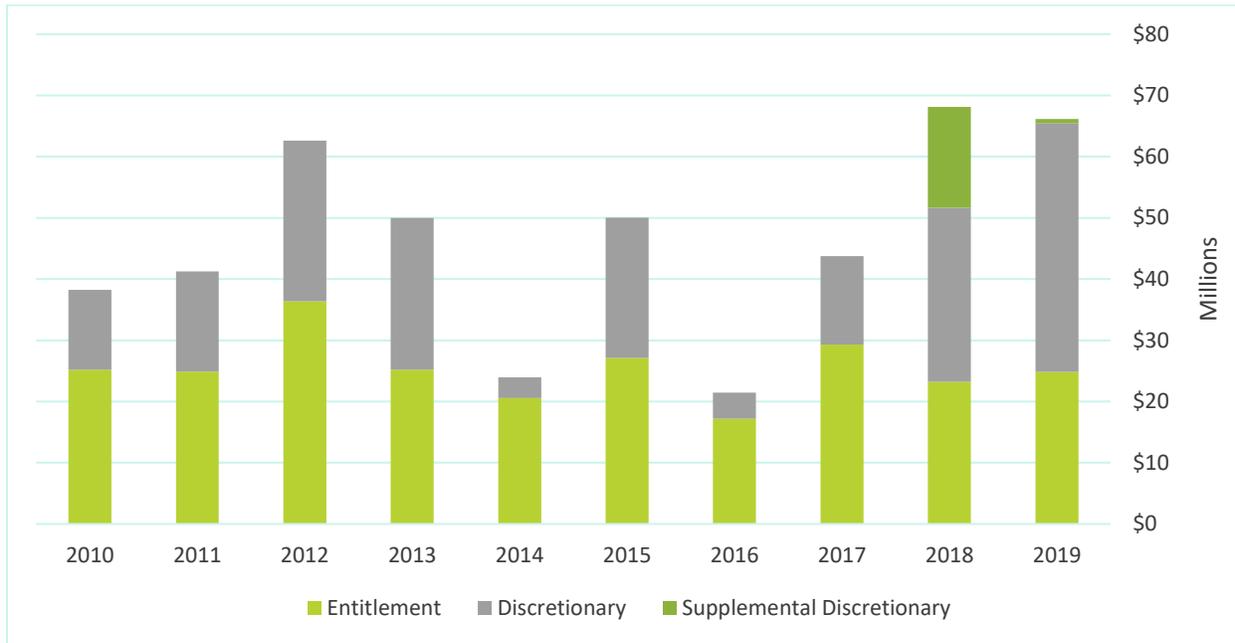
AIP funds must be spent on FAA-eligible projects as defined in FAA Order 5100.38D, *Airport Improvement Program (AIP) Handbook*. In general, this reference document states that:

- An airport must be in the currently approved NPIAS.
- Most public-use general aviation airport improvements are eligible for 90 percent federal funding, with the remaining 10 percent coming from local or state matching funds.
- Non-primary entitlement funds of \$150,000 per year can be accumulated for up to four years; It should be noted that Unclassified airports are not eligible for these funds.

In addition, revenue-producing items (such as hangars) are typically not eligible for federal funding unless certain conditions are met. All eligible projects must be depicted on an FAA-approved ALP.

**Figure 7-8** illustrates that Iowa airports have received an average of \$46 million annually in FAA AIP grants from 2010 to 2019. Of the \$46 million annual FAA AIP grants, Iowa airports received on average \$25 million in entitlements and \$21 million in discretionary grants.

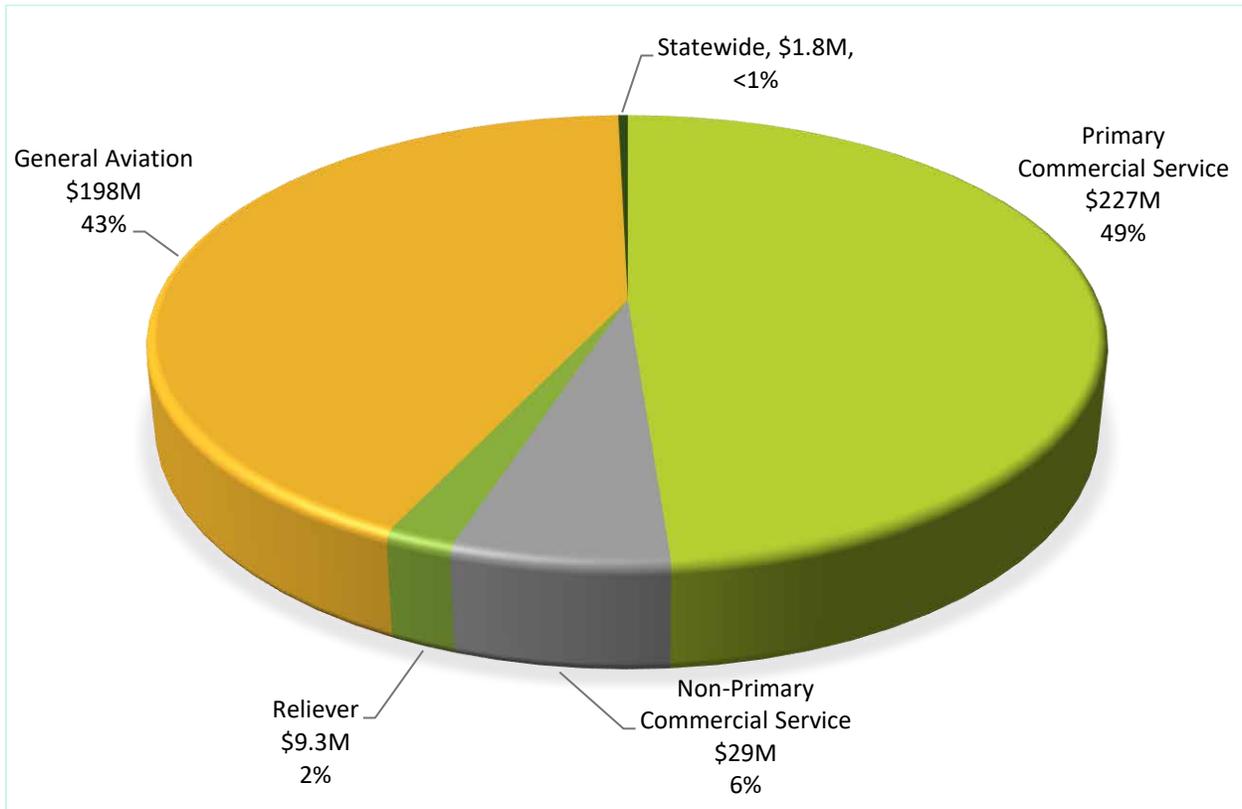
**Figure 7-8: FAA AIP Funding in Iowa (2010 to 2019)**



Source: [https://www.faa.gov/airports/aip/grant\\_histories/](https://www.faa.gov/airports/aip/grant_histories/)

As depicted in **Figure 7-9**, primary airports such as Des Moines, Eastern Iowa, Sioux City, and Dubuque have received a significant share (\$227 million or 49 percent) of FAA AIP grants from 2010 to 2019. NPIAS general aviation airports across Iowa received \$198 million or 43 percent from 2010 to 2019.

Figure 7-9: FAA AIP Funding in Iowa by Airport Category (2010 to 2019)



Source: Federal Aviation Administration

### 7.6.2 FAA Entitlement Funding

AIP entitlement grants are allocated among NPIAS airports by a formula that is driven by passenger enplanements and are awarded in accordance with specific guidelines. Generally, Primary Airports (Part 139) receive \$1 million in entitlements based on the number of enplaning passengers (greater than 10,000 enplanements on scheduled airlines) and landed cargo weights. Non-primary airports, which include general aviation airports, likewise may receive entitlement funding consisting of \$150,000 per year.

Non-Primary airports, which may not have a need for AIP funds in a given year, are permitted by the FAA to withhold their entitlement funds for up to four years until a project is identified and total funds are accumulated. These accumulated funds may be held for four years, for example, then expended in an AIP grant for a project valued at \$600,000.

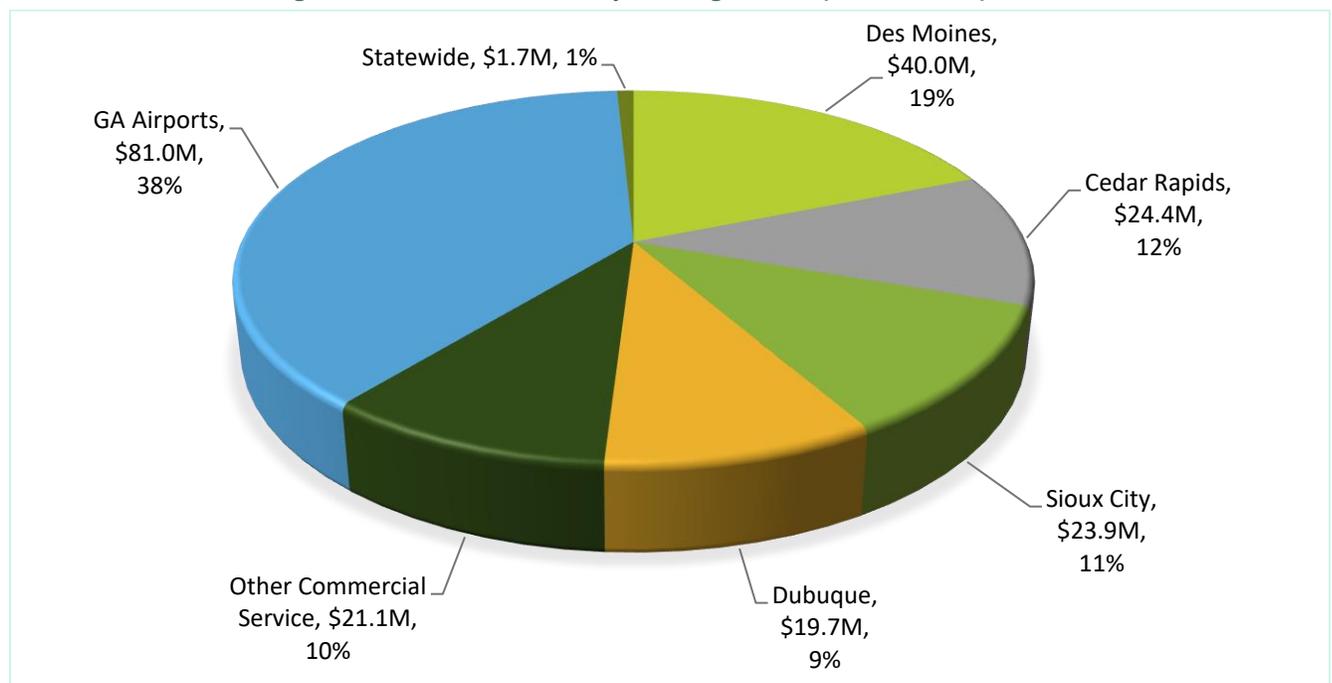
### 7.6.3 FAA Discretionary Funding

Commercial service and general aviation airports also compete for federal discretionary funds. These funds are awarded based on priority ratings given to each potential project by the FAA. The distribution of discretionary funds is based on a national prioritization system. Prioritization is based on projects that best meet the purpose of the AIP program, with priority given to safety, security, reconstruction, capacity, and standards. Each project receives a priority ranking based on formula calculations which are defined in FAA Order 5100.39A, *Airports Capital Improvement Plan*.

Federal funding is limited to development that is justified to meet aviation demand according to FAA guidelines. Each NPIAS airport development project is subject to eligibility and justification requirements as part of the normal AIP funding process.

**Figure 7-10** identifies total FAA discretionary grants for Iowa airport projects from 2010 to 2019, with the majority going to general aviation airports across Iowa (\$81 million or 38 percent). The FAA allocated nearly \$40 million to Des Moines, \$24.4 million going to the Eastern Iowa, \$23.9 million going to Sioux City, \$19.7 million allocated to Dubuque, and \$21.1 million to other commercial service airports such as Waterloo, Mason City, Fort Dodge, and the Southeast Iowa Regional Airport located in Burlington.

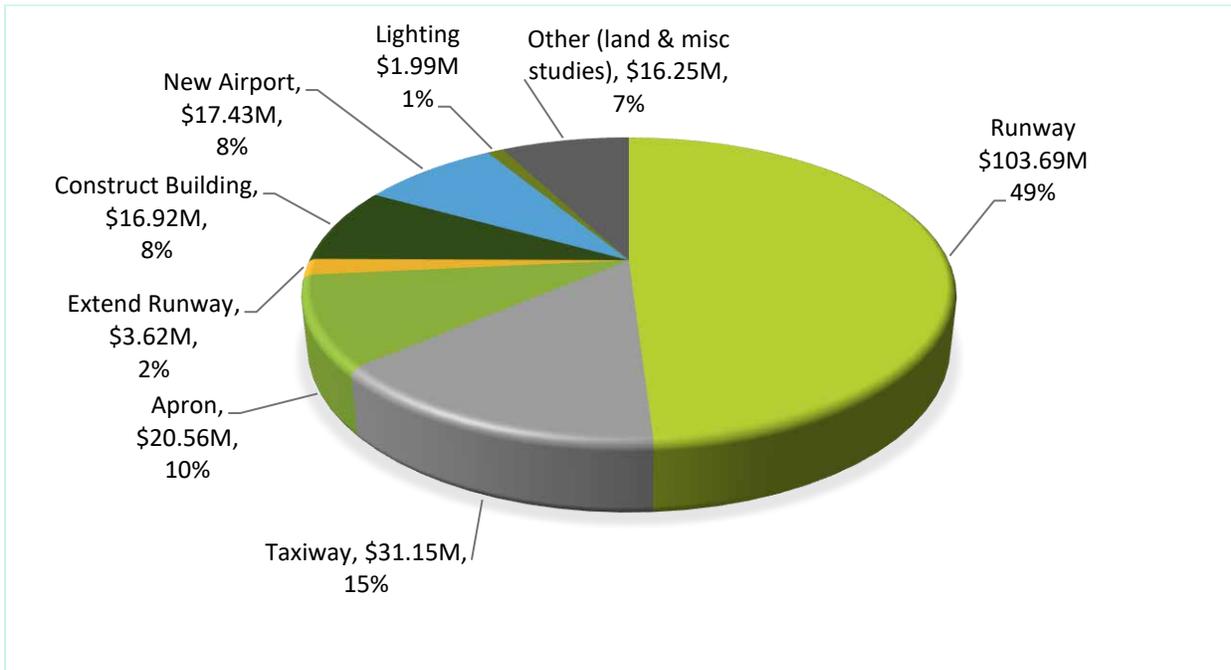
**Figure 7-10: FAA Discretionary Funding in Iowa (2010 to 2019)**



Source: [https://www.faa.gov/airports/aip/grant\\_histories/](https://www.faa.gov/airports/aip/grant_histories/)

**Figure 7-11** summarizes FAA discretionary spending by project type for Iowa airports between 2010 and 2019. Runway reconstruction and rehabilitation projects comprise approximately 49 percent of the \$212 million spent in Iowa over the last ten years.

Figure 7-11: FAA Discretionary Spending in Iowa (2010 to 2019)



Source: [https://www.faa.gov/airports/aip/grant\\_histories/](https://www.faa.gov/airports/aip/grant_histories/)

#### 7.6.4 State Apportionment Funding

FAA funds are made available to states under various conditions and are apportioned based on the number of airports, operations, population, and pavements. The distribution of these grants is decided through a collaborative effort by the FAA and each state.

From 2012-2021, Iowa airports received on average \$2.9 million in state apportionment funding annually. The following is a summary of the State Apportionment Funding from 2012-2021.

- FY2021: \$2.80 million
- FY2020: \$2.78 million
- FY2019: \$2.80 million
- FY2018: \$3.04 million
- FY2017: \$3.09 million
- FY2016: \$3.12 million
- FY2015: \$3.11 million
- FY2014: \$2.84 million
- FY2013: \$2.90 million
- FY2012: \$2.80 million

#### 7.6.5 Passenger Facility Charge (PFC) Program

The Passenger Facility Charge (PFC) program allows commercial service airports to collect PFC fees up to \$4.50 for each eligible passenger at commercial airports. PFC fees are capped at \$4.50 per flight segment with a maximum of two PFCs charged on a one-way trip or four PFCs on a round trip (\$18 total).

Commercial airports electing to impose a PFC may utilize the revenues for one or more of the following:

- Pay all or part of the allowable cost of an FAA approved project
- Pay debt service and financing costs associated with bond issuance
- Combine PFC funds with Federal Grant funds (e.g. AIP) to accomplish an approved project

- Apply PFC funds to meet non-federal share of the cost of projects funded under the Federal Airport Grant Program

In Iowa, commercial service airports utilize PFC fees to fund a variety of projects such as improving safety, security, capacity; reducing noise; or increasing air carrier competition.

From 2011-2020, United States airports collected on average approximately \$3.09 billion in PFCs per year. Iowa airports collected on average \$7.44 million in PFCs per year ranging from 2011-2020. As shown in **Table 7-5**, due to COVID-19 impacts, Iowa airports experienced a reduction of \$3.71 million in PFC collections or a decline of -40.6 percent in 2020.

**Table 7-5: FAA PFC Program Collections**

Year	U.S. Airports	% Change		Iowa Airports	% Change
2020	TBD			\$5.44M	-40.6%
2019	\$3.63B	3.3%		\$9.15M	-4.1%
2018	\$3.51B	7.0%		\$9.54M	23.1%
2017	\$3.29B	3.9%		\$7.75M	-2.3%
2016	\$3.16B	4.3%		\$7.93M	7.3%
2015	\$3.04B	5.2%		\$7.39M	-0.1%
2014	\$2.88B	2.6%		\$7.40M	2.3%
2013	\$2.81B	0.5%		\$7.23M	8.2%
2012	\$2.80B	3.2%		\$6.69M	12.0%
2011	\$2.71B	-0.7%		\$5.97M	1.6%

Source: FAA (PFC) Branch, FAA Central Region

### 7.6.6 FAA CARES Funding

The Coronavirus Aid, Relief, and Economic Security (CARES) Act enacted in March 2020 included \$10 billion in relief funds to assist eligible airports in response to the COVID-19 pandemic. Of the amount, at least \$100 million was dedicated for general aviation airports. The Act also included \$56 million for the Essential Air Service Program to maintain existing air service to rural communities.

The CARES Act provided funds to increase the federal share to 100 percent for AIP and supplemental discretionary grants already planned for FY20. Normally, AIP grant recipients are required to contribute a local match percentage. The additional CARES funds allowed critical safety and capacity projects to continue as planned despite the Airport's current financial situation.

CARES funds were distributed by various formulas to airports part of the national airport system which included all commercial service airports, reliever and some publicly-owned general aviation airports.

In Iowa, a total of 79 airports shared \$70.5 million in grants from the CARES Act Airport Grant Program. The funding was used to support continuing operations and replace lost revenue resulting in the sharp decline in international and domestic travel. Des Moines International Airport received \$23.1 million, the Eastern Iowa Airport received \$22.8 million, Mason City Regional Airport received \$17.0 million, while all other facilities engaged in general and commercial aviation activities received lesser amounts.

General aviation airports in Iowa received upwards of \$69,000 to a minimum amount of \$20,000 going to several of the state's airports in rural communities.

### 7.6.7 Iowa DOT Funding

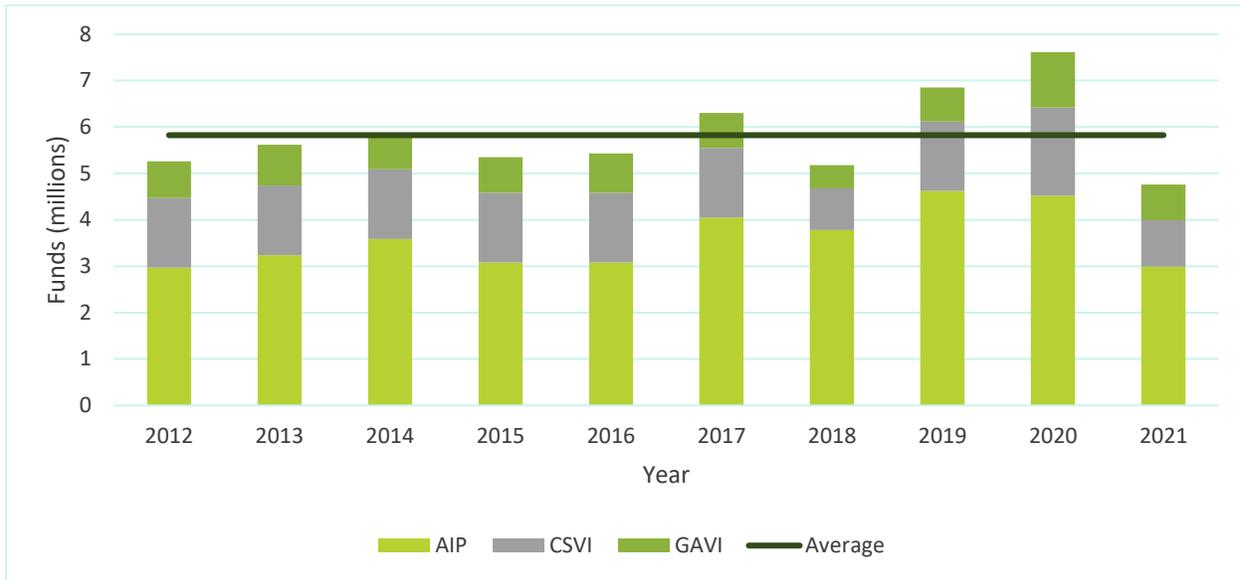
The Aviation Bureau administers two major categories of state aviation funding programs: the state Airport Improvement Program (AIP) and vertical infrastructure programs. The Iowa Transportation Commission annually approves the funding allocations and project selections.

- **AIP Program:** From 2012-2021, the AIP program has averaged \$3.6 million annually to assist in the preservation and development of airfield related infrastructure. Eligible projects are funded up to 85 percent and generally include planning and improvements related to enhancing airport safety, capacity, security, and environmental concerns.
- **Commercial Service Vertical Infrastructure (CSVI) Program:** The CSVI program provides annually funding of approximately \$1.5 million per year for landside development and renovation of terminals, hangars, maintenance buildings, and fuel facilities at commercial service airports. Appropriated funds are distributed to the commercial service airports by a 50/40/10 formula. One half of the funds are allocated equally between each airport, 40 percent of the funds are allocated based on the percentage of enplaned passengers at each airport versus the total number of enplaned passengers in the state, and 10 percent of the funds are allocated based on the percentage of the air cargo tonnage at each airport versus the total tonnage in the state. No local match is required.
- **General Aviation Vertical Infrastructure (GAVI) Program:** From 2012-2021, the GAVI program has provided on average \$800,000 per year for general aviation airport projects which include landside development and renovation of airport terminals, hangars, maintenance buildings, and fuel facilities. Eligible projects may be funded up to 85 percent when funding is available for the program. Maximum requests for general aviation vertical infrastructure project are capped at \$150,000 for new construction and \$75,000 for rehabilitation. Routine maintenance of buildings and minor renovation projects are not eligible.

Funding for vertical infrastructure programs is dependent on legislative action and not guaranteed. Historically, application requests for vertical infrastructure far exceeds the appropriated funding. The State of Iowa's allocation in 2020 for airport vertical infrastructure was \$1.8 million.

As shown in **Figure 7-12**, the State Aviation Program provides approximately \$5.8 million in funding to Iowa airports on an annual basis.

Figure 7-12: Iowa DOT State Aviation Program Funding (2012-2021)



Source: Iowa DOT Aviation Bureau

### 7.6.8 Other State Aviation Funding Programs<sup>1</sup>

#### ***Air Service Development (ASD) Program***

The Air Service Development (ASD) program provides assistance to commercial service airports to maintain and enhance passenger air service in Iowa. Targeted funding is used to attract and retain air service based on the particular needs and circumstances of the airport’s passenger air service market. Participation is limited to airports designated as commercial service airports in the current state aviation system plan that are currently receiving scheduled Part 121 domestic or Part 135 commuter service. Eligible projects may be funded up to 80 percent when funding is available for the program.

#### ***Land Use Planning and Zoning Program***

The Land Use Planning and Zoning program encourages airport sponsors, cities, and counties to enact airport zoning that protects compatible land use near airports. Airport sponsors are also encouraged to work with city and county comprehensive plans to include compatible land use protection for airports. Airport sponsors interested in funding for this purpose must first work with the Aviation Bureau to develop a scope of work and sign an agreement. No reimbursement for the project will occur until the zoning or comprehensive plan has been adopted by the appropriate parties. It should be noted that privately owned airports are not eligible for this funding.

#### ***Immediate Safety Enhanced (ISE)***

The Immediate Safety Enhancement (ISE) program is intended to assist airports with safety related repairs to existing equipment that may malfunction, as well as infrastructure that may be damaged, outside the typical grant application process. Safety-related issues identified by the airport inspector as needing immediate attention may also be included. This program includes emergency repair to communication and navigational

<sup>1</sup> <https://iowadot.gov/aviation/airport-managers-and-sponsors/State-Funding/state-funding-programs>

equipment, pavement blow-ups, lighting and other safety-related issues. Airports can apply for immediate safety enhancements up to \$10,000 (70 percent match) which are accepted throughout the year.

### ***Airport Wildlife Hazard Mitigation Program***

The Wildlife Mitigation Program provides assistance to airport sponsors in mitigating and removing wildlife from airports to reduce the potential for wildlife strikes. The Aviation Bureau coordinates agreements with USDA Wildlife Services to perform year-long wildlife studies or mitigation activity at airports, provide resources and training for airports to conduct their own mitigation, and coordinate deer depredation efforts with the Iowa Department of Natural Resources (DNR). Activities eligible at an airport will reflect findings from initial consultations with the USDA Wildlife Services biologists.

### **7.6.9 Iowa Aviation Related Taxes/Fees**

The State AIP is funded through the State Aviation Fund, with revenues from aircraft registration fees and aircraft fuel taxes, and is used to support airport development projects, on-going aviation-related services such as automated weather observation system (AWOS), runway markings, windsocks, special projects and statewide planning. The GAVI and CSVI programs are funded through annual appropriations from the state legislature for general aviation and commercial air service airports.

#### ***Aircraft Registration Fees***

Civilian aircraft owners register their aircraft with the Iowa DOT and pay aircraft registration fees annually that are computed on an aircraft age and primary use (business, personal, medical helicopter, etc.). The minimum aircraft registration fee is \$35 and fees are capped at \$5,000.

#### ***Aviation Fuel Taxes***

The State of Iowa collects aviation fuel taxes on the sale of AvGas and Jet A fuel. Current rates are \$0.08 per gallon for AvGas and \$0.05 per gallon for Jet A. Aviation fuel tax receipts are deposited in the State Aviation Fund.

#### ***Use Tax Related on Aircraft Sales***

A one-time six percent use tax on the purchase price of the aircraft is collected when an aircraft is registered with the Iowa DOT. While aircraft registration fees are deposited into the State Aviation Fund, use taxes are not directed to aviation programs and are instead deposited into the State's General Fund.

#### ***Sales Tax on Aircraft Parts and Labor***

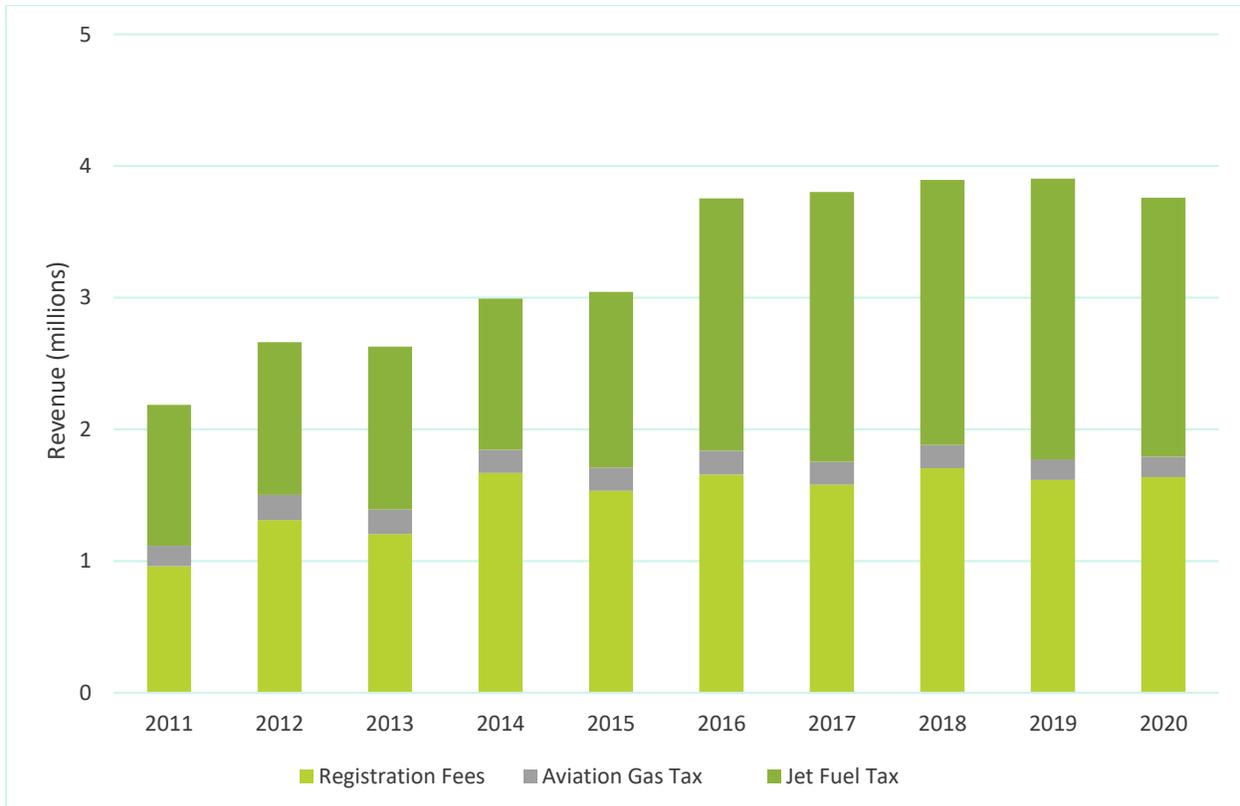
A six percent retail sales tax is collected on parts and labor associated with aircraft repair and maintenance. Like use tax collected on aircraft sales, the sales taxes collected on aircraft parts and labor are deposited into the State's General Fund. Scheduled and nonscheduled interstate Federal Aviation Administration certified air carrier operations are exempt from these sales taxes. In recent years, many states have expanded that exemption to all sales taxes on aircraft parts and labor. Accordingly, for the past several years, aviation stakeholders have been attempting to expand the exemption to all aircraft to keep Iowa's aircraft maintenance facilities and airports competitive with those in surrounding states.

## Taxes and Fees Collected

Average annual revenue for aircraft registration fees is approximately \$1.5 million over the 10-year period while revenues related to AvGas and Jet A fuel sales in Iowa averaged just over \$1.78 million for a total of \$3.28 million in average revenue. Revenues increased by \$711,000 (or 23 percent) between 2015 and 2016 but remain steady at approximately \$3.8 million from 2017 to 2020.

Revenues attributed to fuel taxes and aircraft registration fees from 2011 to 2020 are presented **Figure 7-13**.

**Figure 7-13: Iowa DOT Registration Fees and Fuel Tax Revenues (2011-2020)**



Source: Iowa DOT Aviation Bureau

### 7.6.10 Public-Private Partnerships

Public-Private Partnerships, also known as P3s, are agreements between government agencies and private entities to finance, build, or operate development projects. P3s often involve the shift of financing from the public sector to the private sector, where the private sector can recoup dollars from the on-going operation of the development, and the public receives the benefit provided from the completed infrastructure project.

There are minimal examples of P3 arrangements in the United States, with slightly more found in other countries around the world. In 1997, the FAA authorized the Airport Privatization Pilot Program (APPP), permitting five airports to sell or lease airport components to private entities. As of 2018, the program has been renamed to the Airport Investment Partnership Program (AIPP) and has been expanded to allow participation by 10 airports. The updated program now allows the public sponsor and private operator to manage an airport jointly. Multiple airports have participated in the program, only to revert to public sponsor ownership and management. The most high-profile airport currently in the program is Luis Munoz Marin

International Airport, which underwent full privatization through a 40-year lease with Aerostar. Aerostar made an initial payment of \$615 million to the Puerto Rican government and will share revenue throughout the life of the contract. There are currently only two airports occupying the 10 available spots in the AIPP.

While the AIPP involves an agreement regarding the entire airport property, other airports in the United States have begun to use P3s to fund specific infrastructure projects at the airport. Commercial airport terminals offer the most opportunity for this type of arrangement as the terminals are often a key source of revenue. The Kansas City International Airport is currently undergoing the construction of a new terminal complex that is the result of a \$1.5 billion partnership, while LaGuardia Airport in New York completed its new Terminal B complex using a \$4 billion partnership. While these example agreements are large in scope, the potential for P3 arrangements in Iowa is much more limited.

### ***Marion Airport***

In Iowa, there are very limited examples of full P3 projects at general aviation airports. The Marion Airport is a current example of a P3 project. Historically, the airport was privately owned and operated but open for public use, with a unique runway that was partially turf and pavement and did not meet state safety requirements. With aging infrastructure and inadequate funding to make improvements but an increasing user base, the landside of the airport was sold to a private developer and the City of Marion purchased the remainder of the airport, leading to the current P3 arrangement.

### ***Considerations in a P3 Arrangement***

While P3 contracts add an innovative option for financing and completing new infrastructure projects, there have been limited examples of P3s used at airports throughout the United States, and even less so when the scope is narrowed down to general aviation airports.

A P3 arrangement at a general aviation airport could have several benefits. First, financial risks are often shifted from the public sector to the private sector, eliminating the responsibility of the public entity to determine the mix of funding sources necessary to fully fund a project. Aside from shifting risk, the arrangement also allows for private investment to accelerate important airport development projects that may otherwise languish due to lack of public funding.

There are also several potential pitfalls that need to be considered when evaluating P3s at general aviation airports. Contracting becomes a much more necessary and important tool to ensure that the public entity retains some authority while the project and financial responsibility shift to the private entity for the contract period. Depending on the size of the airport, this additional cost could add a burden to the public sector entity pursuing the P3. Additionally, financing in private sector construction is not immune to issues, and while project risk is shifted from the public sector to the private sector, there is always the chance that private sector financing experiences difficulties. Eligibility for capital improvement or on-going maintenance funding outside the P3's scope should also be considered if ownership of any land or facility is changing. FAA and State funding may become unavailable if certain measures or provisions are included in any agreement.

### ***Future of P3s at Iowa Airports***

In the Iowa system, Marion Airport is likely a unique instance of a P3 arrangement occurring at a general aviation airport within the state. Prior to the P3, the airport was privately-owned and operated with a partially paved runway. The airport had infrastructure in place but a lack of investment capability to bring the facility up to standards. The combination of private ownership and a paved runway is not present at any other Iowa airport facility, making the P3 at Marion Airport a unique circumstance that would be difficult to replicate.

Other privately owned, public use airports in Iowa maintain turf runways and currently meet facility objectives. Of the eight airports that meet these parameters, they are all lower-activity airports in the Local Service Role ranging from five to one based aircraft, except for Larchwood with 21. These airports are unlikely require any additional investment in runway facilities as the facility objectives for local service airports are to maintain the existing infrastructure.

Des Moines International Airport is in the process of developing a new commercial terminal building in which a P3 arrangement was evaluated with assistance from a consultant. The terminal development is still in progress and it is unclear whether P3 elements will be included in final financing.

Iowa airports in the NPIAS are eligible to receive federal grant funding through the Airport Improvement Program, making a shift from public ownership to private operation unlikely, as these funds would be available for necessary capital improvements. Additionally, airports in the NPIAS must follow FAA grant assurances regarding property disposal, ground rent, and through the fence operations making the privatization of elements of the airport no longer in control of the Sponsor much more challenging. Airports not in the NPIAS, but publicly owned are eligible for Iowa state grant funding, which provides a different source for capital improvements and decreases the likelihood of a P3 agreement.

## 7.7 Summary of Airport Cost Estimates and Funding

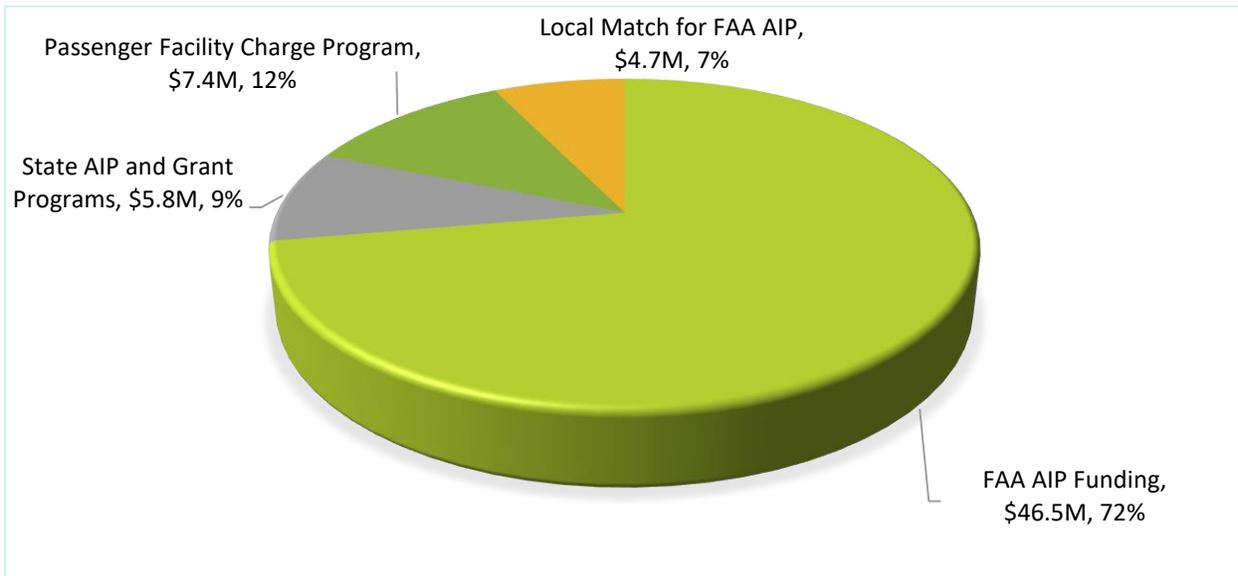
Recommended system planning project costs were developed to identify funding levels needed to support each airport fulfilling its recommended facility and service objectives. In addition, project costs from each airport's capital improvement program, as well as each airport's pavement maintenance program, were collected to create a complete view of potential funding needed for the system. These three areas of needed funding were compared to avoid double counting projects that might appear in more than one category. Identified funding needs for the next 10 years were determined approach \$1.2 billion. Each assessed funding category's need is:

- System Plan Identified Projects - \$34.9 million
- ACIP Identified Projects - \$1.1 billion
- Pavement Maintenance Projects - \$84.4 million

Commercial Service airports represent nearly 60 percent, or \$706.8 million, of this identified need. Projects at Enhanced Service airports approach 16 percent or \$187.5 million, while projects at General Service Airports will require nearly \$173.6 million (15 percent). Basic and Local Service facilities will require the remaining 10 percent, or \$113.2 million in the next ten years.

For most states, the need on an annual basis to improve and maintain the state airport system far exceeds all available funding resources. Highlighting this gap will be important, especially as it relates to educating state and local elected officials. Airport funding comes from various FAA, state, and local sources. The FAA provides the greatest amount, through the AIP. While the funding amount fluctuates, on average \$46 million is available annually from FAA grants. The State Aviation Program provides approximately \$5.8 million in funding to Iowa airports on an annual basis. Other available funding such as PFCs and local and private funding provide an estimated \$14 million annually.

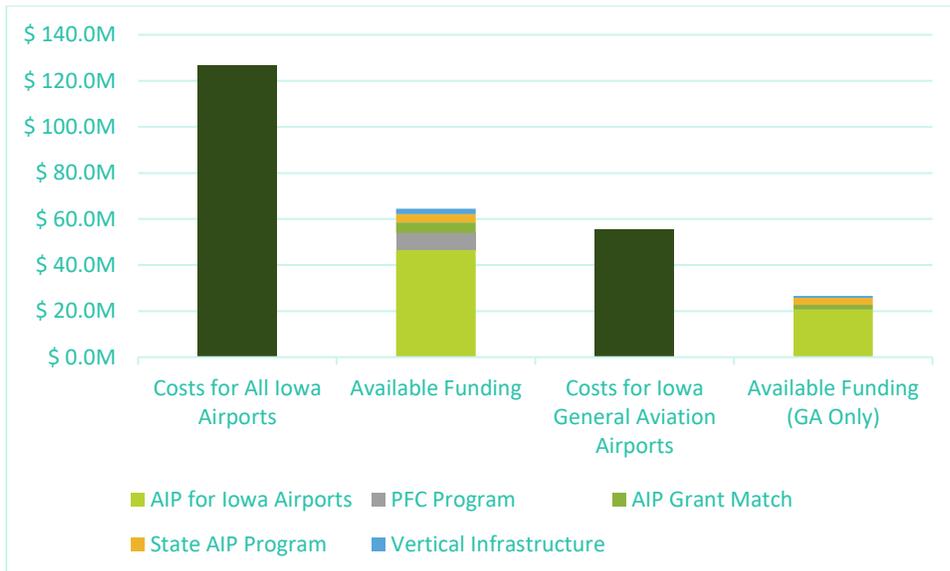
**Figure 7-14: Historic Annual Funding Levels (10-Year) by Source**



Source: FAA AIP 2010 - 2019, Iowa DOT Aviation Bureau

As shown previously, **Figure 7-14** and **Figure 7-7** identify potential average annual funding needs for all Iowa airports and all general aviation airports in Iowa, respectively. Combining all three categories, an average annual investment need is estimated at \$126.6 million when considering all Iowa airports. When considering just general aviation airports, the annual funding need is reduced to \$55.5 million. These numbers are contrasted with historic average funding levels over the past 10 years in **Figure 7-15**.

**Figure 7-15: Annual Funding Need Compared to Anticipated Annual Available Funding**



Source: FAA, Iowa DOT Aviation Bureau, McClure, ApTech

When the total average annual investment need of \$126.6 million from the SASP 2020 deficiencies, ACIPs, and pavement maintenance and rehabilitation costs is compared to anticipated annual federal, state, and local funds (approximately \$65 million) that could be available to meet this need, it is clear that a significant annual funding gap can be anticipated.

It is unlikely that additional state or FAA funding will be forthcoming, which means that investment decisions need to be made to help ensure that airports and projects that are most critical to the success of the Iowa airport system are funded. The SASP 2020 recommendations provides important decision-making information by identifying projects and actions that are important to raising the bar for future system performance. As future investments are made in the Iowa airport system, recommendations from the SASP 2020 should be considered to guide those investment choices.

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## 8. Plan Recommendations

Results from the 2020 Iowa Statewide Aviation System Plan Update (SASP 2020) demonstrate that the Iowa airport system is well developed; currently meets many aspects of the plan's goals and has many of the recommended facilities and services in place. While the system performs at a high level, there are still improvements that should be considered. This chapter will summarize recommendations and strategies to improve the Iowa aviation system.

Throughout the planning process the consultant team has communicated with airport sponsors, Aviation Bureau staff, industry stakeholders, and the Project Advisory Committee, to gather important qualitative data to complete each step of the plan.

This chapter includes a review of the 2020 recommended system; considerations when evaluating future role changes; a summary of unique system needs; and a review of future project costs including airport capital improvement plans, pavement maintenance needs, and projects identified to meet airport role facility and service targets. Finally, project findings and recommendations are compared to plan goals highlighted in **Chapter 1**.

### 8.1 2020 Recommended System

The 2020 recommended airport system is based on the 2010 SASP. Since the completion of 2010 document, three airports have completed improvements to facilities and services that warrant an upgrade to their 2020 SASP roles.

- Shenandoah Municipal (Basic Service to General Service)
- Lamoni Municipal (Local Service to Basic Service)
- Waverly Municipal (Local Service to Basic Service)

Also, since completion of the last study, five airports have closed:

- Morningstar Field
- Onawa Municipal
- Orange City Municipal
- Primghar
- Sioux Center Municipal

Two of the airports, Orange City and Sioux Center, closed as a result of the construction and opening of the Sioux County Regional Airport in Maurice. Sioux County Regional in Maurice, as well as Peltz Field in Ringsted, represent new additions to the 2020 system as Enhanced Service and Local Service airports, respectively. **Figure 8-1** illustrates the final recommended system as presented in the SASP 2020.

Figure 8-1: 2020 Recommended Iowa Airport System



Source: Aviation and Iowa DOT

### 8.2 Future Airport Role Considerations

To assess the current adequacy of the airport system, several evaluations were performed. First, a step-down GIS drive-time analysis was completed to identify any possible geographic or population coverage voids in the airport system. In addition, a review was completed to determine if there are airports with facility and services in place that make them nearly eligible for an upgraded airport role. For example, several airports have all facilities and services in place except for one key component of the next higher role.

#### 8.2.1 Population and Geographic Coverage

Similar to the analysis of population and geographic coverage completed in **Chapter 4, System Evaluation**, an analysis was undertaken to identify coverage through a step-down approach by airport role. This approach provides an opportunity to identify any major service level gaps in coverage throughout the state.

#### *Commercial Service*

Iowa’s major population centers are well covered by airports providing commercial service operations. Figures illustrating commercial service coverage by both Iowa and out-of-state commercial service airports are presented in **Chapter 4, System Performance**. Several drive times were evaluated.

When 60-minute drivetimes were utilized, more than 69 percent of the state’s population was proximate to a commercial service airport and, when a 90-minute drive time was applied, the overall coverage increased to 95 percent of Iowa’s population.

### ***Commercial and Enhanced Service***

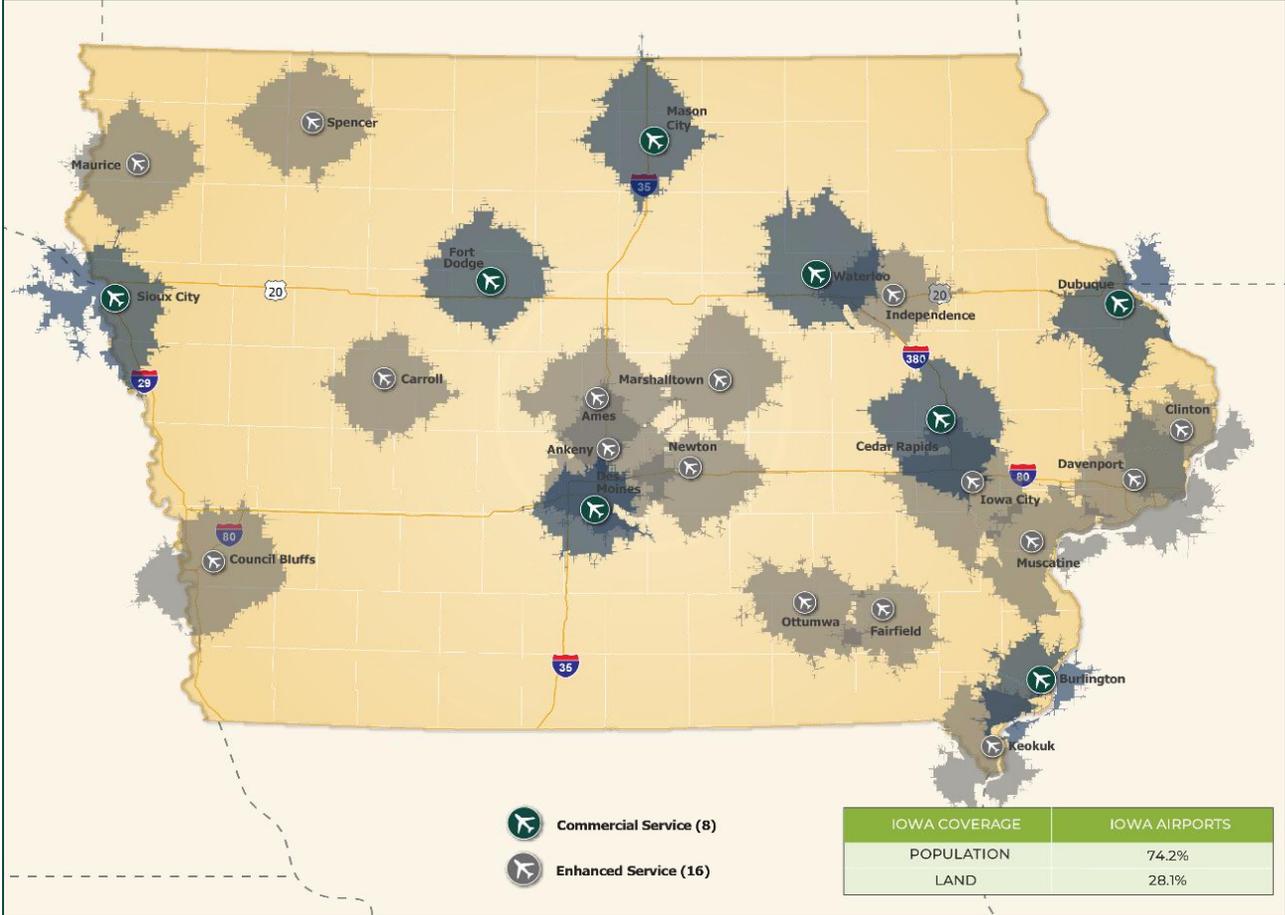
Enhanced Service airports are intended to be able to serve all the needs of corporate aircraft and their users. Key minimum facilities and services offered at Enhanced Service airports to support operations include:

- 5,000-foot primary runway
- Approach with vertical guidance
- 24-hour Jet A and 100LL fueling services
- Standard business hours and after hours on-call
- Weather reporting

Commercial Service airports also have facilities and services in place that equal or exceed those found at Enhanced Service airports. Therefore, Commercial Service airports were included when evaluating Enhanced Service airport’s general aviation services. While only 28 percent of Iowa’s geography is covered by 30-minute drive time areas for Commercial Service and Enhanced Service airports, nearly 75 percent of the state population lives within a 30-minute drive of one or more of these well-equipped facilities.

**Figure 8-2** illustrates the coverage of airports in these roles.

Figure 8-2: Commercial and Enhanced Service 30-Minute Drive Times



Source: Aviation and Iowa DOT

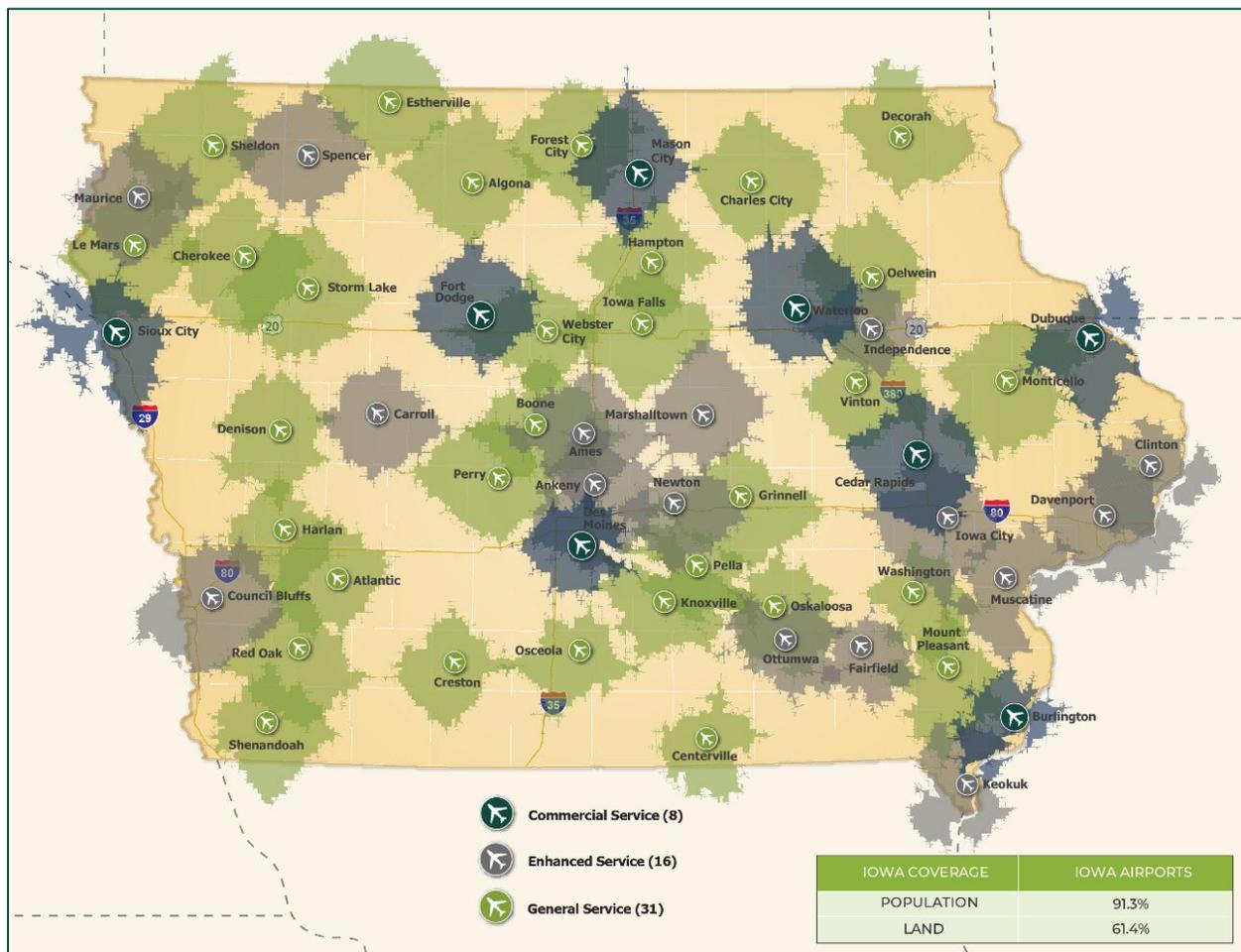
### Commercial, Enhanced, and General Service

When General Service airports are added to Commercial and Enhanced categories, the population coverage of the system increases dramatically. Airports in these categories make up less than half of the system (55 airports) but provide coverage to more than 91 percent of the state’s population using a 30-minute drive time. Airports in the General Service role are capable of supporting business aircraft as well as recreational operations. Facilities and services generally available at these airports include:

- 4,000-foot primary runway
- Non-precision approach
- Jet A and 100LL fuel
- Standard business hours and after hours on-call
- Weather reporting

Figure 8-3 illustrates the coverage of airports in these roles.

**Figure 8-3: Commercial, Enhanced, and General Service 30-Minute Drive Times**



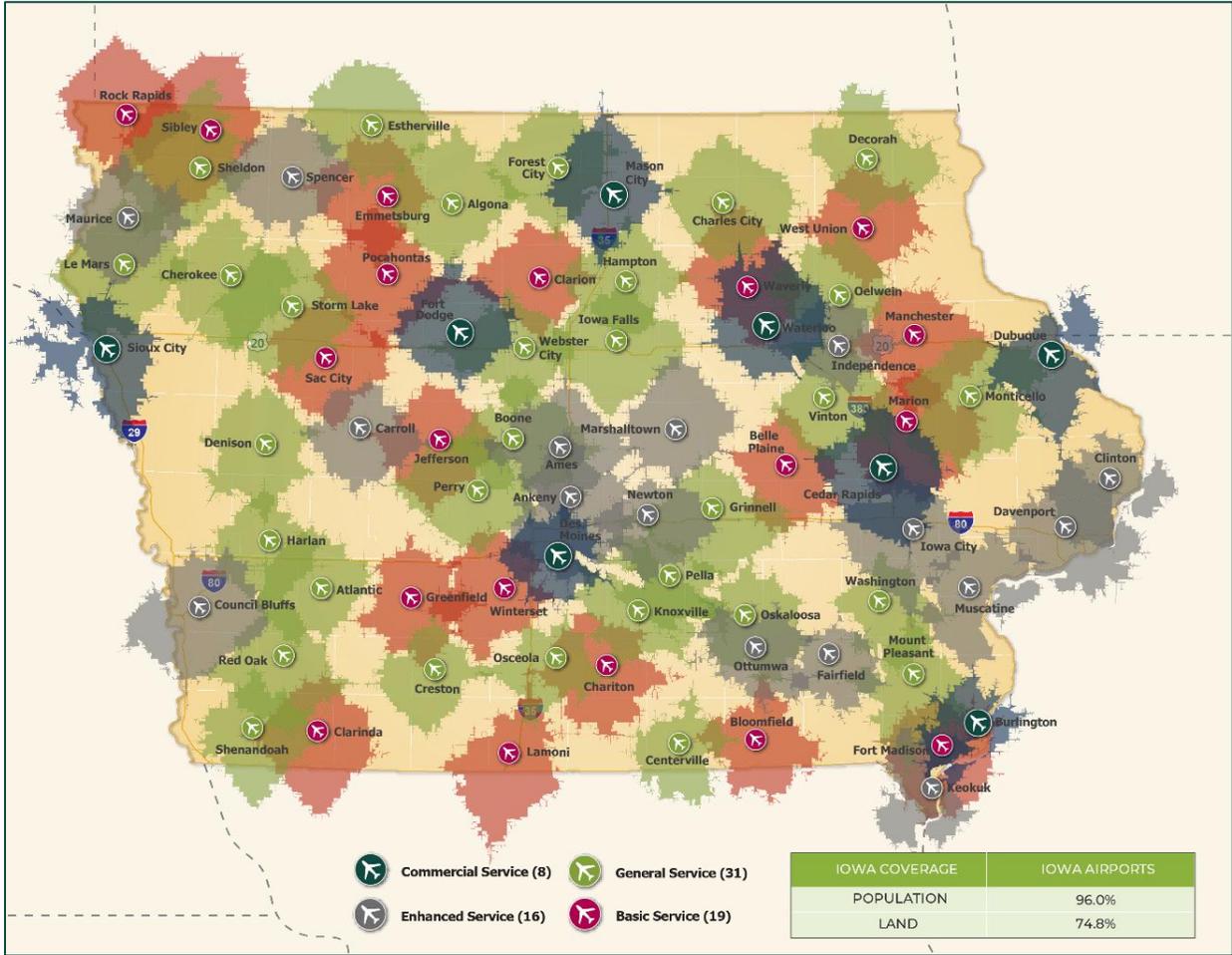
Source: Aviation and Iowa DOT

**Commercial, Enhanced, General, and Basic Service**

When adding Basic Service Airports to those in the Commercial, Enhanced, and General roles, the Iowa system covers nearly 96 percent of the population and 75 percent of the land area in the state. Airports in these four roles all have paved runways over 3,000 feet and offer 100LL fuel, offering the ability to handle common general aviation activities conducted by single-engine aircraft.

Figure 8-4 illustrates the coverage of airports in these roles.

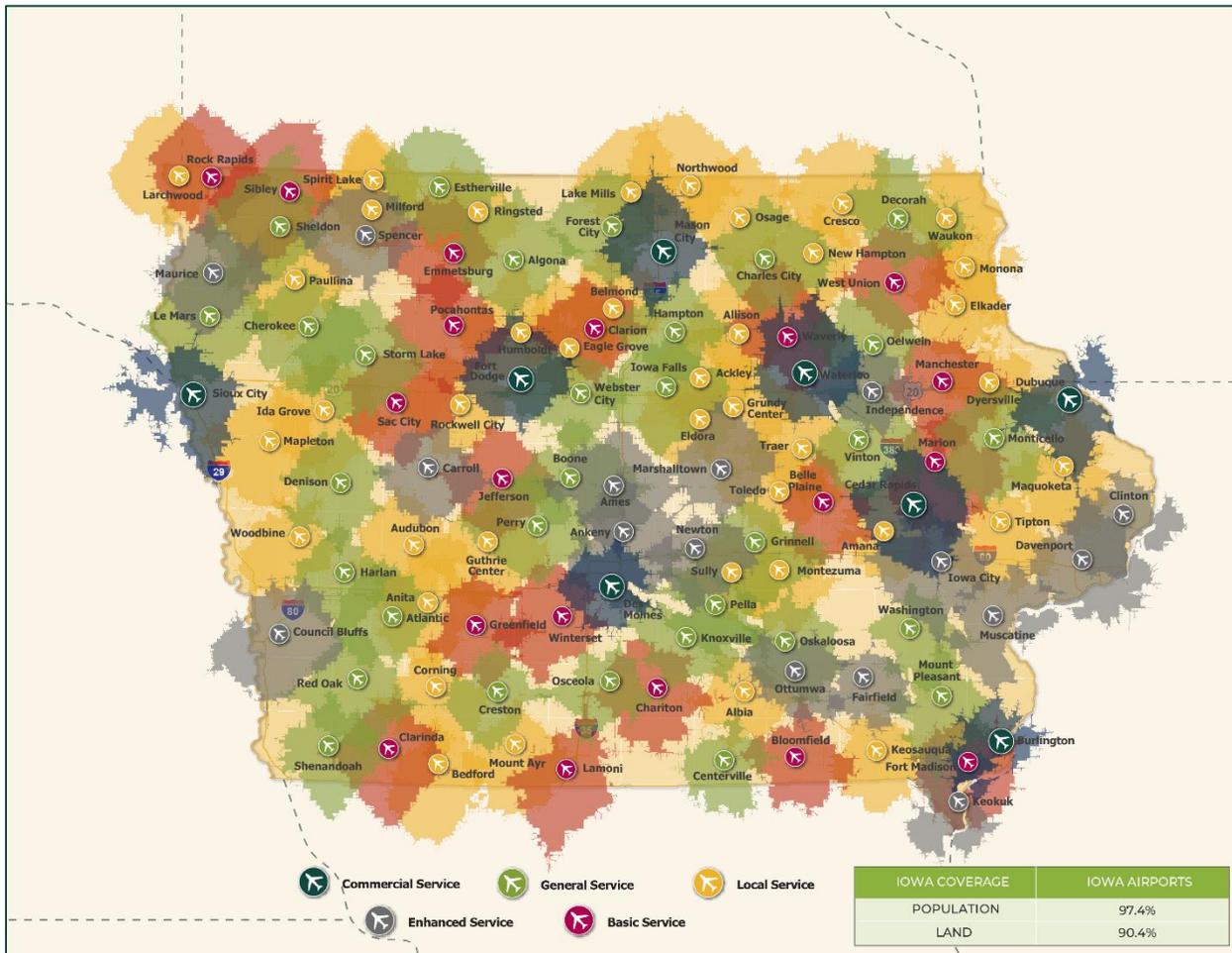
**Figure 8-4: Commercial, Enhanced, General, and Basic Service 30-Minute Drive Times**



Source: Aviation and Iowa DOT

The 40 Local Service airports fill remaining gaps in the system and cater to unique general aviation demand throughout the state. Activities conducted at Local Service airports can include operations by most single-engine aircraft as well as experimental aircraft, gliders, and ultra-lights.

**Figure 8-5: 30-Minute Drive Time Coverage of Iowa Airports**



Source: Aviation and Iowa DOT

As discussed in **Chapter 4, System Evaluation**, when all system and neighboring state’s airports are considered, more than 97 percent of the population and 91 percent of the land area is within a 30-minute drive of a system airport. Commercial and Enhanced Service airports in Iowa alone cover nearly 75 percent of the population and are located in many of the cities and counties with businesses that use corporate aviation. When General Service airports are added in, coverage increases to 91 percent of the Iowa population. Many of the General Service airports provide facilities and services capable of handling smaller jets and many of the other aircraft used in the general aviation community. Basic Service airport coverage brings the total state population coverage figure to 96 percent, and 97 percent with Local Service included. The robust coverage by the Iowa system in its current state minimizes the need to fill any general gaps in population coverage and instead provides the opportunity to refocus efforts on targeting improvements that further enhance the ability of the system to meet the needs of users in specific roles.

### 8.2.2 National Plan of Integrated Airport Systems (NPIAS) Considerations

An updated review of non-NPIAS Iowa airports was conducted for SASP 2020 in **Chapter 5, Airport Roles**. This review concluded that none of the 35 Iowa airports not included in the 2021-2025 NPIAS currently meet the FAA criteria for inclusion, as detailed in *Order 5090.5 – Formulation of the NPIAS and ACIP*. No changes to NPIAS eligibility are anticipated during the 20-year planning period.

### 8.3 System Plan Identified Projects

Based on the analysis of the recommended airport system's performance, the SASP 2020 identifies specific projects for airports in the Iowa system. These projects relate to improving the airport system's ability to serve key market segments associated with each role, especially as it relates to facility and service objectives set as part of this study. Additionally, projects and costs from the Iowa Airport Capital Improvement Program (ACIP) and Airport Pavement Management System (APMS) were collected and combined with the projects identified from the evaluation of facility and service objectives. A full summary of projects and costs associated with these three sources is provided in **Chapter 7, Cost Estimates**.

#### 8.3.1 Summary of System Plan Needs by Project Type and System Role

To ensure project costs were not duplicated and artificially inflating the combined estimated development costs, the current ACIPs for each airport were reviewed against the system plan facility recommendations to identify deficiencies that were already being considered as part of each airport's ACIP. If a project that was identified as part of the system plan recommendations was found to also be included in the current ACIP for a given airport, that project cost was removed from consideration in the system plan recommendations. **Table 8-1** presents the adjusted estimated costs for the system plan recommendations by project type and airport service role.

**Table 8-1: Adjusted Costs from Iowa System Objectives**

Project Type	Commercial Service	Enhanced Service	General Service	Basic Service	Local Service	Costs Subtotal	% of Total
Update Airport Reference Code (ARC)	\$0	\$5,000,000	\$150,000	\$0	\$0	\$5,150,000	14.8%
Runway Width	\$0	\$0	\$1,067,200	\$1,620,800	\$0	\$2,688,000	7.7%
Taxiway Type	\$0	\$0	\$1,600,000	\$0	\$0	\$1,600,000	4.6%
Runway Lighting	\$0	\$0	\$0	\$635,400	\$0	\$635,400	1.8%
Vertical Glideslope Indicator (VGSI)	\$0	\$0	\$25,000	\$0	\$0	\$25,000	0.1%
Rotating Beacon	\$0	\$0	\$0	\$42,700	\$0	\$42,700	0.1%
Covered Storage	\$0	\$1,335,000	\$0	\$0	\$0	\$1,335,000	3.8%
Overnight Business Storage	\$1,100,000	\$665,600	\$2,995,200	\$0	\$0	\$4,760,800	13.6%
Terminal Building	\$0	\$0	\$0	\$0	\$0	\$0	0.0%
Entryway and Parking	\$0	\$0	\$880,000	\$0	\$0	\$880,000	2.5%
Security	\$0	\$12,623,010	\$178,500	\$204,000	\$7,200	\$13,012,710	37.3%
Restrooms	\$25,000	\$40,000	\$16,000	\$12,000	\$0	\$93,000	0.3%
Snow Removal	\$0	\$730,000	\$0	\$275,000	\$0	\$1,005,000	2.9%
Land Use	\$0	\$0	\$350,000	\$350,000	\$1,350,000	\$2,050,000	5.9%
Height Zoning	\$0	\$0	\$0	\$0	\$630,000	\$630,000	1.8%
Update Airport Layout Plan (ALP)	\$0	\$200,000	\$800,000	\$0	\$0	\$1,000,000	2.9%
Total	\$1,125,000	\$20,593,610	\$8,061,900	\$3,139,900	\$1,987,200	\$34,907,610	100.0%

Source: Iowa DOT, McClure

Similarly, the preventative maintenance and rehabilitation costs developed from the Iowa DOT Aviation Bureau APMS was analyzed to ensure there were not duplicate projects in the APMS cost estimates and the current ACIP for each airport. If a project that was identified as part of the APMS recommendations was found to also be included in the current ACIP for a given airport, that project was removed from consideration in the APMS cost estimates. Privately-owned airports are not typically eligible for state and federal funding.

### 8.3.2 Summary of Development Costs by Project Source and System Role

A summary of the combined development costs for all three plans (system plan recommendations, ACIP, and APMS) identified by both service role and plan is contained in **Table 8-2**. As is evident, the most extensive investment needs are for Commercial Service airports at 59.8 percent of all development costs from FY21 to FY30.

**Table 8-2: Summary of Combined Development Costs by Role and Plan**

	Commercial Service	Enhanced Service	General Service	Basic Service	Local Service	Statewide	Costs Subtotal
System Plan Deficiencies	\$1,125,000	\$20,593,610	\$8,061,900	\$3,139,900	\$1,987,200	\$0	\$34,907,610
ACIP Annual Cost Estimates	\$701,258,666	\$146,230,636	\$139,894,581	\$48,030,233	\$26,443,292	\$675,000	\$1,062,532,408
Pavement Maintenance/Rehab Costs	\$4,396,144	\$20,724,747	\$25,641,772	\$15,135,513	\$18,509,094	\$0	\$84,407,270
Total	\$706,779,810	\$187,548,993	\$173,598,253	\$66,305,646	\$46,939,586	\$675,000	\$1,181,847,288
Percent	59.8%	15.9%	14.7%	5.6%	4.0%	0.1%	100.0%

Source: Iowa DOT, McClure

## 8.4 Unique System Needs and Observations

Aside from the quantitative data collected in the inventory survey effort, several qualitative questions were targeted by the Aviation Bureau to attempt to gather insights directly from the airports on specific issues. Many of the topics in this section stem from the observations made by Aviation Bureau staff, as well as repeated points of interest raised by airport officials in the inventory effort. Airport officials were provided a space to list general system comments at the end of the inventory survey. Several topics of importance are included in this section as system needs. Other notable comments and observations found on the survey include:

### Current Airport System Strengths

- Supportive local governments and communities
- Long-term planning as a priority (infrastructure programs, master plans, zoning/land use)

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*“Our airport has had great support by the FAA and State. The city is very supportive also... We are pretty resilient and have a great commission committed to working together and moving forward.”*

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*“Airports, even small ones, are important to towns like us. Businesses use it and would hate to lose the airport. (We) wish there would be more funding to get the runway resurfaced.”*

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### Future Airport System Concerns

- Assistance on how to grow smaller airports
- Increased funding for pavement maintenance and SRE/grounds equipment
- Runway extensions, often to lengths over 5,000 feet, to serve corporate and business aircraft

Additionally, officials were asked to identify general trends and the biggest issues facing their airports. Quotes from this exercise point to positive trends for some airports and instances of decreasing activity at others.

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*“Lack of hangar space has been the biggest issue...a need expressed from local pilots who have to hangar their aircraft greater distances away.”*

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*“Demand for flight instruction has increased, however overall general aviation activity is slower.”*

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*“The airport is experiencing an increase in aerial applications from area ag sprayers.”*

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*“Biggest issue is space for more based aircraft to be hangered, and availability of flight instruction for new pilots.”*

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Identifying supply and demand geographically, in terms such as operations; available flight instruction; and covered storage, can help balance out where users access aviation within the system and ensure a more efficient use of scarce resources.

Data and anecdotes outlined in this section were collected from airport managers, city officials, and other points of contact and are intended to highlight areas of improvement related to infrastructure, processes, or services that are important to maintaining a successful and sustainable Iowa airport system.

### 8.4.1 Final Recommendations

Following the evaluation of facility and service objectives completed in **Chapter 6**, the Aviation Bureau chose to highlight several specialized facility needs and objectives. This section reviews the continued importance and status of vertical infrastructure including terminal buildings and hangars; security and fencing; airport attendance; 24/7 restroom access; available aircraft services; and local airport planning measures.

Additionally, the inventory effort collected information and opinions from Iowa airport sponsors and officials on several areas of interest to the Aviation Bureau: terminal building adequacy, parking conditions, environmental sustainability initiatives, and availability of local pavement maintenance funding. For terminal building adequacy and parking conditions, airport officials were asked to assign a value of excellent, adequate, or needs improvement, to the condition of each facility. Current environmental sustainability initiatives and local funding for pavement maintenance information was also collected.

To summarize these needs, two summary tables are provided in **Appendix G** with specific airport data, associated need (if relevant) related to each recommendation area. A more detailed analysis of hangar need was provided to the Aviation Bureau through an ArcGIS Online dashboard that provides a visual, interactive database to evaluate future needs.

## ***Vertical Infrastructure***

***Support continued vertical infrastructure improvements by maintaining existing funding and identify additional funding sources for maintaining and improving terminal buildings and hangar infrastructure. Maintain coordination with airport sponsors regarding terminal building and hangar existing conditions and future need.***

Terminal buildings serve pilots, passengers, and the community as an important gateway and first impression of the airport and its facilities. Maintaining a terminal facility with excellent or adequate amenities provides users a dedicated space to make flight plans, rest and prepare for trips, and may also house airport management. In the inventory effort, managers were asked a series of questions about terminal buildings including age, size, amenities offered, and adequacy.

While many of the terminal buildings in the system provide adequate space and amenities for their specific user groups, 24 airports noted that the condition of their terminal building needs improvement. A review of comments from these airports indicated that issues related to conditions ranging from size, often times too small, to age, with many facilities in need of maintenance or lacking certain modern amenities.

\$305.0 million of the \$310.7 million identified as part of the ACIP is for projects at two commercial service airports, Des Moines International Airport and Eastern Iowa Airport. The terminal program at Des Moines is estimated at \$255 million while terminal improvements at Eastern Iowa are \$50 million. Approximately \$2 million in the ACIP is identified for terminal improvements at general aviation airports.

Aviation Bureau staff also identified hangar storage as a point of interest at the beginning of SASP 2020, with targeted questions related to occupancy, ownership, and adequacy asked as part of the inventory effort. An evaluation of survey information provided a detailed picture of the demand and need for these facilities in the system. Existing infrastructure currently meets much of the demand. A summary of general hangar needs includes:

- 55 airports having a waiting list
- 17 airports having a waiting list with 10 or more potential users.
- 42 airports identifying a need for new hangars
- 25 airports identifying a need for repairs or replacement hangars due to condition
  - There was near-even split between a need to replace T-hangars and a need to replace box hangars
- Nine airports identifying a need for new corporate hangars or a corporate hangar for overnight storage
- Eight airports identifying a need for new box hangars
- 28 airports identifying a need for new T-hangars

A high-level estimate of costs to meet hangar needs, including repair and replacement of existing hangars and construction of new hangars, was conducted to capture a complete view of potential future costs. The estimate used an unconstrained scenario, that does not account for any potential overlap in demand from competing airports. Overall, it \$58.4 million in hangar construction costs would be needed to accommodate all hangar needs derived from the inventory survey of airport officials. More than half of the costs (\$32.8 million) support T-hangars while more than a quarter of the estimate (\$15.6 million) supports construction of box hangars. The remaining costs are for corporate hangars (\$6.0 million) and overnight storage units for business aircraft (\$4.0 million). Repair and replacement of existing hangar storage accounts for \$15.8 million of the estimate, while demand for new hangars accounts for about \$42.6 million.

Airport ownership and available funding sources will largely dictate how hangar demand in the system is met. Corporate and box-style hangars are occasionally constructed by airport sponsors to serve general storage

needs, provided the FBO is capable of accommodating aircraft movements. Otherwise, these style hangars are typically constructed on an as-needed basis by individual owners. T-hangars are more commonly supported by airports and local governments through vertical infrastructure grant funding or ground leases to private entities. These hangars primarily serve single-engine aircraft; they are typically lower cost than corporate and box hangars on a per plane-stored basis and can often be filled quickly due to the high demand for new, available storage.

### ***Airport Attendance***

***Encourage attendance at Enhanced and General Service airports. Identify an airport contact at Basic and Local Service airports without after-hours arrangements, or that are unattended or maintain irregular hours.***

An attended airport, either by a hired public airport manager or through an agreement with a fixed-base operator, demonstrates an investment in the facility and provides assistance to users. Aviation occurs 24/7 and Iowa airports in more demanding roles should be capable of assisting pilots during standard business hours and have 24-hour assistance available on call. It is encouraged that unattended airports identify a contact for on call assistance and airports with standard business hours ensure that a staff member is available on call.

### ***Security and Fencing***

***Prioritize airfield fencing for security and wildlife with 8-foot perimeter fencing at all Commercial and Enhanced Service airports. If an airport is planning to update or replace fencing, encourage 8-foot height.***

Recommended security measures at Iowa airports vary by role, with eight-foot perimeter fencing in place as the Commercial and Enhanced Service target. Fencing is capable of solving a number of airfield security needs by reducing the risk of wildlife encounters on runways, as well as keeping out unauthorized visitors. Many airports already have some form of fencing in place which can be a helpful deterrent but falls short of the recommendation. In instances where partial eight-foot fencing or full perimeter fencing less than eight feet is in place, considerations should be made to install complete eight-foot perimeter fencing at time of replacement, or if warranted based on facility demand or community conditions.

### ***24/7 Restroom Access***

***Incorporate 24/7 airside access to a restroom via a keypad. Many airports already have a restroom but lack the keypad technology required to make the facility fully accessible 24/7. Consider agreements with private operators if improvements at terminal buildings or other public facilities are not viable.***

Similar to airport attendance in its importance and symbolism, is the availability of a restroom at any time via keypad. Many airports already have restrooms at the airport, either in a terminal building or hangar facility. Adding a keypad for 24/7 accessibility or forming an agreement for public use if in a private hangar add up to a relatively low-cost improvement that would greatly enhance the experience of many pilots and passengers. Considerations should be made to accommodate restroom accessibility improvements in terminal renovations and hangar improvements funded with state grants.

### ***Aircraft Services***

***Continue to support aviation services at system airports that will promote a strong aviation system including maintenance, flight instruction and aircraft rental services.***

Aircraft-related services including maintenance, flight instruction, aircraft rental, and charter are all important potential offerings at system airports, as highlighted in **Chapter 6, Facility and Service Objectives**. Aircraft

charter was included in the SASP 2020 as a service objective for multiple roles but should be reconsidered for inclusion as an objective in any future system plan due to charter access being an on-demand service. Whether a charter operator is based at an airport does not necessarily limit charter access to those airports with a based operator. Many operators offer a range of aircraft sizes that are capable of serving nearly any airport in the Iowa system with a paved runway. This nearly unlimited accessibility to the service should lead to a future reevaluation of aircraft charter as an objective in the system plan.

Generally, aircraft services provide a great benefit to the system and are a useful metric in gauging airport use. Aircraft services were included in the SASP 2020 as a minimum required role objective for Commercial and Enhanced Service airports.

### ***Planning Measures***

***Continue supporting the development and implementation of zoning ordinances and land use plans that protect Iowa airports.***

Presence of city or county airport zoning measures and appropriate land use compatibility remain important to the Aviation Bureau. Grants are available to help communities work with local governments to enact zoning measures as well as include airport-appropriate land uses in comprehensive plans. Through the data collection effort 20 airports were identified as lacking zoning measures to protect the aviation users, all in the Local Service role.

Land use compatibility around airports is included as a requirement as part of federal grant assurances. Airports with federal obligations should ensure land use measures are clearly outlined in community comprehensive plans, and it is encouraged that all airports in the system work towards documentation of compatible land uses.

### ***Entryway and Parking Conditions***

***Encourage signage and adequate entrances and parking facilities.***

Many of the same airports that noted necessary terminal building improvements also remarked on the need for an improved terminal entrance and parking area. Twenty-two airports noted that terminal parking areas needed improvement, with common comments related to older surfaces needing refinishing, or the paving of gravel lots. Several airports noted that more space was needed to accommodate demand, with three commercial airports noting that additional parking would help alleviate a strain on current systems during peak demand periods.

### ***Environmental Sustainability***

***Encourage integration of environmentally sustainable practices into capital improvements and airport operations throughout the Iowa system.***

Environmental sustainability has grown as a topic of importance since the 2010 Iowa SASP. Many airports in Iowa incorporate some level of sustainable practices into operations including LED lighting, solar power, recycling, and sustainable farming practices. Airports are encouraged to participate in environmentally sustainable improvements when making airport upgrades and operate in a more cost-effective manner.

**Pavement Maintenance**

*Encourage improved routine pavement maintenance practices and educate airport officials on the benefits of pavement maintenance and the existing PCI program.*

According to the airport inventory survey, 78 airports reported some type of routine pavement inspection, ranging in frequency from bi-annually to daily. Only 28 Iowa airports listed having a local budget to support pavement maintenance. According to the ACIP data, approximately \$460 million in estimated project costs are related to pavement needs. Ongoing inspections and improvements to airfield pavement, especially the runway, lengthen the lifespan of the surface and helps offset future infrastructure costs. The Aviation Bureau utilizes a Pavement Management Report/Pavement Condition website to make this information available to all airports in the system and emphasizes the importance of the pavement maintenance life cycle, illustrated in **Figure 8-6**. Only 50 airports reported regularly utilizing this website to monitor pavement condition.

**Figure 8-6: Pavement Maintenance Life Cycle**

PCI Range	Repair
86-100	Preventive Maintenance
71-85	
56-70	
41-55	Major Rehabilitation
26-40	Reconstruction
11-25	
0-10	

Source: Applied Pavement Technology

Currently, the FAA AIP program serves as a primary means of funding for pavement related projects at the 79 NPIAS airports in Iowa, with eligible grant projects starting at \$25,000. As evaluated in **Chapter 7**, nearly half of future projects included in the ACIP go to rehabilitation, reconstruction, or new projects involving pavement. Properly accounting for the life cycle of existing pavement and coordinating future projects with available funding should support the Bureau’s emphasis on maintaining what pavement is already incorporated at airports in the system.

**8.5 Application to Plan Goals**

Revisiting plan goals at this stage allows for an assessment of how exactly the system is meeting those specific goals. Specific examples from components of the plan will be matched up with plan goals to demonstrate the success of the current system and where improvements can be made in the future to continue meeting goals. Facility and service objectives related to each goal will also be highlighted to illustrate how the plan accounts for each goal.

### 8.5.1 Safety and Security

Safe and secure airports protect users and surrounding communities. With proper safety measures in place, dangerous incursions can be eliminated. Identification of security successes and deficiencies through the system planning process helps direct funding to areas that will help protect more aviation users and community members.

Specific areas of the system are well maintained and supported, including navigational aids, tip-down rotating beacons, and weather reporting equipment. These elements are critical to safe operations.

#### Applicable Facility and Service Objectives

- Runway Lighting – 97 percent of System Airports Meet Target
- Taxiway Lighting – 100 percent of System Airports Meet Target
- VGSI – 98 percent of System Airports Meet Target
- REILs – 100percent of System Airports Meet Target
- Rotating Beacons – 99 percent of System Airports Meet Target
- Lighted Wind Indicator – 100 percent of System Airports Meet Target
- Airfield Security (Fencing)– 72 percent of System Airports Meet Target

All Commercial and Enhanced Service airports have some form of partial or full fencing in place, but 11 airports in the Enhanced Service role do not meet the full eight-foot perimeter fencing target. Fencing was already identified as a unique system need and should continue to be invested in as barriers are replaced or installed. Almost all system airports also have posted signs to identify “No Trespassing” areas, as well as visual barriers to discourage entering the airfield.

### 8.5.2 Infrastructure and User Support

Airfield infrastructure and additional support structures including hangars and buildings provide users the ability to operate, store, and maintain aircraft. Without important infrastructure maintenance around the state, Iowa airports would be unable to meet the needs of pilots and passengers that rely on the access they provide.

#### Applicable Facility and Service Objectives

- Runway Length – 100 percent of System Airports Meet Target
- Runway Width – 96 percent of System Airports Meet Target
- Taxiway Type – 91 percent of System Airports Meet Target
- Covered Storage – 96 percent of System Airports Meet Target
- Terminal Building – 99 percent of System Airports Meet Target

Overnight storage for business aircraft, as discussed in unique system needs, is a difficult infrastructure component for the Aviation Bureau to plan and develop. Projects related to safety, security, and airfield infrastructure often take priority and vertical infrastructure grants are often in competition with terminal buildings and other hangar developments. Hangars are often developed with an end-user in mind, so the construction of available storage strictly for transient business aircraft is rare and difficult to fund. Sixty-seven percent of Iowa airports meet the overnight storage target, but many instances involve removing based aircraft or sharing of space. Reallocation of existing hangar space to accommodate overnight storage for business

aircraft may prove to be the most realistic in order to meet this specific aspect of the Infrastructure and User Support goal.

### 8.5.3 Accessibility

**Chapter 4, System Performance** highlighted specific facilities and services available in the Iowa system relative to their drive time accessibility to the state population and geographic coverage. Ninety-six percent of the Iowa population has access to a commercial service airport within 90 minutes and 80 percent have access within 60 minutes, an important metric for businesses and leisure travelers in the state.

Other key metrics in the chapter that demonstrate how the system meets its accessibility goal include:

#### Applicable System Evaluation Metrics

- 30-Minute Access to Any Iowa Airport – 97 percent
- 30-Minute Access to an Airport with an Approach Procedure – 94 percent
- 30-Minute Access to an Airport with Weather Reporting – 89 percent
- 30-Minute Access to an Airport with Avgas – 95 percent
- 30-Minute Access to an Airport with Jet A – 90 percent

These metrics are generally useful to demonstrate accessibility for most general aviation facility users. Approaches and weather reporting provide safe accessibility for pilots while Avgas ensures that a critical component for recreational users is widely available across the state.

### 8.5.4 Economic Support

Iowa system airports with business aircraft-capable runways, precision approaches, overnight storage, and Jet A fuel access are located near population centers and industrial sites around the state. Nearly one third of Iowa airports maintain a primary runway over 5,000-feet, one of the most important factors in accommodating business jets. Other key factors for corporate aircraft activity include overnight storage and access to Jet A fuel.

#### Supporting System Metrics

- 34 Airports with a 5,000-foot Runway or Greater
- 64 Airports with an Approach with Vertical Guidance
- 47 Airports with Overnight Storage for Business Aircraft
- 63 Airports with Jet A Fuel

**Figure 4-2 in Chapter 4, System Performance Evaluation** illustrates the 90-minute drive time coverage of commercial airports available to Iowa residents. The eight commercial service airports are within a 90-minute drive for 94.7 percent of Iowa residents. When airports from neighboring states are considered, that percentage increases to 96.1 percent. Not only do these airports support residents, but visitors to Iowa also often rely on commercial aviation for affordable access. Visitor spending leads to support of Iowa businesses and provides tax revenues to cities and counties throughout the state.

Additional analysis was conducted in an ArcGIS Online dashboard, described later in this chapter, to demonstrate access to industry sectors important to the Iowa economy, including agriculture, finance, manufacturing, and utilities. Businesses included some of the larger employers in the state in these industries and are clustered in areas near Commercial, Enhanced, and General Service airports.

### 8.5.5 Planning

Airports have continued to pursue master plan and airport layout plans; two critical planning tools that help develop capital improvement programs and identify areas at specific airports that help the entire system achieve the other goals listed in this section.

System airports have also made a small improvement in adopting height zoning controls, with 94 airports having some kind of zoning in place with city or county governments. Land use compatibility measures in comprehensive plans and land use maps in support of airports also increased from the last study, with 73 airports identifying airport-related land use measures.

#### Supporting System Metrics

- 94 Airports with Height Zoning
- 73 Airports with Land Use Controls

Height zoning and land use compatibility objectives are largely met at many of the airports in the Commercial, Enhanced, and General Service roles. Airports with less activity in the Basic and Local Service roles should still pursue these planning measures to protect property and communities. It should be noted that privately-owned airports are not eligible for state or federal funding.

### 8.5.6 Education and Outreach

70 airports listed some type of community aviation activity occurring at their airport, including events such as fly-ins, community tours, breakfasts, and economic development meetings. In the discussion on general trends as part of the inventory, airport officials noted several items related to education and outreach.

#### Supporting System Metrics

- 70 Airports Reporting Community Aviation Activity

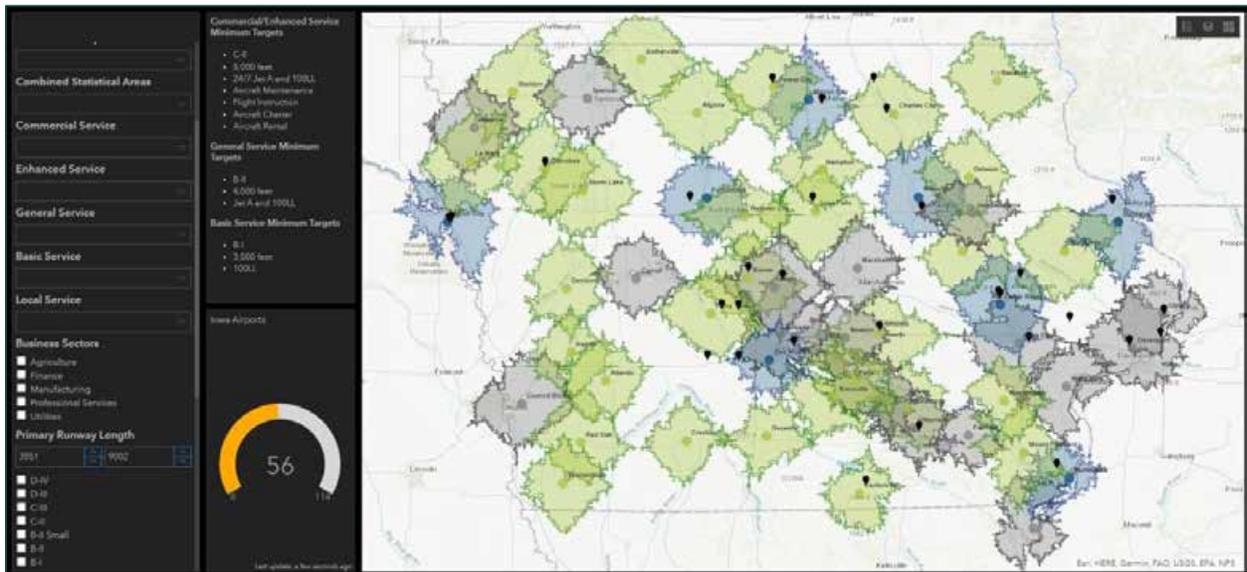
Common observations involved the aging pilot population and flight instruction availability. Comments related to flight instruction consisted of a mix of positive and negative outlooks. At busier airports, flight instruction demand seems to be growing, while airports with decreasing operations lamented a lack of interest in aviation from younger generations. Regardless of demand, the importance of flight instruction availability and educational resources were consistently mentioned across airports in different system roles.

## 8.6 Continuation of System Planning Process

The completion of the system plan does not mean that the planning process stops; tools are available to the Aviation Bureau to continually evaluate system performance and identify areas for improvement. The Aviation Bureau is planning to embark on a new Aviation Economic Impact Study to update and provide new information as a follow on to the 2009 *Uses and Benefits of Aviation in Iowa* study.

Inventory data collected from the SASP 2020 will also be made available to the Aviation Bureau through ArcGIS Online (shown in **Figure 8-7**), where the state of the current system and any gaps in facilities and services can be viewed to target specific projects in need of development. Having this data available allows the Aviation Bureau the opportunity to refine the Iowa Airport Improvement Program and other grant directives to better meet the needs of airports throughout the system.

Figure 8-7: ArcGIS Online Dashboard



Source: Aviation, Iowa DOT, ESRI

## 8.7 Summary

The Recommendations chapter consolidates important information compiled in the SASP 2020 chapters into useful takeaways that will ensure the Aviation Bureau understands its system's adequacies and deficiencies, while also outlining a path forward to address the goals of the plan.

Airport roles, while static as part of the SASP 2020, can be fungible as airports construct improvements and make different plans for the future. Future airport role change considerations are examined in **Appendix F** but are not limited to only the airports included; if an airport fulfills the facility and service objectives of a certain role, a discussion related to a role change is likely warranted.

The SASP 2020 also identified a series of unique system needs raised by the Aviation Bureau that also overlap with feedback from aviation officials at airports around the state. Through ongoing data monitoring and continued investment in the system, the Aviation Bureau can address these unique needs when feasibly possible while also maintaining data on ongoing issues.

Specific recommendations and outcomes found in the SASP 2020 include:

- The 2020 recommended system consists of eight commercial service airports, 16 Enhanced Service airports, 31 General Service airports, 19 Basic Service airports, and 40 Local Service airports. Since the 2010 SASP, three airports have completed improvements to facilities and services that warrant an upgrade to their SASP role. These include Shenandoah Municipal, from Basic Service to General Service and Lamoni Municipal and Waverly Municipal airports, both of which are upgraded from Local Service to Basic Service. Since completion of the last study, five airports have closed: Morningstar Field, Onawa Municipal, Orange City Municipal, Primghar, and Sioux Center Municipal. Two of the airports, Orange City and Sioux Center, closed as a result of the construction and opening of the Sioux County Regional Airport in Maurice. The recommended system will also include a new South Central Airport which will include the closing of Pella and Oskaaloosa. Other than the South Central Airport, no new airports were recommended as part of this plan.

- It was determined that the 2020 airport system provides outstanding coverage to Iowa's residents. When all system and neighboring state's airports are considered, more than 97 percent of the population and 91 percent of the land area is within a 30-minute drive of a system airport. Commercial and Enhanced Service airports in Iowa alone cover nearly 75 percent of the population and are located in many of the cities and counties with businesses that use corporate aviation. When General Service airports are added in, population coverage increases to 91 percent. No new airports are anticipated to be eligible for NPIAS inclusion during the planning period. **Figure 5-7 in Chapter 5, Airport System Roles** illustrates that the entire state of Iowa is within 30 miles of a NPIAS airport either in Iowa or a neighboring state.
- Several airports in the system provide facilities and services that meet many of the next higher roles recommendations. While no airports were specifically targeted for role upgrades during the planning period, information is provided in **Appendix F** to assist the Aviation Bureau in evaluating future capital improvement projects that offer the potential to move an airport into a more demanding role.
- Numerous capital and maintenance projects were identified in the SASP 2020. These include projects specifically identified to allow airports to fulfill system plan facility and service objectives as well as the projects from the current ACIP and pavement maintenance program. These projects costs greatly exceed available funding, based on historic levels available. Identified project costs for the 10-year planning period include:
  - System Plan Projects - \$34.9 million
  - ACIP Projects - \$1,062.5 million
  - Pavement Maintenance/Rehab - \$84.4 million
- Clear recommendations were developed for areas highlighted by the Aviation Bureau and airport officials as important to the future of the system. Specific areas of concern included vertical infrastructure development and funding including terminal buildings and hangars, pavement maintenance, airfield security, and accessibility elements including restroom access and available automobile parking.

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## A. Project Advisory Committee Members

The Iowa Department of Transportation would like to recognize the members of the Project Advisory Committee (PAC). The PAC provided guidance and participated in meetings throughout the development of the SASP.

- **Andy Biller** – Council Bluffs Municipal Airport
- **Ryan Campbell** – Meredith Corporation
- **Rhonda Chambers** – Fort Dodge Regional Airport
- **Jeff Dietering** – Central Region Airports Division – Federal Aviation Administration
- **Kevin Foley** – Des Moines International Airport
- **Paul Koubeck** – Air Methods
- **Bill Kyle** – Northeast Iowa Airport / Iowa Public Airport Association
- **Marty Lenss** – The Eastern Iowa Airport
- **Jordan Omstead** – Lamoni Municipal Airport
- **Garrett Pedersen** – System Planning Bureau – Iowa Department of Transportation
- **Chaminda Prellis** – University of Dubuque / Iowa Business Aviation Association
- **Randy Vander Weide** – Sioux County Regional Airport
- **Jeneanne Visser** – General Aviation Pilot
- **John Walberg** – Des Moines FSDO – Federal Aviation Administration

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## **B. Airport Management Survey**



## IOWA AIRPORT INVENTORY SURVEY

The Iowa Department of Transportation - Aviation Bureau is undertaking a Statewide Aviation System Plan for all public-use airports in Iowa. This study seeks input on current facilities and services offered at your airport. Your timely participation in this survey is critical to the accurate assessment of your airport and the success of the study.



**THANK YOU FOR ASSISTING US WITH THIS IMPORTANT EFFORT!** This survey can also be completed online at: <https://javiation.wufoo.com/forms/iowa-airport-inventory-survey/>  
Please complete and return this survey **within 10 days.**

### SECTION 1: GENERAL INFORMATION

**1. Contact Information:**

AirportName/ID: \_\_\_\_\_

Contact Name/Title: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

### SECTION 2: SYSTEM PLAN INVENTORY

**2. Is your airport an (select one):**

- |  |  |
|--|--|
| <input type="radio"/> Airport Authority      | <input type="radio"/> City/County Agency |
| <input type="radio"/> Airport Commission     | <input type="radio"/> Other _____        |
| <input type="radio"/> Airport Advisory Board |  |

**3. Airport Reference Code (ARC) identified on your current Airport Layout Plan (ALP) is (e.g., A-II Small, C-III, etc)**

\_\_\_\_\_

**4. The Design or Critical Aircraft identified on your current ALP is (include aircraft name):** \_\_\_\_\_

**5. Please describe the principal taxiway type supporting your primary runway (please check only one):**

- |  |   |
|--|---|
| <input type="radio"/> Full Parallel    | <input type="radio"/> No Supporting Taxiway |
| <input type="radio"/> Partial Parallel |   |
| <input type="radio"/> Stub(s)          |   |



**6. If your primary runway doesn't have a full parallel taxiway, does your primary runway have turnarounds located on (please select one)?**

- No Runway End  One Runway End  
 Both Runway Ends

A. Please indicate which runway end has a turnaround: \_\_\_\_\_

**7. For the primary taxiway, please provide the following:**

A. Width (in feet) \_\_\_\_\_

B. Taxiway Lighting

- High Intensity Taxiway Lights (HITL)  Non-Standard Lighting  
 Medium Intensity Taxiway Lights (MITL)  Reflectors  
 Low Intensity Taxiway Lights (LITL)  None

**8. Does your airport have any of the following airfield security measures (please select all that apply)?**

- Full 8 ft Perimeter Fencing  Area Lighting  
 Partial 8 ft Perimeter Fencing  Security Camera  
 Visual Barrier  Other (describe) \_\_\_\_\_  
 Posted Signs  None  
 Card Access Gate

A. If you have partial perimeter fencing, please describe the following:

- i. What is the lowest height of any non-8ft perimeter fencing? \_\_\_\_\_ ft  
 ii. What is the majority of the fence type around your airport? \_\_\_\_\_

**9. Please provide the total number of aircraft parking spaces available at the airport for each category.**

Aircraft Parking Space Category	Total Number of Aircraft Parking Spaces	Number of Parking Spaces Occupied by Based Aircraft
T-Hangar (Airport Owned)		
T-Hangar (privately owned)		
Private Conventional Hangar		
Public-Lease Conventional Hangar*		
Tie-Downs (Paved)		
Tie-Downs (Unpaved)		
Other _____		
Total		

*\*Note: for the purposes of estimating excess conventional hangar storage capacity, use typical single-engine aircraft footprint/size (e.g. C172)*

**10. Is overnight storage available to transient aircraft? If Yes, please describe.**

- Yes \_\_\_\_\_  
 i. If Yes, can larger business aircraft (Citation/King Air) be accommodated? Yes  No   
 No

**11. Does your airport have a hangar waiting list? If Yes, how many aircraft are on it?**

- Yes \_\_\_\_\_  
 No

**12. Is your airport's aircraft storage adequate (describe need and type of hangars)?**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_



13. Do you have hangars that are unusable due to condition? Yes  No

A. If Yes, please provide type and size and/or number of units: \_\_\_\_\_

14. How much auto parking does the airport have?

A. Number of spaces or square feet: \_\_\_\_\_

B. Does the airport have sufficient automobile parking in all operational areas? If No, please explain:

Yes

No \_\_\_\_\_  
\_\_\_\_\_

15. Do you have a Fixed Base Operator (FBO) at your airport? Yes  No

A. If Yes, does the airport sponsor function as an FBO? Yes  No

B. Is the Airport Manager also the FBO Operator? Yes  No

C. Please list FBO hours of operation \_\_\_\_\_

16. Do you have a General Aviation Terminal Building at your airport? Yes  No

A. If Yes, please provide the following:

Year built \_\_\_\_\_

Year renovated and describe renovations (if applicable) \_\_\_\_\_

Describe any future terminal renovation/construction plans in the next 5-years (if applicable): \_\_\_\_\_

B. If Yes, is the terminal building (select one):

A standalone structure

Attached to hangar/other structure

C. If Yes, please indicate whether it has any of the following amenities:

Pilot's Lounge

Computer Weather Terminal

Restrooms (24/7 access or key code access)

Public Phone

Conference Room/Business Center

None

WiFi

D. Please indicate how many square feet are within the General Aviation terminal building: \_\_\_\_\_

E. How would you describe the condition of your terminal building (select one):

Excellent

Needs Improvement (please describe)

Adequate

\_\_\_\_\_

F. How would you describe the terminal entrance and parking (select one):

Excellent

Needs Improvement (please describe)

Adequate

\_\_\_\_\_

G. Is your terminal entrance road paved? Yes  No

H. Does your airport have a public aircraft viewing area? Yes  No

17. COMMERCIAL SERVICE AIRPORTS ONLY. Please provide information on your airport's vertical infrastructure needs beyond general aviation terminal (i.e. passenger terminal, cargo facilities, etc.)  
\_\_\_\_\_  
\_\_\_\_\_

18. Does your airport have a rotating beacon? Yes  No

A. If Yes, is it on a tip down pole? Yes  No



**19. Is your airport's lighting adequate in the following areas:**

- Apron Yes  No   
 Terminal Area Yes  No
- Hangar Area(s) Yes  No   
 Other \_\_\_\_\_ Yes  No

**20. What kinds of services are available at your airport?**

**A. Fuel Service (Check all that apply)**

- AvGas Fuel (100 LL)  Self-Fueling 100 LL Capabilities (Credit Card)  
 Jet Fuel (Jet A)  Self-Fueling Jet A Capabilities (Credit Card)  
 Full-Service Jet A and 100 LL (24/7 Pumping Service)  None

**i. Describe the airport's aviation fuel tank storage capacity:**

	AvGAS		Jet Fuel	
	Above Ground	Underground	Above Ground	Underground
Total Number of Gallons				
Total Number of Airport-Owned Fuel Tanks				
Total Number of Privately-Owned Fuel Tanks				

**ii. Please describe the adequacy and condition of your airport's fueling facilities/services.**

---

**iii. Please mark your estimated number of gallons sold annually for AvGas and Jet Fuel (select one range for AvGas and one range for Jet A):**

Range (gallons)	AvGAS	Jet Fuel
<10,000	<input checked="" type="radio"/>	<input checked="" type="radio"/>
10,000-50,000	<input type="radio"/>	<input type="radio"/>
50,000-100,000	<input type="radio"/>	<input type="radio"/>
>100,000	<input type="radio"/>	<input type="radio"/>
Unknown	<input type="radio"/>	<input type="radio"/>

**B. Do you have Aircraft Maintenance at your airport? Yes  No  ; If Yes, check all that apply below.**

Maintenance Type	Aircraft Type			
	Piston	Piston Part 145/ Airworthiness Inspector	Turbine	Turbine Part 145/ Airworthiness Inspector
Airframe				
Powerplant				

**C. Ground Access Services (check all that apply)**

- On-site Rental Car  On-Demand (e.g. Taxicab, Uber, Lyft, etc.)  
 Off-Site or Pre-Arranged Rental Cars  Transit Service (e.g. bus, shuttle, etc.)  
 Courtesy Car/Crew Car  None

**D. Other Services**

- Vending  Aircraft Sales  
 Full-Time Flight Instruction  Avionics Sales/Service  
 Part-Time Flight Instruction  Aircraft liquid de-icing  
 Charter Service/Part 135 Operator  Heated hangar de-icing  
 Aircraft Rental  Other \_\_\_\_\_  
 Air Taxi  None



**21. Please indicate how the airport handles snow removal.**

A. Select all that apply:

- Dedicated/on-site equipment
- Shared city/county equipment
- Contracted/3rd party service
- None

B. Is your snow removal practice adequate and timely? Yes  No  ; If No, please explain:

\_\_\_\_\_

C. If applicable, is your snow removal equipment storage adequate? Yes  No  ; If No, please explain:

\_\_\_\_\_

**22. Please indicate whether the airport currently has any of the following planning documents, as well as the dates of Agency approval (check all that apply):**

- Airport Master Plan (Year Approved) \_\_\_\_\_
- Airport Layout Plan (Year Approved) \_\_\_\_\_
- Strategic/Business Plan
- Wildlife Management Plan
- Coordinated Community Master Plan/Economic Development Plan
- Rules and Regulations
- Airport Minimum Standards

**23. Do the surrounding municipalities have any dedicated airport controls to make land use in the airport environs compatible with airport operations and development? Yes  No**

A. If Yes, select/circle which controls and provide year implemented:

	City	County
Land Use Zoning	<input checked="" type="radio"/> No <input type="radio"/> Yes, year implemented _____	<input type="radio"/> No <input type="radio"/> Yes, year implemented _____
Height Zoning	<input type="radio"/> No <input type="radio"/> Yes, year implemented _____	<input type="radio"/> No <input type="radio"/> Yes, year implemented _____

B. If No, please briefly describe your situation (Are there issues and/or is there a plan to enhance compatibility?)

\_\_\_\_\_

C. Does your airport have Noise Abatement Procedures? Yes  No

**24. Is a process in place to routinely inspect the paved airport surfaces? Yes  No**

A. If Yes, how often? \_\_\_\_\_

B. How much was spent locally on routine pavement maintenance over the past 5-years? \$ \_\_\_\_\_

C. Do you have a local budget for pavement maintenance? Yes  No

i. If Yes, please estimate annual budget \$ \_\_\_\_\_

D. Do you utilize the Pavement Management Report/Pavement Condition Website provided by the Aviation Bureau? Yes  No

**25. Do aerial applicators use your airport? Yes  No  If Yes, select all that apply:**

- Based On-Airport
- Transient
- Rotor Wing
- Fixed Wing
- Do you have adequate apron area to accommodate aerial applicator activity in a typical year? Yes  No
- Is there adequate aerial applicator equipment staging area(s)? Yes  No



26. Do you have any infrastructure needs to support aerial application activities? Yes  No

A. If Yes, please describe:

---

27. Do air ambulance operators use your airport? Yes  No

A. If Yes, are they (check all that apply)

Based on-airport

Fixed wing

Transient

Rotor wing

28. Does your airport have any sustainability practices in place (i.e. solar, recycling, energy efficiency, waste reduction, sustainable farming, etc.)? Yes  No

A. If Yes, please explain:

---

---

---

29. Please discuss general trends at your airport (i.e. increasing or decreasing aircraft operations or based aircraft) and the biggest issues facing the airport:

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30. Please describe your airport's education, outreach, and special events (i.e. air shows, school tours, fly-ins, etc):

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31. Other comments regarding your airport or the system plan:

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## Thank you for your participation!

A member of our consulting team may be contacting you to review your survey results. When you have completed your survey, please save and email as an attachment back to your Jviation/McClure contact.

**Please maintain a copy of this survey for your records.**

For more information on this study, please visit the project website: [2020-iowa-aviation-system-plan.com](https://2020-iowa-aviation-system-plan.com)



**THANK YOU FOR ASSISTING US WITH THIS IMPORTANT EFFORT!** This survey can also be completed online at: <https://jviation.wufoo.com/forms/iowa-airport-inventory-survey/>  
Please complete and return this survey **within 10 days.**

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## C. Inventory Appendix

**Table C-1: Primary Runway Information**

FAA ID	Associated City	Airport Name	FAA ARC	Primary Runway Length	Primary Runway Width	Primary Taxiway Width
Commercial Service Airports						
BRL	Burlington	Southeast Iowa Regional	C-II	6,701	150	50
CID	Cedar Rapids	Eastern Iowa	D-IV	8,600	150	75
DSM	Des Moines	Des Moines International	D-IV	9,002	150	70
DBO	Dubuque	Dubuque Regional	C-II	6,502	100	50
FOD	Fort Dodge	Fort Dodge Regional	C-III	6,547	150	50
MCW	Mason City	Mason City Municipal	B-II	6,501	150	75
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	D-III	9,002	150	75
ALO	Waterloo	Waterloo Regional	D-IV	8,399	150	50
General Aviation Airports						
4C7	Ackley	Ackley Municipal	A-I Small	2,725	100	-
4C8	Albia	Albia Municipal	B-I Small	3,398	60	30
AXA	Algona	Algona Municipal	B-II	3,960	75	35
K98	Allison	Allison Municipal	A-I Small	1,790	175	-
C11	Amana	Amana	A-I Small	2,600	95	-
AMW	Ames	Ames Municipal	B-II	5,701	100	35
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	A-I Small	2,825	95	-
IKV	Ankeny	Ankeny Regional	C-II	5,500	100	35
AIO	Atlantic	Atlantic Municipal	B-II	5,000	75	35
ADU	Audubon	Audubon County	B-I	3,641	60	25
Y46	Bedford	Bedford Municipal	A-I Small	2,710	100	-
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	B-II Small	4,001	75	35
Y48	Belmond	Belmond Municipal	A-I Small	3,245	95	-
4K6	Bloomfield	Bloomfield Municipal	B-I Small	3,401	60	30
BNW	Boone	Boone Municipal	B-II	4,808	75	35
CIN	Carroll	Carroll Municipal - Arthur N. Neu	C-II	5,506	100	35
TVK	Centerville	Centerville Municipal	B-II	4,099	75	40
CNC	Chariton	Chariton Municipal	B-II	4,000	75	35
CCY	Charles City	Northeast Iowa Regional	B-II	4,000	75	60
CKP	Cherokee	Cherokee County Regional	B-II	4,001	75	35
ICL	Clarinda	Clarinda Municipal - Schenck Field	B-II	5,000	75	40
CAV	Clarion	Clarion Municipal	B-I	3,455	60	50
CWI	Clinton	Clinton Municipal	C-II	5,204	100	35
CRZ	Corning	Corning Municipal	A-I Small	2,684	50	25
CBF	Council Bluffs	Council Bluffs Municipal	C-II	5,500	100	35
CJJ	Cresco	Cresco Municipal - Ellen Church Field	A-I Small	2,949	50	30

Appendix C, Inventory

FAA ID	Associated City	Airport Name	FAA ARC	Primary Runway Length	Primary Runway Width	Primary Taxiway Width
CSQ	Creston	Creston Municipal	B-II	4,901	75	40
DVN	Davenport	Davenport Municipal	C-II	5,511	100	50
DEH	Decorah	Decorah Municipal	B-I	4,001	75	35
DNS	Denison	Denison Municipal	B-II	5,000	75	40
IA8	Dyersville	Dyersville Area	A-I Small	2,700	120	-
EAG	Eagle Grove	Eagle Grove Municipal	B-I Small	3,500	60	35
27P	Eldora	Eldora	A-I Small	2,995	100	-
I27	Elkader	Elkader	A-I Small	1,705	75	-
EGQ	Emmetsburg	Emmetsburg Municipal	B-I	3,401	60	35
EST	Estherville	Estherville Municipal	B-II	4,797	75	35
FFL	Fairfield	Fairfield Municipal	C-II	5,503	100	35
FXV	Forest City	Forest City Municipal	C-II	5,796	100	40
FSW	Fort Madison	Fort Madison Municipal	B-II	4,000	75	30
GFZ	Greenfield	Greenfield Municipal	A-I	3,400	60	35
GGI	Grinnell	Grinnell Regional	B-II	5,200	75	35
6K7	Grundy Center	Grundy Center Municipal	A-I Small	2,250	60	-
GCT	Guthrie Center	Guthrie County Regional	B-I Small	3,400	60	35
HPT	Hampton	Hampton Municipal	B-II	4,020	75	35
HNR	Harlan	Harlan Municipal	B-II Small	4,100	75	35
0K7	Humboldt	Humboldt Municipal	B-I Small	3,417	60	25
IDG	Ida Grove	Ida Grove Municipal	A-I Small	3,172	50	25
IIB	Independence	Independence Municipal - James H Connell Field	C-II	5,500	100	50
IOW	Iowa City	Iowa City Municipal	B-II	5,002	100	35
IFA	Iowa Falls	Iowa Falls Municipal	B-II	4,600	75	35
EFW	Jefferson	Jefferson Municipal	B-I	3,200	75	35
EOK	Keokuk	Keokuk Municipal	C-II	5,500	100	40
6K9	Keosauqua	Keosauqua Municipal	A-I Small	2,275	100	-
OXV	Knoxville	Knoxville Municipal	B-II	4,000	75	35
0Y6	Lake Mills	Lake Mills Municipal	A-I Small	3,380	100	-
LWD	Lamoni	Lamoni Municipal	B-I	2,900	60	25
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	A-I Small	2,000	100	-
LRJ	Le Mars	Le Mars Municipal	B-I	4,605	75	40
C27	Manchester	Manchester Municipal	A-I	3,465	50	20
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	B-I Small	2,801	60	30
OQW	Maquoketa	Maquoketa Municipal	B-I Small	3,304	60	30
C17	Marion	Marion	A-I Small	3,775	100	35
MIW	Marshalltown	Marshalltown Municipal	C-II	5,007	100	35
SXK	Maurice	Sioux County Regional	C-II	5,500	100	35
4D8	Milford	Milford Municipal - Fuller	B-I	2,873	50	20
7C3	Monona	Monona Municipal	A-I Small	2,650	120	-
7C5	Montezuma	Montezuma Sig Field	A-I Small	2,600	105	-
MXO	Monticello	Monticello Regional	C-II	4,400	75	35

FAA ID	Associated City	Airport Name	FAA ARC	Primary Runway Length	Primary Runway Width	Primary Taxiway Width
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	A-I Small	2,600	40	20
MPZ	Mount Pleasant	Mount Pleasant Municipal	B-II	3,997	75	35
MUT	Muscatine	Muscatine Municipal	C-II	5,500	100	35
1Y5	New Hampton	New Hampton Municipal	B-II Small	2,900	75	40
TNU	Newton	Newton Municipal-Earl Johnson Field	C-II	5,600	100	35
5D2	Northwood	Northwood Municipal	A-I Small	3,300	100	-
OLZ	Oelwein	Oelwein Municipal	B-II	4,000	75	40
D02	Osage	Osage Municipal	B-I Small	3,400	50	30
I75	Osceola	Osceola Municipal	B-II	4,001	75	35
OOA	Oskaloosa	Oskaloosa Municipal	B-II	4,012	75	35
OTM	Ottumwa	Ottumwa Regional	C-II	5,885	150	35
1Y9	Paullina	Paullina Municipal	A-I Small	2,800	28	40
PEA	Pella	Pella Municipal	B-II	5,403	75	35
PRO	Perry	Perry Municipal	B-II	4,001	75	35
POH	Pocahontas	Pocahontas Municipal	B-II	4,100	60	35
RDK	Red Oak	Red Oak Municipal	B-II	5,100	75	35
8Y8	Ringsted	Peltz Field	A-I Small	2,040	80	-
RRQ	Rock Rapids	Rock Rapids Municipal	B-I Small	3,097	50	25
2Y4	Rockwell City	Rockwell City Municipal	A-I Small	3,503	60	22
SKI	Sac City	Sac City Municipal	B-II	4,100	75	35
SHL	Sheldon	Sheldon Regional	B-II	4,199	75	40
SDA	Shenandoah	Shenandoah Municipal	B-II	5,000	75	35
ISB	Sibley	Sibley Municipal	A-I Small	3,000	50	30
SPW	Spencer	Spencer Municipal	C-II	6,001	100	35
0F3	Spirit Lake	Spirit Lake Municipal	A-I Small	3,015	50	25
SLB	Storm Lake	Storm Lake Municipal	B-II	5,002	75	20
8C2	Sully	Sully Municipal	A-I Small	2,130	120	-
8C4	Tipton	Tipton Municipal - Mathews Memorial	B-I Small	3,000	60	30
8C5	Toledo	Toledo Municipal	A-I Small	1,850	100	-
8C6	Traer	Traer Municipal	A-I Small	2,555	100	-
VTI	Vinton	Vinton Veterans Memorial Airpark	B-II	4,000	60	35
AWG	Washington	Washington Municipal	B-II	4,000	75	35
Y01	Waukon	Waukon Municipal	A-I Small	2,413	60	30
C25	Waverly	Waverly Municipal	B-I	2,800	60	35
EBS	Webster City	Webster City Municipal	B-II	3,851	75	36
3Y2	West Union	West Union Municipal - George L Scott	B-I	4,149	60	25
3Y3	Winterset	Winterset Municipal	B-I Small	3,002	50	30
3Y4	Woodbine	Woodbine Municipal	A-I Small	2,045	95	-

Source: Iowa Airport Managers, Iowa DOT, FAA 5010 Records

Table C-2: Primary Taxiway Types

FAA ID	Associated City	Airport Name	Full Parallel Taxiway	Partial Parallel Taxiway	Stub Taxiway	Turnarounds
Commercial Service Airports						
BRL	Burlington	Southeast Iowa Regional	Yes	No	No	No
CID	Cedar Rapids	Eastern Iowa	Yes	No	No	No
DSM	Des Moines	Des Moines International	Yes	No	No	No
DBO	Dubuque	Dubuque Regional	Yes	No	No	No
FOD	Fort Dodge	Fort Dodge Regional	Yes	No	No	No
MCW	Mason City	Mason City Municipal	No	Yes	No	No
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Yes	No	No	No
ALO	Waterloo	Waterloo Regional	Yes	No	No	No
General Aviation Airports						
4C7	Ackley	Ackley Municipal	No	No	No	No
4C8	Albia	Albia Municipal	No	No	Yes	Yes
AXA	Algona	Algona Municipal	No	No	Yes	Yes
K98	Allison	Allison Municipal	No	No	No	No
C11	Amana	Amana	No	No	No	No
AMW	Ames	Ames Municipal	Yes	No	No	No
Y43	Anita	Anita Municipal - Kevin Burke Memorial Field	No	No	No	Yes
IKV	Ankeny	Ankeny Regional	Yes	No	No	No
AIO	Atlantic	Atlantic Municipal	No	Yes	No	No
ADU	Audubon	Audubon County	No	Yes	No	Yes
Y46	Bedford	Bedford Municipal	No	No	No	No
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	No	No	Yes	Yes
Y48	Belmond	Belmond Municipal	No	No	No	No
4K6	Bloomfield	Bloomfield Municipal	No	No	Yes	Yes
BNW	Boone	Boone Municipal	Yes	No	No	No
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Yes	No	No	No
TVK	Centerville	Centerville Municipal	No	No	Yes	Yes
CNC	Chariton	Chariton Municipal	No	No	Yes	Yes
CCY	Charles City	Northeast Iowa Regional	No	Yes	No	Yes
CKP	Cherokee	Cherokee County Regional	No	Yes	No	Yes
ICL	Clarinda	Clarinda Municipal - Schenck Field	No	No	Yes	Yes
CAV	Clarion	Clarion Municipal	No	No	Yes	Yes
CWI	Clinton	Clinton Municipal	Yes	No	No	No
CRZ	Corning	Corning Municipal	No	No	Yes	No
CBF	Council Bluffs	Council Bluffs Municipal	Yes	No	No	No
CJJ	Cresco	Cresco Municipal - Ellen Church Field	No	No	Yes	Yes
CSO	Creston	Creston Municipal	No	No	Yes	Yes
DVN	Davenport	Davenport Municipal	Yes	No	No	No
DEH	Decorah	Decorah Municipal	No	Yes	No	Yes

FAA ID	Associated City	Airport Name	Full Parallel Taxiway	Partial Parallel Taxiway	Stub Taxiway	Turnarounds
DNS	Denison	Denison Municipal	No	No	Yes	Yes
IA8	Dyersville	Dyersville Area	No	No	No	Yes
EAG	Eagle Grove	Eagle Grove Municipal	No	No	Yes	Yes
27P	Eldora	Eldora	No	No	No	Yes
I27	Elkader	Elkader	No	No	No	No
EGO	Emmetsburg	Emmetsburg Municipal	No	No	Yes	Yes
EST	Estherville	Estherville Municipal	No	No	Yes	Yes
FFL	Fairfield	Fairfield Municipal	Yes	No	No	No
FXY	Forest City	Forest City Municipal	No	No	Yes	Yes
FSW	Fort Madison	Fort Madison Municipal	No	No	Yes	Yes
GFZ	Greenfield	Greenfield Municipal	No	No	Yes	Yes
GGI	Grinnell	Grinnell Regional	No	Yes	No	Yes
6K7	Grundy Center	Grundy Center Municipal	No	No	No	No
GCT	Guthrie Center	Guthrie County Regional	No	No	Yes	Yes
HPT	Hampton	Hampton Municipal	No	No	Yes	Yes
HNR	Harlan	Harlan Municipal	No	Yes	No	No
OK7	Humboldt	Humboldt Municipal	No	No	Yes	Yes
IDG	Ida Grove	Ida Grove Municipal	No	No	Yes	Yes
IIB	Independence	Independence Municipal - James H Connell Field	Yes	No	No	No
IOW	Iowa City	Iowa City Municipal	Yes	No	No	No
IFA	Iowa Falls	Iowa Falls Municipal	No	Yes	No	Yes
EFW	Jefferson	Jefferson Municipal	No	No	Yes	Yes
EOK	Keokuk	Keokuk Municipal	Yes	No	No	No
6K9	Keosauqua	Keosauqua Municipal	No	No	No	No
OXV	Knoxville	Knoxville Municipal	Yes	No	No	No
0Y6	Lake Mills	Lake Mills Municipal	No	No	No	No
LWD	Lamoni	Lamoni Municipal	No	No	Yes	Yes
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	No	No	No	No
LRJ	Le Mars	Le Mars Municipal	No	No	Yes	Yes
C27	Manchester	Manchester Municipal	No	No	Yes	Yes
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	No	No	Yes	Yes
OQW	Maquoketa	Maquoketa Municipal	No	Yes	No	Yes
C17	Marion	Marion	No	No	Yes	Yes
MIW	Marshalltown	Marshalltown Municipal	Yes	No	No	No
SXK	Maurice	Sioux County Regional	Yes	No	No	No
4D8	Milford	Milford Municipal - Fuller	No	No	Yes	No
7C3	Monona	Monona Municipal	No	No	No	Yes
7C5	Montezuma	Montezuma Sig Field	No	No	No	No
MXO	Monticello	Monticello Regional	Yes	No	No	No
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	No	No	Yes	No
MPZ	Mount Pleasant	Mount Pleasant Municipal	No	No	Yes	Yes
MUT	Muscatine	Muscatine Municipal	Yes	No	No	No

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FAA ID	Associated City	Airport Name	Full Parallel Taxiway	Partial Parallel Taxiway	Stub Taxiway	Turnarounds
1Y5	New Hampton	New Hampton Municipal	No	No	Yes	No
TNU	Newton	Newton Municipal-Earl Johnson Field	Yes	No	No	No
5D2	Northwood	Northwood Municipal	No	No	No	No
OLZ	Oelwein	Oelwein Municipal	No	No	Yes	Yes
D02	Osage	Osage Municipal	No	No	Yes	Yes
I75	Osceola	Osceola Municipal	No	No	Yes	Yes
OOA	Oskaloosa	Oskaloosa Municipal	Yes	No	No	No
OTM	Ottumwa	Ottumwa Regional	Yes	No	No	No
1Y9	Paullina	Paullina Municipal	No	No	Yes	Yes
PEA	Pella	Pella Municipal	No	No	Yes	Yes
PRO	Perry	Perry Municipal	No	No	Yes	Yes
POH	Pocahontas	Pocahontas Municipal	No	No	Yes	Yes
RDK	Red Oak	Red Oak Municipal	No	Yes	No	Yes
8Y8	Ringsted	Peltz Field	No	No	No	No
RRO	Rock Rapids	Rock Rapids Municipal	No	No	Yes	Yes
2Y4	Rockwell City	Rockwell City Municipal	No	No	Yes	Yes
SKI	Sac City	Sac City Municipal	No	No	Yes	Yes
SHL	Sheldon	Sheldon Regional	No	No	Yes	Yes
SDA	Shenandoah	Shenandoah Municipal	No	Yes	No	Yes
ISB	Sibley	Sibley Municipal	No	No	Yes	Yes
SPW	Spencer	Spencer Municipal	No	Yes	No	Yes
0F3	Spirit Lake	Spirit Lake Municipal	No	No	Yes	Yes
SLB	Storm Lake	Storm Lake Municipal	No	No	Yes	Yes
8C2	Sully	Sully Municipal	No	No	No	No
8C4	Tipton	Tipton Municipal - Mathews Memorial	No	No	Yes	Yes
8C5	Toledo	Toledo Municipal	No	No	No	No
8C6	Traer	Traer Municipal	No	No	No	No
VTI	Vinton	Vinton Veterans Memorial Airpark	No	No	Yes	Yes
AWG	Washington	Washington Municipal	No	No	Yes	Yes
Y01	Waukon	Waukon Municipal	No	No	Yes	No
C25	Waverly	Waverly Municipal	No	No	Yes	Yes
EBS	Webster City	Webster City Municipal	No	Yes	No	Yes
3Y2	West Union	West Union Municipal - George L Scott	No	No	Yes	Yes
3Y3	Winterset	Winterset Municipal	No	No	Yes	Yes
3Y4	Woodbine	Woodbine Municipal	No	No	No	No

Source: Iowa Airport Managers, Iowa DOT

**Table C-3: Runway Lighting and Rotating Beacon**

FAA ID	Associated City	Airport Name	Runway Lighting Intensity	Rotating Beacon
<b>Commercial Service Airports</b>				
BRL	Burlington	Southeast Iowa Regional	HIGH	Yes
CID	Cedar Rapids	Eastern Iowa	HIGH	Yes
DSM	Des Moines	Des Moines International	HIGH	Yes
DBQ	Dubuque	Dubuque Regional	HIGH	Yes
FOD	Fort Dodge	Fort Dodge Regional	HIGH	Yes
MCW	Mason City	Mason City Municipal	HIGH	Yes
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	HIGH	Yes
ALO	Waterloo	Waterloo Regional	HIGH	Yes
<b>General Aviation Airports</b>				
4C7	Ackley	Ackley Municipal		No
4C8	Albia	Albia Municipal	MED	Yes
AXA	Algona	Algona Municipal	MED	Yes
K98	Allison	Allison Municipal		No
C11	Amana	Amana		No
AMW	Ames	Ames Municipal	MED	Yes
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	LOW	No
IKV	Ankeny	Ankeny Regional	MED	Yes
AIO	Atlantic	Atlantic Municipal	MED	Yes
ADU	Audubon	Audubon County	MED	Yes
Y46	Bedford	Bedford Municipal		No
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	MED	Yes
Y48	Belmond	Belmond Municipal	NSTD	Yes
4K6	Bloomfield	Bloomfield Municipal	MED	Yes
BNW	Boone	Boone Municipal	MED	Yes
CIN	Carroll	Carroll Municipal - Arthur N. Neu	MED	Yes
TVK	Centerville	Centerville Municipal	MED	Yes
CNC	Chariton	Chariton Municipal	MED	Yes
CCY	Charles City	Northeast Iowa Regional	MED	Yes
CKP	Cherokee	Cherokee County Regional	MED	Yes
ICL	Clarinda	Clarinda Municipal - Schenck Field	MED	Yes
CAV	Clarion	Clarion Municipal	MED	Yes
CWI	Clinton	Clinton Municipal	HIGH	Yes
CRZ	Corning	Corning Municipal	MED	Yes
CBF	Council Bluffs	Council Bluffs Municipal	HIGH	Yes
CJJ	Cresco	Cresco Municipal - Ellen Church Field	LOW	No
CSQ	Creston	Creston Municipal	MED	Yes
DVN	Davenport	Davenport Municipal	HIGH	Yes
DEH	Decorah	Decorah Municipal	MED	Yes
DNS	Denison	Denison Municipal	MED	Yes
IA8	Dyersville	Dyersville Area	NSTD	No
EAG	Eagle Grove	Eagle Grove Municipal	MED	Yes
27P	Eldora	Eldora		No

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FAA ID	Associated City	Airport Name	Runway Lighting Intensity	Rotating Beacon
I27	Elkader	Elkader		No
EGQ	Emmetsburg	Emmetsburg Municipal	MED	Yes
EST	Estherville	Estherville Municipal	MED	Yes
FFL	Fairfield	Fairfield Municipal	MED	Yes
FXY	Forest City	Forest City Municipal	MED	Yes
FSW	Fort Madison	Fort Madison Municipal	MED	Yes
GFZ	Greenfield	Greenfield Municipal	MED	Yes
GGI	Grinnell	Grinnell Regional	MED	Yes
6K7	Grundy Center	Grundy Center Municipal		No
GCT	Guthrie Center	Guthrie County Regional	MED	Yes
HPT	Hampton	Hampton Municipal	MED	Yes
HNR	Harlan	Harlan Municipal	MED	Yes
OK7	Humboldt	Humboldt Municipal	MED	Yes
IDG	Ida Grove	Ida Grove Municipal	LOW	Yes
IIB	Independence	Independence Municipal - James H Connell Field	MED	Yes
IOW	Iowa City	Iowa City Municipal	MED	Yes
IFA	Iowa Falls	Iowa Falls Municipal	MED	Yes
EFW	Jefferson	Jefferson Municipal	MED	Yes
EOK	Keokuk	Keokuk Municipal	MED	Yes
6K9	Keosauqua	Keosauqua Municipal		No
OXV	Knoxville	Knoxville Municipal	MED	Yes
0Y6	Lake Mills	Lake Mills Municipal	LOW	Yes
LWD	Lamoni	Lamoni Municipal	MED	Yes
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	LOW	No
LRJ	Le Mars	Le Mars Municipal	MED	Yes
C27	Manchester	Manchester Municipal	LOW	Yes
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	LOW	Yes
OQW	Maquoketa	Maquoketa Municipal	MED	Yes
C17	Marion	Marion	NSTD	Yes
MIW	Marshalltown	Marshalltown Municipal	MED	Yes
SXK	Maurice	Sioux County Regional	MED	Yes
4D8	Milford	Milford Municipal - Fuller	LOW	No
7C3	Monona	Monona Municipal	LOW	No
7C5	Montezuma	Montezuma Sig Field		No
MXO	Monticello	Monticello Regional	MED	Yes
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	NSTD	No
MPZ	Mount Pleasant	Mount Pleasant Municipal	MED	Yes
MUT	Muscatine	Muscatine Municipal	MED	Yes
1Y5	New Hampton	New Hampton Municipal		No
TNU	Newton	Newton Municipal-Earl Johnson Field	MED	Yes
5D2	Northwood	Northwood Municipal	LOW	No
OLZ	Oelwein	Oelwein Municipal	MED	Yes
D02	Osage	Osage Municipal	MED	No
I75	Osceola	Osceola Municipal	MED	Yes

FAA ID	Associated City	Airport Name	Runway Lighting Intensity	Rotating Beacon
OOA	Oskaloosa	Oskaloosa Municipal	MED	Yes
OTM	Ottumwa	Ottumwa Regional	HIGH	Yes
1Y9	Paullina	Paullina Municipal	NSTD	No
PEA	Pella	Pella Municipal	MED	Yes
PRO	Perry	Perry Municipal	MED	Yes
POH	Pocahontas	Pocahontas Municipal	MED	Yes
RDK	Red Oak	Red Oak Municipal	MED	Yes
8Y8	Ringsted	Peltz Field		No
RRQ	Rock Rapids	Rock Rapids Municipal	MED	Yes
2Y4	Rockwell City	Rockwell City Municipal	MED	No
SKI	Sac City	Sac City Municipal	MED	Yes
SHL	Sheldon	Sheldon Regional	MED	Yes
SDA	Shenandoah	Shenandoah Municipal	MED	Yes
ISB	Sibley	Sibley Municipal	NSTD	No
SPW	Spencer	Spencer Municipal	MED	Yes
0F3	Spirit Lake	Spirit Lake Municipal	LOW	No
SLB	Storm Lake	Storm Lake Municipal	MED	Yes
8C2	Sully	Sully Municipal		No
8C4	Tipton	Tipton Municipal - Mathews Memorial	MED	No
8C5	Toledo	Toledo Municipal		No
8C6	Traer	Traer Municipal	LOW	No
VTI	Vinton	Vinton Veterans Memorial Airpark	MED	Yes
AWG	Washington	Washington Municipal	MED	Yes
Y01	Waukon	Waukon Municipal	NSTD	No
C25	Waverly	Waverly Municipal	MED	Yes
EBS	Webster City	Webster City Municipal	MED	Yes
3Y2	West Union	West Union Municipal - George L Scott	MED	Yes
3Y3	Winterset	Winterset Municipal	NSTD	Yes
3Y4	Woodbine	Woodbine Municipal	LOW	No

Source: FAA 5010 Records

Table C-4: Approach Information and Weather Reporting Equipment

FAA ID	Associated City	Airport Name	LPV or ILS Vertical Guidance Approach	Published Approach	Approach Lighting	On-Site Weather Reporting
Commercial Service Airports						
BRL	Burlington	Southeast Iowa Regional	Yes	Yes	Yes	Yes
CID	Cedar Rapids	Eastern Iowa	Yes	Yes	Yes	Yes
DSM	Des Moines	Des Moines International	Yes	Yes	Yes	Yes
DBQ	Dubuque	Dubuque Regional	Yes	Yes	Yes	Yes
FOD	Fort Dodge	Fort Dodge Regional	Yes	Yes	Yes	Yes
MCW	Mason City	Mason City Municipal	Yes	Yes	Yes	Yes
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Yes	Yes	Yes	Yes
ALO	Waterloo	Waterloo Regional	Yes	Yes	Yes	Yes
General Aviation Airports						
4C7	Ackley	Ackley Municipal	No	No	No	No
4C8	Albia	Albia Municipal	Yes	Yes	No	No
AXA	Algona	Algona Municipal	No	Yes	No	Yes
K98	Allison	Allison Municipal	No	No	No	No
C11	Amana	Amana	No	No	No	No
AMW	Ames	Ames Municipal	Yes	Yes	Yes	Yes
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	No	No	No	No
IKV	Ankeny	Ankeny Regional	Yes	Yes	No	Yes
AIO	Atlantic	Atlantic Municipal	Yes	Yes	No	Yes
ADU	Audubon	Audubon County	No	Yes	No	Yes
Y46	Bedford	Bedford Municipal	No	No	No	No
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Yes	Yes	No	No
Y48	Belmond	Belmond Municipal	No	No	No	No
4K6	Bloomfield	Bloomfield Municipal	No	Yes	No	No
BNW	Boone	Boone Municipal	Yes	Yes	No	Yes
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Yes	Yes	No	Yes
TVK	Centerville	Centerville Municipal	Yes	Yes	No	Yes
CNC	Chariton	Chariton Municipal	No	Yes	No	Yes
CCY	Charles City	Northeast Iowa Regional	Yes	Yes	No	Yes
CKP	Cherokee	Cherokee County Regional	Yes	Yes	No	Yes
ICL	Clarinda	Clarinda Municipal - Schenck Field	Yes	Yes	No	Yes
CAV	Clarion	Clarion Municipal	Yes	Yes	No	Yes
CWI	Clinton	Clinton Municipal	Yes	Yes	Yes	Yes
CRZ	Corning	Corning Municipal	No	Yes	No	No
CBF	Council Bluffs	Council Bluffs Municipal	Yes	Yes	No	Yes
CJJ	Cresco	Cresco Municipal - Ellen Church Field	No	Yes	No	No
CSQ	Creston	Creston Municipal	Yes	Yes	No	Yes
DVN	Davenport	Davenport Municipal	Yes	Yes	Yes	Yes

FAA ID	Associated City	Airport Name	LPV or ILS Vertical Guidance Approach	Published Approach	Approach Lighting	On-Site Weather Reporting
DEH	Decorah	Decorah Municipal	Yes	Yes	No	Yes
DNS	Denison	Denison Municipal	Yes	Yes	No	Yes
IA8	Dyersville	Dyersville Area	No	No	No	No
EAG	Eagle Grove	Eagle Grove Municipal	Yes	Yes	No	No
27P	Eldora	Eldora	No	No	No	No
I27	Elkader	Elkader	No	No	No	No
EGO	Emmetsburg	Emmetsburg Municipal	No	Yes	No	No
EST	Estherville	Estherville Municipal	Yes	Yes	No	Yes
FFL	Fairfield	Fairfield Municipal	Yes	Yes	No	Yes
FXY	Forest City	Forest City Municipal	Yes	Yes	No	Yes
FSW	Fort Madison	Fort Madison Municipal	Yes	Yes	No	Yes
GFZ	Greenfield	Greenfield Municipal	Yes	Yes	No	No
GGI	Grinnell	Grinnell Regional	Yes	Yes	No	Yes
6K7	Grundy Center	Grundy Center Municipal	No	No	No	No
GCT	Guthrie Center	Guthrie County Regional	Yes	Yes	No	No
HPT	Hampton	Hampton Municipal	Yes	Yes	No	Yes
HNR	Harlan	Harlan Municipal	No	Yes	No	Yes
OK7	Humboldt	Humboldt Municipal	No	No	No	No
IDG	Ida Grove	Ida Grove Municipal	No	No	No	No
IIB	Independence	Independence Municipal - James H Connell Field	Yes	Yes	No	Yes
IOW	Iowa City	Iowa City Municipal	Yes	Yes	No	Yes
IFA	Iowa Falls	Iowa Falls Municipal	Yes	Yes	No	Yes
EFW	Jefferson	Jefferson Municipal	Yes	Yes	No	No
EOK	Keokuk	Keokuk Municipal	Yes	Yes	Yes	Yes
6K9	Keosauqua	Keosauqua Municipal	No	No	No	No
OXV	Knoxville	Knoxville Municipal	Yes	Yes	No	Yes
OY6	Lake Mills	Lake Mills Municipal	No	No	No	No
LWD	Lamoni	Lamoni Municipal	No	Yes	No	Yes
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	No	No	No	No
LRJ	Le Mars	Le Mars Municipal	Yes	Yes	No	Yes
C27	Manchester	Manchester Municipal	No	No	No	No
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	No	Yes	No	No
OQW	Maquoketa	Maquoketa Municipal	Yes	Yes	No	No
C17	Marion	Marion	No	No	No	No
MIW	Marshalltown	Marshalltown Municipal	Yes	Yes	No	Yes
SXK	Maurice	Sioux County Regional	Yes	Yes	Yes	Yes
4D8	Milford	Milford Municipal - Fuller	No	Yes	No	No
7C3	Monona	Monona Municipal	No	No	No	No
7C5	Montezuma	Montezuma Sig Field	No	No	No	No
MXO	Monticello	Monticello Regional	No	Yes	No	Yes
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	No	No	No	No

Appendix C, Inventory

FAA ID	Associated City	Airport Name	LPV or ILS Vertical Guidance Approach	Published Approach	Approach Lighting	On-Site Weather Reporting
MPZ	Mount Pleasant	Mount Pleasant Municipal	Yes	Yes	No	Yes
MUT	Muscatine	Muscatine Municipal	Yes	Yes	Yes	Yes
1Y5	New Hampton	New Hampton Municipal	No	No	No	No
TNU	Newton	Newton Municipal-Earl Johnson Field	Yes	Yes	Yes	Yes
5D2	Northwood	Northwood Municipal	No	No	No	No
OLZ	Oelwein	Oelwein Municipal	No	Yes	No	Yes
D02	Osage	Osage Municipal	No	No	No	No
175	Osceola	Osceola Municipal	Yes	Yes	No	Yes
OOA	Oskaloosa	Oskaloosa Municipal	Yes	Yes	No	Yes
OTM	Ottumwa	Ottumwa Regional	Yes	Yes	Yes	Yes
1Y9	Paullina	Paullina Municipal	No	No	No	No
PEA	Pella	Pella Municipal	Yes	Yes	No	Yes
PRO	Perry	Perry Municipal	Yes	Yes	No	Yes
POH	Pocahontas	Pocahontas Municipal	Yes	Yes	No	No
RDK	Red Oak	Red Oak Municipal	Yes	Yes	No	Yes
8Y8	Ringsted	Peltz Field	No	No	No	No
RRQ	Rock Rapids	Rock Rapids Municipal	No	Yes	No	No
2Y4	Rockwell City	Rockwell City Municipal	No	No	No	No
SKI	Sac City	Sac City Municipal	Yes	Yes	No	No
SHL	Sheldon	Sheldon Regional	Yes	Yes	No	Yes
SDA	Shenandoah	Shenandoah Municipal	Yes	Yes	No	Yes
ISB	Sibley	Sibley Municipal	No	Yes	No	No
SPW	Spencer	Spencer Municipal	Yes	Yes	Yes	Yes
0F3	Spirit Lake	Spirit Lake Municipal	No	No	No	No
SLB	Storm Lake	Storm Lake Municipal	Yes	Yes	No	Yes
8C2	Sully	Sully Municipal	No	No	No	No
8C4	Tipton	Tipton Municipal - Mathews Memorial	No	Yes	No	No
8C5	Toledo	Toledo Municipal	No	No	No	No
8C6	Traer	Traer Municipal	No	No	No	No
VTI	Vinton	Vinton Veterans Memorial Airpark	Yes	Yes	No	Yes
AWG	Washington	Washington Municipal	Yes	Yes	No	Yes
Y01	Waukon	Waukon Municipal	No	No	No	No
C25	Waverly	Waverly Municipal	No	Yes	No	No
EBS	Webster City	Webster City Municipal	Yes	Yes	No	Yes
3Y2	West Union	West Union Municipal - George L Scott	Yes	Yes	No	No
3Y3	Winterset	Winterset Municipal	No	Yes	No	No
3Y4	Woodbine	Woodbine Municipal	No	No	No	No

Source: FAA 5010 Records, FAA

**Table C-5: Airport Visual Aids**

FAA ID	Associated City	Airport Name	Windsock - Standard	Windsock - Lighted	Segmented Circle
<b>Commercial Service Airports</b>					
BRL	Burlington	Southeast Iowa Regional	No	Yes	Yes
CID	Cedar Rapids	Eastern Iowa	No	Yes	No
DSM	Des Moines	Des Moines International	No	Yes	No
DBQ	Dubuque	Dubuque Regional	No	Yes	Yes
FOD	Fort Dodge	Fort Dodge Regional	No	Yes	No
MCW	Mason City	Mason City Municipal	No	Yes	Yes
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	No	Yes	No
ALO	Waterloo	Waterloo Regional	No	Yes	No
<b>General Aviation Airports</b>					
4C7	Ackley	Ackley Municipal	Yes	No	No
4C8	Albia	Albia Municipal	No	Yes	No
AXA	Algona	Algona Municipal	No	Yes	No
K98	Allison	Allison Municipal	Yes	No	No
C11	Amana	Amana	Yes	No	No
AMW	Ames	Ames Municipal	No	Yes	Yes
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	No	Yes	No
IKV	Ankeny	Ankeny Regional	No	Yes	Yes
AIO	Atlantic	Atlantic Municipal	No	Yes	No
ADU	Audubon	Audubon County	No	Yes	No
Y46	Bedford	Bedford Municipal	Yes	No	No
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	No	Yes	No
Y48	Belmond	Belmond Municipal	No	Yes	No
4K6	Bloomfield	Bloomfield Municipal	No	Yes	No
BNW	Boone	Boone Municipal	No	Yes	No
CIN	Carroll	Carroll Municipal - Arthur N. Neu	No	Yes	No
TVK	Centerville	Centerville Municipal	No	Yes	No
CNC	Chariton	Chariton Municipal	No	Yes	Yes
CCY	Charles City	Northeast Iowa Regional	No	Yes	No
CKP	Cherokee	Cherokee County Regional	No	Yes	No
ICL	Clarinda	Clarinda Municipal - Schenck Field	No	Yes	Yes
CAV	Clarion	Clarion Municipal	No	Yes	No
CWI	Clinton	Clinton Municipal	No	Yes	No
CRZ	Corning	Corning Municipal	No	Yes	No
CBF	Council Bluffs	Council Bluffs Municipal	No	Yes	No
CJJ	Cresco	Cresco Municipal - Ellen Church Field	No	Yes	No
CSQ	Creston	Creston Municipal	No	Yes	No
DVN	Davenport	Davenport Municipal	No	Yes	No
DEH	Decorah	Decorah Municipal	No	Yes	No
DNS	Denison	Denison Municipal	No	Yes	Yes

Appendix C, Inventory

FAA ID	Associated City	Airport Name	Windsock - Standard	Windsock - Lighted	Segmented Circle
IA8	Dyersville	Dyersville Area	Yes	No	No
EAG	Eagle Grove	Eagle Grove Municipal	No	Yes	No
27P	Eldora	Eldora	Yes	No	No
I27	Elkader	Elkader	Yes	No	No
EGO	Emmetsburg	Emmetsburg Municipal	No	Yes	No
EST	Estherville	Estherville Municipal	No	Yes	No
FFL	Fairfield	Fairfield Municipal	No	Yes	Yes
FXY	Forest City	Forest City Municipal	No	Yes	No
FSW	Fort Madison	Fort Madison Municipal	No	Yes	No
GFZ	Greenfield	Greenfield Municipal	No	Yes	No
GGI	Grinnell	Grinnell Regional	No	Yes	No
6K7	Grundy Center	Grundy Center Municipal	No	Yes	No
GCT	Guthrie Center	Guthrie County Regional	No	Yes	No
HPT	Hampton	Hampton Municipal	No	Yes	No
HNR	Harlan	Harlan Municipal	No	Yes	No
OK7	Humboldt	Humboldt Municipal	No	Yes	No
IDG	Ida Grove	Ida Grove Municipal	No	Yes	No
IIB	Independence	Independence Municipal - James H Connell Field	No	Yes	Yes
IOW	Iowa City	Iowa City Municipal	No	Yes	Yes
IFA	Iowa Falls	Iowa Falls Municipal	No	Yes	No
EFW	Jefferson	Jefferson Municipal	No	Yes	No
EOK	Keokuk	Keokuk Municipal	No	Yes	No
6K9	Keosauqua	Keosauqua Municipal	Yes	No	No
OXV	Knoxville	Knoxville Municipal	No	Yes	No
0Y6	Lake Mills	Lake Mills Municipal	No	Yes	No
LWD	Lamoni	Lamoni Municipal	No	Yes	No
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Yes	No	No
LRJ	Le Mars	Le Mars Municipal	No	Yes	Yes
C27	Manchester	Manchester Municipal	No	Yes	No
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	No	Yes	No
OQW	Maquoketa	Maquoketa Municipal	No	Yes	No
C17	Marion	Marion	No	Yes	No
MIW	Marshalltown	Marshalltown Municipal	No	Yes	No
SXK	Maurice	Sioux County Regional	No	Yes	No
4D8	Milford	Milford Municipal - Fuller	No	Yes	Yes
7C3	Monona	Monona Municipal	No	Yes	No
7C5	Montezuma	Montezuma Sig Field	Yes	No	No
MXO	Monticello	Monticello Regional	No	Yes	No
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	No	Yes	No
MPZ	Mount Pleasant	Mount Pleasant Municipal	No	Yes	No
MUT	Muscatine	Muscatine Municipal	No	Yes	No
1Y5	New Hampton	New Hampton Municipal	Yes	No	No

FAA ID	Associated City	Airport Name	Windsock - Standard	Windsock - Lighted	Segmented Circle
TNU	Newton	Newton Municipal-Earl Johnson Field	No	Yes	No
5D2	Northwood	Northwood Municipal	No	Yes	No
OLZ	Oelwein	Oelwein Municipal	No	Yes	No
D02	Osage	Osage Municipal	Yes	No	No
I75	Osceola	Osceola Municipal	No	Yes	No
OOA	Oskaloosa	Oskaloosa Municipal	No	Yes	No
OTM	Ottumwa	Ottumwa Regional	No	Yes	No
1Y9	Paullina	Paullina Municipal	No	Yes	No
PEA	Pella	Pella Municipal	No	Yes	No
PRO	Perry	Perry Municipal	No	Yes	Yes
POH	Pocahontas	Pocahontas Municipal	No	Yes	Yes
RDK	Red Oak	Red Oak Municipal	No	Yes	Yes
8Y8	Ringsted	Peltz Field	Yes	No	No
RRO	Rock Rapids	Rock Rapids Municipal	No	Yes	No
2Y4	Rockwell City	Rockwell City Municipal	No	Yes	No
SKI	Sac City	Sac City Municipal	No	Yes	No
SHL	Sheldon	Sheldon Regional	No	Yes	No
SDA	Shenandoah	Shenandoah Municipal	No	Yes	Yes
ISB	Sibley	Sibley Municipal	No	Yes	No
SPW	Spencer	Spencer Municipal	No	Yes	No
0F3	Spirit Lake	Spirit Lake Municipal	No	Yes	No
SLB	Storm Lake	Storm Lake Municipal	No	Yes	No
8C2	Sully	Sully Municipal	Yes	No	No
8C4	Tipton	Tipton Municipal - Mathews Memorial	No	Yes	No
8C5	Toledo	Toledo Municipal	Yes	No	No
8C6	Traer	Traer Municipal	No	Yes	No
VTI	Vinton	Vinton Veterans Memorial Airpark	No	Yes	No
AWG	Washington	Washington Municipal	No	Yes	No
Y01	Waukon	Waukon Municipal	No	Yes	No
C25	Waverly	Waverly Municipal	No	Yes	No
EBS	Webster City	Webster City Municipal	No	Yes	No
3Y2	West Union	West Union Municipal - George L Scott	No	Yes	No
3Y3	Winterset	Winterset Municipal	No	Yes	No
3Y4	Woodbine	Woodbine Municipal	Yes	No	No

Source: FAA 5010 Records

Table C-6: Available Fuel

FAA ID	Associated City	Airport Name	100LL	Jet A	Self-Fueling 100LL	Self-Fueling Jet A	24/7 Pumping Service
Commercial Service Airports							
BRL	Burlington	Southeast Iowa Regional	Yes	Yes	Yes	Yes	Yes
CID	Cedar Rapids	Eastern Iowa	Yes	Yes	Yes	No	Yes
DSM	Des Moines	Des Moines International	Yes	Yes	No	No	Yes
DBQ	Dubuque	Dubuque Regional	Yes	Yes	No	No	Yes
FOD	Fort Dodge	Fort Dodge Regional	Yes	Yes	Yes	Yes	Yes
MCW	Mason City	Mason City Municipal	Yes	Yes	No	No	No
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Yes	Yes	No	No	No
ALO	Waterloo	Waterloo Regional	Yes	Yes	Yes	No	No
General Aviation Airports							
4C7	Ackley	Ackley Municipal	No	No	No	No	No
4C8	Albia	Albia Municipal	No	No	No	No	No
AXA	Algona	Algona Municipal	Yes	Yes	Yes	Yes	No
K98	Allison	Allison Municipal	No	No	No	No	No
C11	Amana	Amana	No	No	No	No	No
AMW	Ames	Ames Municipal	Yes	Yes	No	No	No
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	No	No	No	No	No
IKV	Ankeny	Ankeny Regional	Yes	Yes	No	No	Yes
AIO	Atlantic	Atlantic Municipal	Yes	Yes	Yes	Yes	Yes
ADU	Audubon	Audubon County	Yes	Yes	Yes	Yes	No
Y46	Bedford	Bedford Municipal	No	No	No	No	No
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Yes	No	Yes	No	No
Y48	Belmond	Belmond Municipal	No	No	No	No	No
4K6	Bloomfield	Bloomfield Municipal	Yes	No	No	No	No
BNW	Boone	Boone Municipal	Yes	Yes	Yes	No	Yes
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Yes	Yes	Yes	Yes	Yes
TVK	Centerville	Centerville Municipal	Yes	Yes	Yes	Yes	No
CNC	Chariton	Chariton Municipal	Yes	No	Yes	No	No
CCY	Charles City	Northeast Iowa Regional	Yes	Yes	No	No	Yes
CKP	Cherokee	Cherokee County Regional	Yes	Yes	Yes	Yes	No
ICL	Clarinda	Clarinda Municipal - Schenck Field	Yes	Yes	Yes	Yes	No
CAV	Clarion	Clarion Municipal	Yes	No	No	No	No
CWI	Clinton	Clinton Municipal	Yes	Yes	Yes	Yes	Yes
CRZ	Corning	Corning Municipal	Yes	No	Yes	No	No
CBF	Council Bluffs	Council Bluffs Municipal	Yes	Yes	Yes	Yes	Yes
CJJ	Cresco	Cresco Municipal - Ellen Church Field	No	No	No	No	No
CSQ	Creston	Creston Municipal	Yes	Yes	Yes	Yes	Yes
DVN	Davenport	Davenport Municipal	Yes	Yes	No	No	No
DEH	Decorah	Decorah Municipal	Yes	Yes	Yes	Yes	Yes

FAA ID	Associated City	Airport Name	100LL	Jet A	Self-Fueling 100LL	Self-Fueling Jet A	24/7 Pumping Service
DNS	Denison	Denison Municipal	Yes	Yes	Yes	No	No
IA8	Dyersville	Dyersville Area	No	No	No	No	No
EAG	Eagle Grove	Eagle Grove Municipal	Yes	No	No	No	No
27P	Eldora	Eldora	No	No	No	No	No
I27	Elkader	Elkader	No	No	No	No	No
EGO	Emmetsburg	Emmetsburg Municipal	Yes	No	Yes	No	No
EST	Estherville	Estherville Municipal	Yes	Yes	Yes	Yes	No
FFL	Fairfield	Fairfield Municipal	Yes	Yes	Yes	No	Yes
FXY	Forest City	Forest City Municipal	Yes	Yes	No	No	No
FSW	Fort Madison	Fort Madison Municipal	Yes	No	Yes	No	No
GFZ	Greenfield	Greenfield Municipal	Yes	No	Yes	No	No
GGI	Grinnell	Grinnell Regional	Yes	Yes	Yes	Yes	No
6K7	Grundy Center	Grundy Center Municipal	No	No	No	No	No
GCT	Guthrie Center	Guthrie County Regional	Yes	No	Yes	No	No
HPT	Hampton	Hampton Municipal	Yes	Yes	Yes	Yes	No
HNR	Harlan	Harlan Municipal	Yes	Yes	Yes	Yes	No
0K7	Humboldt	Humboldt Municipal	Yes	No	Yes	No	No
IDG	Ida Grove	Ida Grove Municipal	No	No	No	No	No
IIB	Independence	Independence Municipal - James H Connell Field	Yes	Yes	Yes	Yes	No
IOW	Iowa City	Iowa City Municipal	Yes	Yes	Yes	Yes	Yes
IFA	Iowa Falls	Iowa Falls Municipal	Yes	Yes	Yes	Yes	No
EFW	Jefferson	Jefferson Municipal	Yes	No	Yes	No	No
EOK	Keokuk	Keokuk Municipal	Yes	Yes	No	No	No
6K9	Keosauqua	Keosauqua Municipal	No	No	No	No	No
OXV	Knoxville	Knoxville Municipal	Yes	Yes	No	No	Yes
0Y6	Lake Mills	Lake Mills Municipal	No	No	No	No	No
LWD	Lamoni	Lamoni Municipal	Yes	No	Yes	No	No
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Yes	No	Yes	No	No
LRJ	Le Mars	Le Mars Municipal	Yes	Yes	No	No	Yes
C27	Manchester	Manchester Municipal	Yes	No	Yes	No	No
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Yes	No	Yes	No	No
OQW	Maquoketa	Maquoketa Municipal	Yes	No	Yes	No	No
C17	Marion	Marion	Yes	Yes	Yes	Yes	No
MIW	Marshalltown	Marshalltown Municipal	Yes	Yes	No	No	Yes
SXX	Maurice	Sioux County Regional	Yes	Yes	Yes	Yes	Yes
4D8	Milford	Milford Municipal - Fuller	Yes	No	Yes	No	No
7C3	Monona	Monona Municipal	Yes	No	No	No	No
7C5	Montezuma	Montezuma Sig Field	No	No	No	No	No
MXO	Monticello	Monticello Regional	Yes	Yes	Yes	Yes	Yes
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	No	No	No	No	No
MPZ	Mount Pleasant	Mount Pleasant Municipal	Yes	Yes	Yes	Yes	Yes
MUT	Muscatine	Muscatine Municipal	Yes	Yes	No	No	Yes

**Appendix C, Inventory**

FAA ID	Associated City	Airport Name	100LL	Jet A	Self-Fueling 100LL	Self-Fueling Jet A	24/7 Pumping Service
1Y5	New Hampton	New Hampton Municipal	No	No	No	No	No
TNU	Newton	Newton Municipal-Earl Johnson Field	Yes	Yes	No	No	Yes
5D2	Northwood	Northwood Municipal	No	No	No	No	No
OLZ	Oelwein	Oelwein Municipal	Yes	Yes	No	No	No
D02	Osage	Osage Municipal	No	No	No	No	No
I75	Osceola	Osceola Municipal	Yes	Yes	Yes	Yes	No
OOA	Oskaloosa	Oskaloosa Municipal	Yes	Yes	No	No	No
OTM	Ottumwa	Ottumwa Regional	Yes	Yes	Yes	No	Yes
1Y9	Paullina	Paullina Municipal	Yes	No	No	No	No
PEA	Pella	Pella Municipal	Yes	Yes	No	No	No
PRO	Perry	Perry Municipal	Yes	Yes	Yes	Yes	No
POH	Pocahontas	Pocahontas Municipal	Yes	No	Yes	No	No
RDK	Red Oak	Red Oak Municipal	Yes	Yes	Yes	Yes	No
8Y8	Ringsted	Peltz Field	No	No	No	No	No
RRQ	Rock Rapids	Rock Rapids Municipal	Yes	No	Yes	No	No
2Y4	Rockwell City	Rockwell City Municipal	Yes	No	No	No	No
SKI	Sac City	Sac City Municipal	Yes	No	No	No	No
SHL	Sheldon	Sheldon Regional	Yes	Yes	No	No	No
SDA	Shenandoah	Shenandoah Municipal	Yes	Yes	Yes	Yes	No
ISB	Sibley	Sibley Municipal	Yes	No	No	No	No
SPW	Spencer	Spencer Municipal	Yes	Yes	Yes	Yes	No
0F3	Spirit Lake	Spirit Lake Municipal	No	No	No	No	No
SLB	Storm Lake	Storm Lake Municipal	Yes	Yes	Yes	Yes	No
8C2	Sully	Sully Municipal	No	No	No	No	No
8C4	Tipton	Tipton Municipal - Mathews Memorial	Yes	No	Yes	No	No
8C5	Toledo	Toledo Municipal	No	No	No	No	No
8C6	Traer	Traer Municipal	No	No	No	No	No
VTI	Vinton	Vinton Veterans Memorial Airpark	Yes	Yes	Yes	Yes	No
AWG	Washington	Washington Municipal	Yes	Yes	Yes	Yes	No
Y01	Waukon	Waukon Municipal	Yes	No	No	No	No
C25	Waverly	Waverly Municipal	Yes	Yes	Yes	No	No
EBS	Webster City	Webster City Municipal	Yes	Yes	Yes	Yes	Yes
3Y2	West Union	West Union Municipal - George L Scott	Yes	Yes	Yes	Yes	No
3Y3	Winterset	Winterset Municipal	Yes	Yes	Yes	Yes	No
3Y4	Woodbine	Woodbine Municipal	No	No	No	No	No

Source: Iowa Airport Managers, Iowa DOT

**Table C-7: Airfield Security**

FAA ID	Associated City	Airport Name	Full 8 Foot Perimeter Fencing	Partial Perimeter Fencing	Visual Barrier	Posted Signs	Card Access Gate	Area Lighting	Security Camera
<b>Commercial Service Airports</b>									
BRL	Burlington	Southeast Iowa Regional	Yes	No	Yes	Yes	Yes	Yes	Yes
CID	Cedar Rapids	Eastern Iowa	Yes	No	No	Yes	Yes	Yes	Yes
DSM	Des Moines	Des Moines International	Yes	No	Yes	Yes	Yes	Yes	Yes
DBQ	Dubuque	Dubuque Regional	Yes	No	Yes	Yes	Yes	Yes	Yes
FOD	Fort Dodge	Fort Dodge Regional	Yes	No	Yes	Yes	Yes	Yes	Yes
MCW	Mason City	Mason City Municipal	Yes	No	No	Yes	Yes	Yes	Yes
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Yes	No	Yes	Yes	Yes	Yes	Yes
ALO	Waterloo	Waterloo Regional	Yes	No	No	Yes	Yes	Yes	No
<b>General Aviation Airports</b>									
4C7	Ackley	Ackley Municipal	No	No	No	Yes	No	No	No
4C8	Albia	Albia Municipal	No	No	No	Yes	No	Yes	No
AXA	Algona	Algona Municipal	No	No	Yes	Yes	No	Yes	Yes
K98	Allison	Allison Municipal	No	No	No	Yes	No	No	No
C11	Amana	Amana	No	No	Yes	Yes	No	Yes	No
AMW	Ames	Ames Municipal	No	No	Yes	Yes	No	Yes	Yes
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	No	No	No	No	No	No	No
IKV	Ankeny	Ankeny Regional	Yes	No	Yes	Yes	Yes	Yes	Yes
AIO	Atlantic	Atlantic Municipal	No	No	No	Yes	No	Yes	No
ADU	Audubon	Audubon County	No	No	Yes	Yes	No	Yes	No
Y46	Bedford	Bedford Municipal	No	No	No	Yes	No	No	No
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	No	No	Yes	Yes	No	Yes	No
Y48	Belmond	Belmond Municipal	No	No	No	Yes	No	No	No
4K6	Bloomfield	Bloomfield Municipal	No	No	No	Yes	No	Yes	No
BNW	Boone	Boone Municipal	No	No	Yes	Yes	Yes	Yes	No
CIN	Carroll	Carroll Municipal - Arthur N. Neu	No	No	Yes	Yes	No	No	No
TVK	Centerville	Centerville Municipal	No	No	Yes	Yes	No	Yes	Yes
CNC	Chariton	Chariton Municipal	No	No	Yes	Yes	No	Yes	No
CCY	Charles City	Northeast Iowa Regional	No	No	Yes	Yes	No	Yes	No
CKP	Cherokee	Cherokee County Regional	No	No	No	Yes	No	Yes	No
ICL	Clarinda	Clarinda Municipal - Schenck Field	No	No	No	Yes	No	Yes	No
CAV	Clarion	Clarion Municipal	No	No	Yes	Yes	No	Yes	No
CWI	Clinton	Clinton Municipal	No	Yes	Yes	Yes	No	Yes	Yes
CRZ	Corning	Corning Municipal	No	No	Yes	Yes	No	Yes	No
CBF	Council Bluffs	Council Bluffs Municipal	Yes	No	Yes	Yes	Yes	Yes	Yes

Appendix C, Inventory

FAA ID	Associated City	Airport Name	Full 8 Foot Perimeter Fencing	Partial Perimeter Fencing	Visual Barrier	Posted Signs	Card Access Gate	Area Lighting	Security Camera
CJJ	Cresco	Cresco Municipal - Ellen Church Field	No	No	No	Yes	No	Yes	No
CSQ	Creston	Creston Municipal	No	Yes	No	Yes	No	Yes	No
DVN	Davenport	Davenport Municipal	No	Yes	Yes	Yes	No	Yes	Yes
DEH	Decorah	Decorah Municipal	No	No	Yes	Yes	No	Yes	No
DNS	Denison	Denison Municipal	No	No	Yes	Yes	No	Yes	No
IA8	Dyersville	Dyersville Area	No	No	No	Yes	No	No	Yes
EAG	Eagle Grove	Eagle Grove Municipal	No	No	No	Yes	No	Yes	No
27P	Eldora	Eldora	No	No	Yes	Yes	No	Yes	Yes
I27	Elkader	Elkader	No	No	No	Yes	No	Yes	No
EGQ	Emmetsburg	Emmetsburg Municipal	No	No	Yes	Yes	No	No	No
EST	Estherville	Estherville Municipal	No	No	Yes	Yes	No	Yes	No
FFL	Fairfield	Fairfield Municipal	No	No	Yes	Yes	Yes	Yes	Yes
FXY	Forest City	Forest City Municipal	Yes	No	Yes	Yes	Yes	Yes	No
FSW	Fort Madison	Fort Madison Municipal	No	No	Yes	Yes	No	Yes	No
GFZ	Greenfield	Greenfield Municipal	No	No	No	Yes	No	Yes	No
GGI	Grinnell	Grinnell Regional	No	No	Yes	Yes	Yes	Yes	Yes
6K7	Grundy Center	Grundy Center Municipal	No	No	No	Yes	No	No	No
GCT	Guthrie Center	Guthrie County Regional	Yes	No	Yes	Yes	Yes	Yes	Yes
HPT	Hampton	Hampton Municipal	No	No	Yes	Yes	No	Yes	No
HNR	Harlan	Harlan Municipal	No	No	Yes	Yes	No	Yes	No
0K7	Humboldt	Humboldt Municipal	No	No	Yes	Yes	Yes	No	No
IDG	Ida Grove	Ida Grove Municipal	No	No	No	Yes	No	Yes	No
IIB	Independence	Independence Municipal - James H Connell Field	No	No	Yes	Yes	No	Yes	Yes
IOW	Iowa City	Iowa City Municipal	No	Yes	Yes	Yes	No	Yes	Yes
IFA	Iowa Falls	Iowa Falls Municipal	No	No	No	Yes	No	No	Yes
EFW	Jefferson	Jefferson Municipal	No	No	No	Yes	No	Yes	No
EOK	Keokuk	Keokuk Municipal	Yes	No	Yes	Yes	No	Yes	No
6K9	Keosauqua	Keosauqua Municipal	No	No	No	Yes	No	No	No
OXV	Knoxville	Knoxville Municipal	No	No	Yes	Yes	No	Yes	No
0Y6	Lake Mills	Lake Mills Municipal	No	No	No	Yes	No	Yes	No
LWD	Lamoni	Lamoni Municipal	No	No	No	Yes	No	Yes	Yes
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	No	No	No	No	No	Yes	No
LRJ	Le Mars	Le Mars Municipal	No	No	Yes	Yes	Yes	Yes	Yes
C27	Manchester	Manchester Municipal	No	No	Yes	Yes	No	No	No
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	No	No	No	Yes	No	No	No

FAA ID	Associated City	Airport Name	Full 8 Foot Perimeter Fencing	Partial Perimeter Fencing	Visual Barrier	Posted Signs	Card Access Gate	Area Lighting	Security Camera
OQW	Maquoketa	Maquoketa Municipal	No	No	Yes	Yes	No	No	No
C17	Marion	Marion	No	No	No	Yes	No	Yes	No
MIW	Marshalltown	Marshalltown Municipal	No	No	No	Yes	No	No	No
SXK	Maurice	Sioux County Regional	No	Yes	Yes	Yes	Yes	Yes	Yes
4D8	Milford	Milford Municipal - Fuller	No	No	No	Yes	No	Yes	No
7C3	Monona	Monona Municipal	No	No	No	Yes	No	No	No
7C5	Montezuma	Montezuma Sig Field	No	No	No	Yes	No	No	No
MXO	Monticello	Monticello Regional	No	No	Yes	Yes	No	Yes	No
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	No	No	No	Yes	No	No	No
MPZ	Mount Pleasant	Mount Pleasant Municipal	No	No	Yes	Yes	No	No	Yes
MUT	Muscatine	Muscatine Municipal	Yes	No	Yes	Yes	Yes	Yes	Yes
1Y5	New Hampton	New Hampton Municipal	No	No	No	Yes	No	No	No
TNU	Newton	Newton Municipal-Earl Johnson Field	No	Yes	No	Yes	No	No	No
5D2	Northwood	Northwood Municipal	No	No	No	No	No	No	No
OLZ	Oelwein	Oelwein Municipal	No	No	Yes	Yes	No	Yes	No
D02	Osage	Osage Municipal	No	No	Yes	Yes	No	No	No
I75	Osceola	Osceola Municipal	No	No	No	Yes	No	Yes	No
OOA	Oskaloosa	Oskaloosa Municipal	No	No	No	Yes	No	Yes	Yes
OTM	Ottumwa	Ottumwa Regional	Yes	No	Yes	Yes	Yes	Yes	Yes
1Y9	Paullina	Paullina Municipal	No	No	No	Yes	No	No	No
PEA	Pella	Pella Municipal	Yes	No	No	Yes	No	No	No
PRO	Perry	Perry Municipal	No	No	No	Yes	No	Yes	Yes
POH	Pocahontas	Pocahontas Municipal	No	No	Yes	Yes	No	Yes	Yes
RDK	Red Oak	Red Oak Municipal	No	Yes	No	Yes	No	Yes	Yes
8Y8	Ringsted	Peltz Field	No	No	No	No	No	No	No
RRQ	Rock Rapids	Rock Rapids Municipal	No	Yes	No	Yes	No	Yes	Yes
2Y4	Rockwell City	Rockwell City Municipal	No	No	No	Yes	No	Yes	No
SKI	Sac City	Sac City Municipal	No	No	No	Yes	No	Yes	No
SHL	Sheldon	Sheldon Regional	No	Yes	No	Yes	No	Yes	No
SDA	Shenandoah	Shenandoah Municipal	No	No	Yes	Yes	No	Yes	No
ISB	Sibley	Sibley Municipal	No	No	Yes	Yes	No	Yes	No
SPW	Spencer	Spencer Municipal	No	Yes	No	Yes	No	Yes	No
0F3	Spirit Lake	Spirit Lake Municipal	No	No	No	Yes	No	Yes	No
SLB	Storm Lake	Storm Lake Municipal	No	Yes	Yes	Yes	No	Yes	No
8C2	Sully	Sully Municipal	No	No	No	Yes	No	No	No

**Appendix C, Inventory**

FAA ID	Associated City	Airport Name	Full 8 Foot Perimeter Fencing	Partial Perimeter Fencing	Visual Barrier	Posted Signs	Card Access Gate	Area Lighting	Security Camera
8C4	Tipton	Tipton Municipal - Mathews Memorial	No	No	No	Yes	No	Yes	No
8C5	Toledo	Toledo Municipal	No	No	Yes	Yes	No	No	No
8C6	Traer	Traer Municipal	No	No	Yes	Yes	No	No	No
VTI	Vinton	Vinton Veterans Memorial Airpark	No	No	Yes	Yes	No	Yes	No
AWG	Washington	Washington Municipal	No	No	No	Yes	No	Yes	Yes
Y01	Waukon	Waukon Municipal	No	No	No	Yes	No	Yes	No
C25	Waverly	Waverly Municipal	No	No	No	Yes	No	Yes	Yes
EBS	Webster City	Webster City Municipal	No	No	No	Yes	No	Yes	No
3Y2	West Union	West Union Municipal - George L Scott	No	No	No	Yes	No	Yes	Yes
3Y3	Winterset	Winterset Municipal	No	Yes	Yes	Yes	No	Yes	No
3Y4	Woodbine	Woodbine Municipal	No	No	No	Yes	No	Yes	No

Source: Iowa Airport Managers, Iowa DOT

**Table C-8: Aircraft and Automobile Parking**

FAA ID	Associated City	Airport Name	Hangar Waiting List	Overnight Storage for Transient Aircraft	Adequate Automobile Parking
<b>Commercial Service Airports</b>					
BRL	Burlington	Southeast Iowa Regional	No	Yes	No
CID	Cedar Rapids	Eastern Iowa	Yes	Yes	No
DSM	Des Moines	Des Moines International	Yes	Yes	Yes
DBQ	Dubuque	Dubuque Regional	No	Yes	Yes
FOD	Fort Dodge	Fort Dodge Regional	Yes	No	No
MCW	Mason City	Mason City Municipal	Yes	Yes	Yes
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Yes	Yes	Yes
ALO	Waterloo	Waterloo Regional	Yes	Yes	Yes
<b>General Aviation Airports</b>					
4C7	Ackley	Ackley Municipal	No	No	Yes
4C8	Albia	Albia Municipal	No	Yes	Yes
AXA	Algona	Algona Municipal	Yes	Yes	No
K98	Allison	Allison Municipal	No	No	Yes
C11	Amana	Amana	Yes	No	Yes
AMW	Ames	Ames Municipal	Yes	Yes	No
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	Yes	No	Yes
IKV	Ankeny	Ankeny Regional	Yes	Yes	Yes
AIO	Atlantic	Atlantic Municipal	Yes	No	Yes
ADU	Audubon	Audubon County	No	No	Yes
Y46	Bedford	Bedford Municipal	No	No	Yes
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	No	Yes	Yes
Y48	Belmond	Belmond Municipal	No	Yes	Yes
4K6	Bloomfield	Bloomfield Municipal	No	Yes	No
BNW	Boone	Boone Municipal	Yes	Yes	No
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Yes	Yes	Yes
TVK	Centerville	Centerville Municipal	No	Yes	Yes
CNC	Chariton	Chariton Municipal	Yes	Yes	Yes
CCY	Charles City	Northeast Iowa Regional	No	Yes	No
CKP	Cherokee	Cherokee County Regional	No	Yes	Yes
ICL	Clarinda	Clarinda Municipal - Schenck Field	Yes	No	Yes
CAV	Clarion	Clarion Municipal	No	Yes	Yes
CWI	Clinton	Clinton Municipal	Yes	Yes	Yes
CRZ	Corning	Corning Municipal	Yes	Yes	Yes
CBF	Council Bluffs	Council Bluffs Municipal	Yes	Yes	Yes
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Yes	No	Yes
CSQ	Creston	Creston Municipal	No	Yes	Yes
DVN	Davenport	Davenport Municipal	Yes	Yes	Yes
DEH	Decorah	Decorah Municipal	Yes	Yes	No

Appendix C, Inventory

FAA ID	Associated City	Airport Name	Hangar Waiting List	Overnight Storage for Transient Aircraft	Adequate Automobile Parking
DNS	Denison	Denison Municipal	No	Yes	Yes
IA8	Dyersville	Dyersville Area	No	No	Yes
EAG	Eagle Grove	Eagle Grove Municipal	No	Yes	Yes
27P	Eldora	Eldora	No	Yes	Yes
I27	Elkader	Elkader	No	No	Yes
EGO	Emmetsburg	Emmetsburg Municipal	No	Yes	Yes
EST	Estherville	Estherville Municipal	Yes	Yes	No
FFL	Fairfield	Fairfield Municipal	No	Yes	Yes
FXY	Forest City	Forest City Municipal	Yes	No	Yes
FSW	Fort Madison	Fort Madison Municipal	Yes	Yes	Yes
GFZ	Greenfield	Greenfield Municipal	Yes	No	Yes
GGI	Grinnell	Grinnell Regional	No	Yes	Yes
6K7	Grundy Center	Grundy Center Municipal	No	No	Yes
GCT	Guthrie Center	Guthrie County Regional	No	Yes	No
HPT	Hampton	Hampton Municipal	No	No	Yes
HNR	Harlan	Harlan Municipal	No	Yes	Yes
OK7	Humboldt	Humboldt Municipal	No	Yes	Yes
IDG	Ida Grove	Ida Grove Municipal	No	Yes	Yes
IIB	Independence	Independence Municipal - James H Connell Field	Yes	Yes	Yes
IOW	Iowa City	Iowa City Municipal	Yes	Yes	No
IFA	Iowa Falls	Iowa Falls Municipal	Yes	Yes	No
EFW	Jefferson	Jefferson Municipal	Yes	No	Yes
EOK	Keokuk	Keokuk Municipal	Yes	Yes	Yes
6K9	Keosauqua	Keosauqua Municipal	Yes	Yes	Yes
OXV	Knoxville	Knoxville Municipal	Yes	No	No
0Y6	Lake Mills	Lake Mills Municipal	No	No	Yes
LWD	Lamoni	Lamoni Municipal	Yes	Yes	Yes
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	No	No	Yes
LRJ	Le Mars	Le Mars Municipal	Yes	Yes	Yes
C27	Manchester	Manchester Municipal	No	No	Yes
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	No	Yes	Yes
OOW	Maquoketa	Maquoketa Municipal	No	No	Yes
C17	Marion	Marion	No	Yes	Yes
MIW	Marshalltown	Marshalltown Municipal	No	Yes	Yes
SXX	Maurice	Sioux County Regional	No	Yes	Yes
4D8	Milford	Milford Municipal - Fuller	Yes	No	Yes
7C3	Monona	Monona Municipal	No	Yes	Yes
7C5	Montezuma	Montezuma Sig Field	No	No	Yes
MXO	Monticello	Monticello Regional	Yes	Yes	Yes
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	No	No	Yes
MPZ	Mount Pleasant	Mount Pleasant Municipal	Yes	Yes	Yes
MUT	Muscatine	Muscatine Municipal	Yes	Yes	Yes

FAA ID	Associated City	Airport Name	Hangar Waiting List	Overnight Storage for Transient Aircraft	Adequate Automobile Parking
1Y5	New Hampton	New Hampton Municipal	No	No	Yes
TNU	Newton	Newton Municipal-Earl Johnson Field	Yes	Yes	Yes
5D2	Northwood	Northwood Municipal	No	Yes	Yes
OLZ	Oelwein	Oelwein Municipal	No	Yes	Yes
D02	Osage	Osage Municipal	No	No	Yes
I75	Osceola	Osceola Municipal	Yes	No	No
OOA	Oskaloosa	Oskaloosa Municipal	No	Yes	Yes
OTM	Ottumwa	Ottumwa Regional	Yes	Yes	Yes
1Y9	Paullina	Paullina Municipal	No	Yes	Yes
PEA	Pella	Pella Municipal	Yes	Yes	Yes
PRO	Perry	Perry Municipal	Yes	Yes	Yes
POH	Pocahontas	Pocahontas Municipal	No	Yes	Yes
RDK	Red Oak	Red Oak Municipal	Yes	Yes	No
8Y8	Ringsted	Peltz Field	No	No	Yes
RRO	Rock Rapids	Rock Rapids Municipal	Yes	Yes	Yes
2Y4	Rockwell City	Rockwell City Municipal	Yes	No	Yes
SKI	Sac City	Sac City Municipal	No	Yes	No
SHL	Sheldon	Sheldon Regional	No	Yes	Yes
SDA	Shenandoah	Shenandoah Municipal	Yes	Yes	Yes
ISB	Sibley	Sibley Municipal	Yes	Yes	Yes
SPW	Spencer	Spencer Municipal	Yes	Yes	No
0F3	Spirit Lake	Spirit Lake Municipal	Yes	No	Yes
SLB	Storm Lake	Storm Lake Municipal	No	No	Yes
8C2	Sully	Sully Municipal	No	No	Yes
8C4	Tipton	Tipton Municipal - Mathews Memorial	No	No	Yes
8C5	Toledo	Toledo Municipal	No	No	Yes
8C6	Traer	Traer Municipal	No	No	Yes
VT1	Vinton	Vinton Veterans Memorial Airpark	Yes	Yes	Yes
AWG	Washington	Washington Municipal	Yes	Yes	Yes
Y01	Waukon	Waukon Municipal	No	Yes	Yes
C25	Waverly	Waverly Municipal	No	Yes	Yes
EBS	Webster City	Webster City Municipal	No	Yes	Yes
3Y2	West Union	West Union Municipal - George L Scott	Yes	Yes	Yes
3Y3	Winterset	Winterset Municipal	Yes	Yes	Yes
3Y4	Woodbine	Woodbine Municipal	No	No	Yes

Source: Iowa Airport Managers, Iowa DOT

Table C-9: FBO Status

FAA ID	Associated City	Airport Name	FBO	Managed by Airport Sponsor	FBO Manager also Airport Manager
Commercial Service Airports					
BRL	Burlington	Southeast Iowa Regional	Yes	No	No
CID	Cedar Rapids	Eastern Iowa	Yes	No	No
DSM	Des Moines	Des Moines International	Yes	No	No
DBQ	Dubuque	Dubuque Regional	Yes	Yes	No
FOD	Fort Dodge	Fort Dodge Regional	Yes	No	No
MCW	Mason City	Mason City Municipal	Yes	No	No
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Yes	No	No
ALO	Waterloo	Waterloo Regional	Yes	No	No
General Aviation Airports					
4C7	Ackley	Ackley Municipal	No	No	No
4C8	Albia	Albia Municipal	No	No	No
AXA	Algona	Algona Municipal	Yes	Yes	Yes
K98	Allison	Allison Municipal	No	No	No
C11	Amana	Amana	Yes	Yes	Yes
AMW	Ames	Ames Municipal	Yes	No	No
Y43	Anita	Anita Municipal - Kevin Burke Memorial Field	No	No	No
IKV	Ankeny	Ankeny Regional	Yes	No	No
AIO	Atlantic	Atlantic Municipal	Yes	No	Yes
ADU	Audubon	Audubon County	No	No	No
Y46	Bedford	Bedford Municipal	No	No	No
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	No	No	No
Y48	Belmond	Belmond Municipal	No	No	No
4K6	Bloomfield	Bloomfield Municipal	Yes	No	Yes
BNW	Boone	Boone Municipal	Yes	No	Yes
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Yes	No	Yes
TVK	Centerville	Centerville Municipal	Yes	Yes	Yes
CNC	Chariton	Chariton Municipal	No	No	No
CCY	Charles City	Northeast Iowa Regional	Yes	No	Yes
CKP	Cherokee	Cherokee County Regional	Yes	No	Yes
ICL	Clarinda	Clarinda Municipal - Schenck Field	Yes	No	Yes
CAV	Clarion	Clarion Municipal	No	No	No
CWI	Clinton	Clinton Municipal	Yes	No	No
CRZ	Corning	Corning Municipal	No	No	No
CBF	Council Bluffs	Council Bluffs Municipal	Yes	No	No
CJJ	Cresco	Cresco Municipal - Ellen Church Field	No	No	No
CSQ	Creston	Creston Municipal	Yes	No	Yes
DVN	Davenport	Davenport Municipal	Yes	No	No
DEH	Decorah	Decorah Municipal	Yes	Yes	Yes

FAA ID	Associated City	Airport Name	FBO	Managed by Airport Sponsor	FBO Manager also Airport Manager
DNS	Denison	Denison Municipal	Yes	Yes	Yes
IA8	Dyersville	Dyersville Area	No	No	No
EAG	Eagle Grove	Eagle Grove Municipal	No	No	No
27P	Eldora	Eldora	No	No	No
I27	Elkader	Elkader	No	No	No
EGO	Emmetsburg	Emmetsburg Municipal	No	No	No
EST	Estherville	Estherville Municipal	Yes	No	Yes
FFL	Fairfield	Fairfield Municipal	Yes	No	Yes
FXY	Forest City	Forest City Municipal	Yes	No	Yes
FSW	Fort Madison	Fort Madison Municipal	No	No	No
GFZ	Greenfield	Greenfield Municipal	No	No	No
GGI	Grinnell	Grinnell Regional	Yes	No	Yes
6K7	Grundy Center	Grundy Center Municipal	No	No	No
GCT	Guthrie Center	Guthrie County Regional	No	No	No
HPT	Hampton	Hampton Municipal	Yes	No	Yes
HNR	Harlan	Harlan Municipal	Yes	Yes	Yes
OK7	Humboldt	Humboldt Municipal	No	No	No
IDG	Ida Grove	Ida Grove Municipal	No	No	No
IIB	Independence	Independence Municipal - James H Connell Field	Yes	No	No
IOW	Iowa City	Iowa City Municipal	Yes	No	No
IFA	Iowa Falls	Iowa Falls Municipal	Yes	No	Yes
EFW	Jefferson	Jefferson Municipal	No	No	No
EOK	Keokuk	Keokuk Municipal	Yes	No	Yes
6K9	Keosauqua	Keosauqua Municipal	Yes	Yes	Yes
OXV	Knoxville	Knoxville Municipal	Yes	No	Yes
0Y6	Lake Mills	Lake Mills Municipal	No	No	No
LWD	Lamoni	Lamoni Municipal	No	No	No
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	No	No	No
LRJ	Le Mars	Le Mars Municipal	Yes	No	Yes
C27	Manchester	Manchester Municipal	No	No	No
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	No	No	No
OOW	Maquoketa	Maquoketa Municipal	Yes	Yes	No
C17	Marion	Marion	Yes	No	Yes
MIW	Marshalltown	Marshalltown Municipal	Yes	No	Yes
SXX	Maurice	Sioux County Regional	Yes	Yes	Yes
4D8	Milford	Milford Municipal - Fuller	Yes	No	No
7C3	Monona	Monona Municipal	No	No	No
7C5	Montezuma	Montezuma Sig Field	No	No	No
MXO	Monticello	Monticello Regional	Yes	Yes	Yes
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	No	No	No
MPZ	Mount Pleasant	Mount Pleasant Municipal	Yes	No	Yes
MUT	Muscatine	Muscatine Municipal	Yes	No	Yes

**Appendix C, Inventory**

FAA ID	Associated City	Airport Name	FBO	Managed by Airport Sponsor	FBO Manager also Airport Manager
1Y5	New Hampton	New Hampton Municipal	No	No	No
TNU	Newton	Newton Municipal-Earl Johnson Field	Yes	Yes	Yes
5D2	Northwood	Northwood Municipal	No	No	No
OLZ	Oelwein	Oelwein Municipal	Yes	No	No
D02	Osage	Osage Municipal	No	No	No
I75	Osceola	Osceola Municipal	No	No	No
OOA	Oskaloosa	Oskaloosa Municipal	Yes	No	Yes
OTM	Ottumwa	Ottumwa Regional	Yes	No	No
1Y9	Paullina	Paullina Municipal	No	No	No
PEA	Pella	Pella Municipal	Yes	No	Yes
PRO	Perry	Perry Municipal	Yes	No	Yes
POH	Pocahontas	Pocahontas Municipal	No	No	No
RDK	Red Oak	Red Oak Municipal	Yes	Yes	Yes
8Y8	Ringsted	Peltz Field	No	No	No
RRO	Rock Rapids	Rock Rapids Municipal	Yes	No	Yes
2Y4	Rockwell City	Rockwell City Municipal	No	No	No
SKI	Sac City	Sac City Municipal	Yes	Yes	Yes
SHL	Sheldon	Sheldon Regional	Yes	Yes	Yes
SDA	Shenandoah	Shenandoah Municipal	Yes	Yes	Yes
ISB	Sibley	Sibley Municipal	Yes	Yes	No
SPW	Spencer	Spencer Municipal	Yes	No	Yes
0F3	Spirit Lake	Spirit Lake Municipal	No	No	No
SLB	Storm Lake	Storm Lake Municipal	Yes	No	Yes
8C2	Sully	Sully Municipal	No	No	No
8C4	Tipton	Tipton Municipal - Mathews Memorial	No	No	No
8C5	Toledo	Toledo Municipal	No	No	No
8C6	Traer	Traer Municipal	No	No	No
VTI	Vinton	Vinton Veterans Memorial Airpark	No	No	No
AWG	Washington	Washington Municipal	Yes	No	No
Y01	Waukon	Waukon Municipal	No	No	No
C25	Waverly	Waverly Municipal	Yes	Yes	Yes
EBS	Webster City	Webster City Municipal	Yes	No	Yes
3Y2	West Union	West Union Municipal - George L Scott	No	No	No
3Y3	Winterset	Winterset Municipal	Yes	No	No
3Y4	Woodbine	Woodbine Municipal	No	No	No

Source: Iowa Airport Managers, Iowa DOT

**Table C-10: General Aviation Terminal Building Status**

FAA ID	Associated City	Airport Name	General Aviation Terminal Building	Terminal - Standalone Structure	Terminal - Attached to a Hangar
<b>Commercial Service Airports</b>					
BRL	Burlington	Southeast Iowa Regional	Yes	Yes	No
CID	Cedar Rapids	Eastern Iowa	Yes	No	Yes
DSM	Des Moines	Des Moines International	No	No	No
DBQ	Dubuque	Dubuque Regional	Yes	Yes	No
FOD	Fort Dodge	Fort Dodge Regional	Yes	No	Yes
MCW	Mason City	Mason City Municipal	Yes	No	Yes
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Yes	Yes	No
ALO	Waterloo	Waterloo Regional	Yes	Yes	No
<b>General Aviation Airports</b>					
4C7	Ackley	Ackley Municipal	No	No	No
4C8	Albia	Albia Municipal	No	No	No
AXA	Algona	Algona Municipal	Yes	Yes	No
K98	Allison	Allison Municipal	Yes	Yes	No
C11	Amana	Amana	No	No	No
AMW	Ames	Ames Municipal	Yes	Yes	No
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	No	No	No
IKV	Ankeny	Ankeny Regional	Yes	No	Yes
AIO	Atlantic	Atlantic Municipal	Yes	Yes	No
ADU	Audubon	Audubon County	Yes	Yes	No
Y46	Bedford	Bedford Municipal	Yes	Yes	No
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	No	No	No
Y48	Belmond	Belmond Municipal	No	No	No
4K6	Bloomfield	Bloomfield Municipal	No	No	No
BNW	Boone	Boone Municipal	Yes	No	Yes
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Yes	Yes	No
TVK	Centerville	Centerville Municipal	Yes	Yes	No
CNC	Chariton	Chariton Municipal	Yes	Yes	No
CCY	Charles City	Northeast Iowa Regional	Yes	No	Yes
CKP	Cherokee	Cherokee County Regional	Yes	Yes	No
ICL	Clarinda	Clarinda Municipal - Schenck Field	Yes	Yes	No
CAV	Clarion	Clarion Municipal	Yes	Yes	No
CWI	Clinton	Clinton Municipal	Yes	No	Yes
CRZ	Corning	Corning Municipal	Yes	No	Yes
CBF	Council Bluffs	Council Bluffs Municipal	Yes	Yes	No
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Yes	No	Yes
CSQ	Creston	Creston Municipal	Yes	Yes	No
DVN	Davenport	Davenport Municipal	Yes	No	Yes
DEH	Decorah	Decorah Municipal	Yes	Yes	No

Appendix C, Inventory

FAA ID	Associated City	Airport Name	General Aviation Terminal Building	Terminal - Standalone Structure	Terminal - Attached to a Hangar
DNS	Denison	Denison Municipal	Yes	Yes	No
IA8	Dyersville	Dyersville Area	Yes	Yes	No
EAG	Eagle Grove	Eagle Grove Municipal	Yes	No	Yes
27P	Eldora	Eldora	Yes	Yes	No
I27	Elkader	Elkader	No	No	No
EGO	Emmetsburg	Emmetsburg Municipal	Yes	Yes	No
EST	Estherville	Estherville Municipal	Yes	No	Yes
FFL	Fairfield	Fairfield Municipal	Yes	No	Yes
FXY	Forest City	Forest City Municipal	Yes	No	Yes
FSW	Fort Madison	Fort Madison Municipal	Yes	Yes	No
GFZ	Greenfield	Greenfield Municipal	Yes	Yes	No
GGI	Grinnell	Grinnell Regional	Yes	No	Yes
6K7	Grundy Center	Grundy Center Municipal	No	No	No
GCT	Guthrie Center	Guthrie County Regional	Yes	No	Yes
HPT	Hampton	Hampton Municipal	Yes	No	Yes
HNR	Harlan	Harlan Municipal	Yes	Yes	No
OK7	Humboldt	Humboldt Municipal	Yes	No	Yes
IDG	Ida Grove	Ida Grove Municipal	Yes	Yes	No
IIB	Independence	Independence Municipal - James H Connell Field	Yes	No	Yes
IOW	Iowa City	Iowa City Municipal	Yes	Yes	No
IFA	Iowa Falls	Iowa Falls Municipal	Yes	Yes	No
EFW	Jefferson	Jefferson Municipal	Yes	No	Yes
EOK	Keokuk	Keokuk Municipal	Yes	No	Yes
6K9	Keosauqua	Keosauqua Municipal	Yes	No	Yes
OXV	Knoxville	Knoxville Municipal	Yes	No	Yes
0Y6	Lake Mills	Lake Mills Municipal	No	No	No
LWD	Lamoni	Lamoni Municipal	Yes	No	Yes
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Yes	No	Yes
LRJ	Le Mars	Le Mars Municipal	Yes	No	Yes
C27	Manchester	Manchester Municipal	Yes	Yes	No
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Yes	No	Yes
OOW	Maquoketa	Maquoketa Municipal	Yes	No	Yes
C17	Marion	Marion	Yes	Yes	No
MIW	Marshalltown	Marshalltown Municipal	Yes	No	Yes
SXX	Maurice	Sioux County Regional	Yes	No	Yes
4D8	Milford	Milford Municipal - Fuller	Yes	Yes	No
7C3	Monona	Monona Municipal	Yes	No	Yes
7C5	Montezuma	Montezuma Sig Field	No	No	No
MXO	Monticello	Monticello Regional	Yes	No	Yes
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	No	No	No
MPZ	Mount Pleasant	Mount Pleasant Municipal	Yes	Yes	No
MUT	Muscatine	Muscatine Municipal	Yes	Yes	No

FAA ID	Associated City	Airport Name	General Aviation Terminal Building	Terminal - Standalone Structure	Terminal - Attached to a Hangar
1Y5	New Hampton	New Hampton Municipal	No	No	No
TNU	Newton	Newton Municipal-Earl Johnson Field	Yes	No	Yes
5D2	Northwood	Northwood Municipal	Yes	Yes	No
OLZ	Oelwein	Oelwein Municipal	Yes	No	Yes
D02	Osage	Osage Municipal	Yes	No	Yes
I75	Osceola	Osceola Municipal	Yes	Yes	No
OOA	Oskaloosa	Oskaloosa Municipal	Yes	No	Yes
OTM	Ottumwa	Ottumwa Regional	Yes	Yes	No
1Y9	Paullina	Paullina Municipal	Yes	Yes	No
PEA	Pella	Pella Municipal	Yes	No	Yes
PRO	Perry	Perry Municipal	Yes	Yes	No
POH	Pocahontas	Pocahontas Municipal	Yes	Yes	No
RDK	Red Oak	Red Oak Municipal	Yes	No	Yes
8Y8	Ringsted	Peltz Field	No	No	No
RRO	Rock Rapids	Rock Rapids Municipal	Yes	Yes	No
2Y4	Rockwell City	Rockwell City Municipal	Yes	Yes	No
SKI	Sac City	Sac City Municipal	Yes	Yes	No
SHL	Sheldon	Sheldon Regional	Yes	No	Yes
SDA	Shenandoah	Shenandoah Municipal	Yes	Yes	No
ISB	Sibley	Sibley Municipal	Yes	No	Yes
SPW	Spencer	Spencer Municipal	Yes	No	Yes
0F3	Spirit Lake	Spirit Lake Municipal	Yes	No	Yes
SLB	Storm Lake	Storm Lake Municipal	Yes	Yes	No
8C2	Sully	Sully Municipal	No	No	No
8C4	Tipton	Tipton Municipal - Mathews Memorial	Yes	Yes	No
8C5	Toledo	Toledo Municipal	No	No	No
8C6	Traer	Traer Municipal	No	No	No
VT1	Vinton	Vinton Veterans Memorial Airpark	Yes	Yes	No
AWG	Washington	Washington Municipal	Yes	Yes	No
Y01	Waukon	Waukon Municipal	No	No	No
C25	Waverly	Waverly Municipal	Yes	No	Yes
EBS	Webster City	Webster City Municipal	Yes	No	Yes
3Y2	West Union	West Union Municipal - George L Scott	Yes	No	Yes
3Y3	Winterset	Winterset Municipal	Yes	No	Yes
3Y4	Woodbine	Woodbine Municipal	No	No	No

Source: Iowa Airport Managers, Iowa DOT

Table C-11: Terminal Building Amenities

FAA ID	Associated City	Airport Name	Pilot's Lounge	24/7 Restrooms	Conference Room	WiFi	Computer Weather Terminal	Public Phone
Commercial Service Airports								
BRL	Burlington	Southeast Iowa Regional	Yes	Yes	Yes	Yes	No	Yes
CID	Cedar Rapids	Eastern Iowa	Yes	Yes	Yes	Yes	Yes	Yes
DSM	Des Moines	Des Moines International	No	No	No	No	No	No
DBQ	Dubuque	Dubuque Regional	Yes	Yes	Yes	Yes	Yes	Yes
FOD	Fort Dodge	Fort Dodge Regional	Yes	Yes	Yes	Yes	Yes	No
MCW	Mason City	Mason City Municipal	Yes	Yes	No	Yes	Yes	Yes
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Yes	No	Yes	No	Yes	Yes
ALO	Waterloo	Waterloo Regional	Yes	Yes	Yes	Yes	Yes	Yes
General Aviation Airports								
4C7	Ackley	Ackley Municipal	No	No	No	No	No	No
4C8	Albia	Albia Municipal	No	No	No	No	No	No
AXA	Algona	Algona Municipal	Yes	Yes	Yes	Yes	No	Yes
K98	Allison	Allison Municipal	Yes	No	No	No	No	Yes
C11	Amana	Amana	No	No	No	No	No	No
AMW	Ames	Ames Municipal	Yes	Yes	Yes	Yes	Yes	Yes
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	No	No	No	No	No	No
IKV	Ankeny	Ankeny Regional	Yes	Yes	Yes	Yes	Yes	Yes
AIO	Atlantic	Atlantic Municipal	Yes	Yes	Yes	Yes	Yes	Yes
ADU	Audubon	Audubon County	No	No	No	No	No	No
Y46	Bedford	Bedford Municipal	Yes	Yes	No	No	No	Yes
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	No	No	No	No	No	No
Y48	Belmond	Belmond Municipal	No	No	No	No	No	No
4K6	Bloomfield	Bloomfield Municipal	No	No	No	No	No	No
BNW	Boone	Boone Municipal	Yes	Yes	Yes	Yes	Yes	Yes
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Yes	Yes	Yes	Yes	Yes	Yes
TVK	Centerville	Centerville Municipal	Yes	Yes	No	Yes	Yes	Yes
CNC	Chariton	Chariton Municipal	Yes	Yes	No	Yes	Yes	Yes
CCY	Charles City	Northeast Iowa Regional	Yes	Yes	Yes	Yes	Yes	Yes
CKP	Cherokee	Cherokee County Regional	No	Yes	Yes	Yes	Yes	Yes
ICL	Clarinda	Clarinda Municipal - Schenck Field	Yes	Yes	Yes	Yes	Yes	Yes
CAV	Clarion	Clarion Municipal	No	Yes	No	Yes	Yes	Yes
CWI	Clinton	Clinton Municipal	Yes	Yes	Yes	Yes	Yes	Yes
CRZ	Corning	Corning Municipal	No	No	No	No	No	No
CBF	Council Bluffs	Council Bluffs Municipal	Yes	Yes	Yes	Yes	Yes	Yes

FAA ID	Associated City	Airport Name	Pilot's Lounge	24/7 Restrooms	Conference Room	WiFi	Computer Weather Terminal	Public Phone
CJJ	Cresco	Cresco Municipal - Ellen Church Field	No	Yes	No	No	No	Yes
CSQ	Creston	Creston Municipal	Yes	Yes	No	Yes	Yes	Yes
DVN	Davenport	Davenport Municipal	Yes	Yes	Yes	Yes	Yes	Yes
DEH	Decorah	Decorah Municipal	Yes	Yes	No	Yes	No	Yes
DNS	Denison	Denison Municipal	Yes	Yes	Yes	Yes	Yes	Yes
IA8	Dyersville	Dyersville Area	Yes	Yes	No	Yes	No	No
EAG	Eagle Grove	Eagle Grove Municipal	Yes	Yes	No	No	No	Yes
27P	Eldora	Eldora	Yes	Yes	No	No	No	No
I27	Elkader	Elkader	No	No	No	No	No	Yes
EGO	Emmetsburg	Emmetsburg Municipal	Yes	Yes	Yes	Yes	Yes	Yes
EST	Estherville	Estherville Municipal	Yes	No	No	Yes	No	Yes
FFL	Fairfield	Fairfield Municipal	Yes	Yes	Yes	Yes	Yes	Yes
FXY	Forest City	Forest City Municipal	Yes	Yes	No	Yes	Yes	Yes
FSW	Fort Madison	Fort Madison Municipal	Yes	Yes	No	No	No	No
GFZ	Greenfield	Greenfield Municipal	Yes	Yes	No	No	No	No
GGI	Grinnell	Grinnell Regional	Yes	Yes	Yes	Yes	Yes	Yes
6K7	Grundy Center	Grundy Center Municipal	No	No	No	No	No	No
GCT	Guthrie Center	Guthrie County Regional	Yes	Yes	No	No	No	No
HPT	Hampton	Hampton Municipal	Yes	Yes	No	Yes	No	Yes
HNR	Harlan	Harlan Municipal	Yes	Yes	Yes	Yes	Yes	Yes
OK7	Humboldt	Humboldt Municipal	Yes	Yes	No	Yes	No	Yes
IDG	Ida Grove	Ida Grove Municipal	No	Yes	No	No	No	Yes
IIB	Independence	Independence Municipal - James H Connell Field	Yes	Yes	Yes	Yes	Yes	Yes
IOW	Iowa City	Iowa City Municipal	Yes	Yes	Yes	Yes	Yes	Yes
IFA	Iowa Falls	Iowa Falls Municipal	Yes	Yes	Yes	Yes	Yes	No
EFW	Jefferson	Jefferson Municipal	Yes	Yes	No	Yes	No	Yes
EOK	Keokuk	Keokuk Municipal	Yes	Yes	No	Yes	Yes	Yes
6K9	Keosauqua	Keosauqua Municipal	Yes	Yes	Yes	Yes	No	No
OXV	Knoxville	Knoxville Municipal	Yes	Yes	Yes	Yes	Yes	Yes
0Y6	Lake Mills	Lake Mills Municipal	No	No	No	No	No	No
LWD	Lamoni	Lamoni Municipal	Yes	Yes	No	Yes	No	No
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Yes	Yes	No	No	No	No
LRJ	Le Mars	Le Mars Municipal	Yes	Yes	Yes	Yes	No	Yes
C27	Manchester	Manchester Municipal	Yes	Yes	No	Yes	No	No
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Yes	Yes	No	No	No	Yes
OQW	Maquoketa	Maquoketa Municipal	Yes	No	No	No	No	No
C17	Marion	Marion	Yes	No	Yes	Yes	Yes	No
MIW	Marshalltown	Marshalltown Municipal	Yes	No	Yes	Yes	Yes	Yes
SXK	Maurice	Sioux County Regional	Yes	Yes	Yes	Yes	Yes	Yes

Appendix C, Inventory

FAA ID	Associated City	Airport Name	Pilot's Lounge	24/7 Restrooms	Conference Room	WiFi	Computer Weather Terminal	Public Phone
4D8	Milford	Milford Municipal - Fuller	Yes	Yes	No	No	No	Yes
7C3	Monona	Monona Municipal	Yes	Yes	No	No	No	No
7C5	Montezuma	Montezuma Sig Field	No	No	No	No	No	Yes
MXO	Monticello	Monticello Regional	Yes	Yes	Yes	Yes	Yes	Yes
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	No	No	No	No	No	No
MPZ	Mount Pleasant	Mount Pleasant Municipal	Yes	Yes	No	Yes	Yes	Yes
MUT	Muscatine	Muscatine Municipal	Yes	Yes	Yes	Yes	Yes	Yes
1Y5	New Hampton	New Hampton Municipal	No	No	No	No	No	No
TNU	Newton	Newton Municipal-Earl Johnson Field	Yes	No	Yes	Yes	Yes	Yes
5D2	Northwood	Northwood Municipal	Yes	Yes	No	No	No	No
OLZ	Oelwein	Oelwein Municipal	Yes	Yes	Yes	No	Yes	No
D02	Osage	Osage Municipal	No	No	No	No	No	No
I75	Osceola	Osceola Municipal	No	No	No	No	No	No
OOA	Oskaloosa	Oskaloosa Municipal	Yes	Yes	No	Yes	No	No
OTM	Ottumwa	Ottumwa Regional	Yes	Yes	Yes	Yes	Yes	Yes
1Y9	Paullina	Paullina Municipal	No	Yes	No	Yes	No	Yes
PEA	Pella	Pella Municipal	Yes	No	Yes	Yes	Yes	Yes
PRO	Perry	Perry Municipal	No	Yes	Yes	Yes	Yes	No
POH	Pocahontas	Pocahontas Municipal	Yes	Yes	No	Yes	Yes	Yes
RDK	Red Oak	Red Oak Municipal	Yes	Yes	Yes	Yes	Yes	Yes
8Y8	Ringsted	Peltz Field	No	No	No	No	No	No
RRQ	Rock Rapids	Rock Rapids Municipal	Yes	Yes	Yes	Yes	No	No
2Y4	Rockwell City	Rockwell City Municipal	Yes	No	No	No	No	Yes
SKI	Sac City	Sac City Municipal	Yes	Yes	No	Yes	No	Yes
SHL	Sheldon	Sheldon Regional	Yes	Yes	Yes	Yes	Yes	Yes
SDA	Shenandoah	Shenandoah Municipal	Yes	Yes	No	Yes	Yes	Yes
ISB	Sibley	Sibley Municipal	No	No	No	No	No	No
SPW	Spencer	Spencer Municipal	Yes	Yes	Yes	Yes	Yes	Yes
0F3	Spirit Lake	Spirit Lake Municipal	Yes	Yes	No	No	No	No
SLB	Storm Lake	Storm Lake Municipal	Yes	Yes	Yes	Yes	Yes	Yes
8C2	Sully	Sully Municipal	No	No	No	No	No	No
8C4	Tipton	Tipton Municipal - Mathews Memorial	Yes	Yes	Yes	Yes	No	Yes
8C5	Toledo	Toledo Municipal	No	No	No	No	No	No
8C6	Traer	Traer Municipal	No	No	No	No	No	No
VTI	Vinton	Vinton Veterans Memorial Airpark	Yes	Yes	Yes	Yes	Yes	Yes
AWG	Washington	Washington Municipal	Yes	Yes	Yes	Yes	Yes	Yes
Y01	Waukon	Waukon Municipal	No	No	No	No	No	No
C25	Waverly	Waverly Municipal	No	No	No	No	No	No
EBS	Webster City	Webster City Municipal	Yes	Yes	Yes	Yes	Yes	Yes

FAA ID	Associated City	Airport Name	Pilot's Lounge	24/7 Restrooms	Conference Room	WiFi	Computer Weather Terminal	Public Phone
3Y2	West Union	West Union Municipal - George L Scott	Yes	Yes	No	Yes	Yes	Yes
3Y3	Winterset	Winterset Municipal	Yes	Yes	No	Yes	Yes	Yes
3Y4	Woodbine	Woodbine Municipal	No	No	No	No	No	No

Source: Iowa Airport Managers, Iowa DOT

Table C-12: Ground Transportation

FAA ID	Associated City	Airport Name	On-Site Rental Car	Off-Site or Pre-Arranged Rental Cars	Courtesy Car/Crew Car	On-Demand (e.g. Taxicab, Uber, Lyft, etc.)	Transit Service
Commercial Service Airports							
BRL	Burlington	Southeast Iowa Regional	Yes	Yes	Yes	Yes	No
CID	Cedar Rapids	Eastern Iowa	Yes	No	Yes	Yes	Yes
DSM	Des Moines	Des Moines International	Yes	No	Yes	Yes	Yes
DBQ	Dubuque	Dubuque Regional	No	No	No	No	No
FOD	Fort Dodge	Fort Dodge Regional	Yes	Yes	Yes	Yes	No
MCW	Mason City	Mason City Municipal	No	Yes	Yes	Yes	No
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Yes	No	Yes	Yes	Yes
ALO	Waterloo	Waterloo Regional	Yes	No	No	No	No
General Aviation Airports							
4C7	Ackley	Ackley Municipal	No	No	No	No	No
4C8	Albia	Albia Municipal	No	No	No	No	No
AXA	Algona	Algona Municipal	No	Yes	Yes	No	No
K98	Allison	Allison Municipal	No	No	No	No	No
C11	Amana	Amana	No	No	No	Yes	No
AMW	Ames	Ames Municipal	Yes	Yes	Yes	Yes	No
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	No	No	No	No	No
IKV	Ankeny	Ankeny Regional	Yes	No	Yes	Yes	No
AIO	Atlantic	Atlantic Municipal	No	Yes	Yes	No	No
ADU	Audubon	Audubon County	No	No	No	No	No
Y46	Bedford	Bedford Municipal	No	No	No	No	No
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	No	No	No	No	No
Y48	Belmond	Belmond Municipal	No	No	No	No	No
4K6	Bloomfield	Bloomfield Municipal	No	No	No	No	No
BNW	Boone	Boone Municipal	No	No	Yes	No	No
CIN	Carroll	Carroll Municipal - Arthur N. Neu	No	Yes	Yes	No	No
TVK	Centerville	Centerville Municipal	No	No	Yes	No	No
CNC	Chariton	Chariton Municipal	No	No	Yes	No	No
CCY	Charles City	Northeast Iowa Regional	No	Yes	Yes	Yes	No
CKP	Cherokee	Cherokee County Regional	No	No	Yes	No	No
ICL	Clarinda	Clarinda Municipal - Schenck Field	No	No	Yes	No	No
CAV	Clarion	Clarion Municipal	No	No	Yes	No	No
CWI	Clinton	Clinton Municipal	No	Yes	Yes	Yes	No
CRZ	Corning	Corning Municipal	No	No	No	Yes	No
CBF	Council Bluffs	Council Bluffs Municipal	No	Yes	Yes	Yes	No
CJJ	Cresco	Cresco Municipal - Ellen Church Field	No	Yes	No	No	Yes
CSQ	Creston	Creston Municipal	No	Yes	Yes	No	Yes

FAA ID	Associated City	Airport Name	On-Site Rental Car	Off-Site or Pre-Arranged Rental Cars	Courtesy Car/Crew Car	On-Demand (e.g. Taxicab, Uber, Lyft, etc.)	Transit Service
DVN	Davenport	Davenport Municipal	No	Yes	Yes	Yes	No
DEH	Decorah	Decorah Municipal	No	Yes	Yes	Yes	No
DNS	Denison	Denison Municipal	No	Yes	Yes	Yes	No
IA8	Dyersville	Dyersville Area	No	Yes	Yes	Yes	No
EAG	Eagle Grove	Eagle Grove Municipal	No	No	No	No	No
27P	Eldora	Eldora	No	No	Yes	No	No
I27	Elkader	Elkader	No	No	No	No	No
EGO	Emmetsburg	Emmetsburg Municipal	No	No	Yes	No	No
EST	Estherville	Estherville Municipal	No	Yes	Yes	No	No
FFL	Fairfield	Fairfield Municipal	No	Yes	Yes	Yes	No
FXY	Forest City	Forest City Municipal	No	Yes	Yes	No	No
FSW	Fort Madison	Fort Madison Municipal	No	No	No	No	No
GFZ	Greenfield	Greenfield Municipal	No	No	No	No	No
GGI	Grinnell	Grinnell Regional	Yes	Yes	Yes	No	No
6K7	Grundy Center	Grundy Center Municipal	No	No	No	No	No
GCT	Guthrie Center	Guthrie County Regional	No	No	Yes	No	No
HPT	Hampton	Hampton Municipal	No	No	Yes	No	No
HNR	Harlan	Harlan Municipal	No	No	Yes	No	No
0K7	Humboldt	Humboldt Municipal	No	Yes	No	No	No
IDG	Ida Grove	Ida Grove Municipal	No	No	No	No	No
IIB	Independence	Independence Municipal - James H Connell Field	No	No	Yes	No	No
IOW	Iowa City	Iowa City Municipal	No	Yes	Yes	Yes	Yes
IFA	Iowa Falls	Iowa Falls Municipal	No	Yes	Yes	No	No
EFW	Jefferson	Jefferson Municipal	No	No	Yes	No	No
EOK	Keokuk	Keokuk Municipal	No	No	Yes	Yes	No
6K9	Keosauqua	Keosauqua Municipal	No	No	Yes	No	Yes
OXV	Knoxville	Knoxville Municipal	No	Yes	Yes	No	No
0Y6	Lake Mills	Lake Mills Municipal	No	No	No	No	No
LWD	Lamoni	Lamoni Municipal	No	No	Yes	No	No
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	No	No	Yes	No	No
LRJ	Le Mars	Le Mars Municipal	No	Yes	Yes	No	No
C27	Manchester	Manchester Municipal	No	No	Yes	No	No
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	No	No	No	No	No
OQW	Maquoketa	Maquoketa Municipal	No	No	No	No	No
C17	Marion	Marion	No	No	No	Yes	No
MIW	Marshalltown	Marshalltown Municipal	No	Yes	Yes	Yes	No
SXX	Maurice	Sioux County Regional	Yes	Yes	Yes	No	Yes
4D8	Milford	Milford Municipal - Fuller	No	No	Yes	No	No
7C3	Monona	Monona Municipal	No	No	No	No	No
7C5	Montezuma	Montezuma Sig Field	No	No	No	No	No
MXO	Monticello	Monticello Regional	No	Yes	Yes	No	No

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FAA ID	Associated City	Airport Name	On-Site Rental Car	Off-Site or Pre-Arranged Rental Cars	Courtesy Car/Crew Car	On-Demand (e.g. Taxicab, Uber, Lyft, etc.)	Transit Service
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	No	No	No	No	No
MPZ	Mount Pleasant	Mount Pleasant Municipal	No	Yes	Yes	Yes	No
MUT	Muscatine	Muscatine Municipal	No	Yes	Yes	No	No
1Y5	New Hampton	New Hampton Municipal	No	No	No	No	No
TNU	Newton	Newton Municipal-Earl Johnson Field	No	Yes	Yes	Yes	No
5D2	Northwood	Northwood Municipal	No	No	No	No	No
OLZ	Oelwein	Oelwein Municipal	No	No	Yes	No	No
D02	Osage	Osage Municipal	No	No	No	No	No
I75	Osceola	Osceola Municipal	No	No	Yes	Yes	No
OOA	Oskaloosa	Oskaloosa Municipal	No	Yes	Yes	No	No
OTM	Ottumwa	Ottumwa Regional	No	Yes	Yes	Yes	No
1Y9	Paullina	Paullina Municipal	No	No	No	No	No
PEA	Pella	Pella Municipal	No	Yes	Yes	Yes	No
PRO	Perry	Perry Municipal	No	Yes	Yes	Yes	No
POH	Pocahontas	Pocahontas Municipal	No	Yes	Yes	No	No
RDK	Red Oak	Red Oak Municipal	No	Yes	Yes	No	No
8Y8	Ringsted	Peltz Field	No	No	No	No	No
RRQ	Rock Rapids	Rock Rapids Municipal	No	No	No	No	No
2Y4	Rockwell City	Rockwell City Municipal	No	No	No	Yes	No
SKI	Sac City	Sac City Municipal	No	No	Yes	No	No
SHL	Sheldon	Sheldon Regional	No	Yes	Yes	No	No
SDA	Shenandoah	Shenandoah Municipal	No	Yes	Yes	No	No
ISB	Sibley	Sibley Municipal	No	No	Yes	No	No
SPW	Spencer	Spencer Municipal	No	Yes	Yes	Yes	No
0F3	Spirit Lake	Spirit Lake Municipal	No	Yes	No	Yes	No
SLB	Storm Lake	Storm Lake Municipal	No	No	Yes	No	No
8C2	Sully	Sully Municipal	No	No	No	No	No
8C4	Tipton	Tipton Municipal - Mathews Memorial	No	Yes	No	No	Yes
8C5	Toledo	Toledo Municipal	No	No	No	No	No
8C6	Traer	Traer Municipal	No	No	No	No	No
VTI	Vinton	Vinton Veterans Memorial Airpark	No	No	Yes	No	No
AWG	Washington	Washington Municipal	No	No	Yes	No	Yes
Y01	Waukon	Waukon Municipal	No	No	No	No	No
C25	Waverly	Waverly Municipal	No	No	Yes	No	No
EBS	Webster City	Webster City Municipal	No	Yes	Yes	No	No
3Y2	West Union	West Union Municipal - George L. Scott	No	No	Yes	No	Yes
3Y3	Winterset	Winterset Municipal	No	No	Yes	No	No
3Y4	Woodbine	Woodbine Municipal	No	No	No	No	No

Source: Iowa Airport Managers, Iowa DOT

**Table C-13: Snow Removal**

FAA ID	Associated City	Airport Name	Dedicated/On-Site Equipment	Shared City/County Equipment	Contracted/3rd Party Service
<b>Commercial Service Airports</b>					
BRL	Burlington	Southeast Iowa Regional	Yes	No	No
CID	Cedar Rapids	Eastern Iowa	Yes	No	No
DSM	Des Moines	Des Moines International	Yes	No	No
DBQ	Dubuque	Dubuque Regional	Yes	No	No
FOD	Fort Dodge	Fort Dodge Regional	Yes	No	No
MCW	Mason City	Mason City Municipal	Yes	No	No
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Yes	Yes	Yes
ALO	Waterloo	Waterloo Regional	Yes	No	No
<b>General Aviation Airports</b>					
4C7	Ackley	Ackley Municipal	No	No	No
4C8	Albia	Albia Municipal	Yes	No	No
AXA	Algona	Algona Municipal	Yes	No	No
K98	Allison	Allison Municipal	No	No	No
C11	Amana	Amana	No	No	No
AMW	Ames	Ames Municipal	No	Yes	No
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	No	Yes	No
IKV	Ankeny	Ankeny Regional	Yes	No	Yes
AIO	Atlantic	Atlantic Municipal	Yes	No	No
ADU	Audubon	Audubon County	No	Yes	No
Y46	Bedford	Bedford Municipal	No	No	No
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	No	No	No
Y48	Belmond	Belmond Municipal	No	No	No
4K6	Bloomfield	Bloomfield Municipal	No	Yes	No
BNW	Boone	Boone Municipal	No	No	Yes
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Yes	No	No
TVK	Centerville	Centerville Municipal	No	Yes	No
CNC	Chariton	Chariton Municipal	No	Yes	No
CCY	Charles City	Northeast Iowa Regional	Yes	No	No
CKP	Cherokee	Cherokee County Regional	Yes	No	No
ICL	Clarinda	Clarinda Municipal - Schenck Field	Yes	No	No
CAV	Clarion	Clarion Municipal	Yes	Yes	No
CWI	Clinton	Clinton Municipal	Yes	No	Yes
CRZ	Corning	Corning Municipal	No	Yes	No
CBF	Council Bluffs	Council Bluffs Municipal	Yes	No	No
CJJ	Cresco	Cresco Municipal - Ellen Church Field	No	Yes	No
CSQ	Creston	Creston Municipal	Yes	No	No
DVN	Davenport	Davenport Municipal	Yes	No	No
DEH	Decorah	Decorah Municipal	Yes	No	No

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FAA ID	Associated City	Airport Name	Dedicated/On-Site Equipment	Shared City/County Equipment	Contracted/3rd Party Service
DNS	Denison	Denison Municipal	Yes	No	No
IA8	Dyersville	Dyersville Area	No	No	No
EAG	Eagle Grove	Eagle Grove Municipal	No	Yes	No
27P	Eldora	Eldora	No	No	No
I27	Elkader	Elkader	No	No	No
EGO	Emmetsburg	Emmetsburg Municipal	No	Yes	No
EST	Estherville	Estherville Municipal	Yes	No	No
FFL	Fairfield	Fairfield Municipal	Yes	No	No
FXY	Forest City	Forest City Municipal	Yes	No	No
FSW	Fort Madison	Fort Madison Municipal	Yes	No	No
GFZ	Greenfield	Greenfield Municipal	No	Yes	No
GGI	Grinnell	Grinnell Regional	Yes	No	No
6K7	Grundy Center	Grundy Center Municipal	No	No	No
GCT	Guthrie Center	Guthrie County Regional	Yes	No	No
HPT	Hampton	Hampton Municipal	Yes	No	No
HNR	Harlan	Harlan Municipal	Yes	No	No
OK7	Humboldt	Humboldt Municipal	Yes	No	No
IDG	Ida Grove	Ida Grove Municipal	No	Yes	No
IIB	Independence	Independence Municipal - James H Connell Field	Yes	No	No
IOW	Iowa City	Iowa City Municipal	Yes	No	No
IFA	Iowa Falls	Iowa Falls Municipal	Yes	No	No
EFW	Jefferson	Jefferson Municipal	Yes	Yes	No
EOK	Keokuk	Keokuk Municipal	Yes	No	No
6K9	Keosauqua	Keosauqua Municipal	No	Yes	Yes
OXV	Knoxville	Knoxville Municipal	Yes	No	No
0Y6	Lake Mills	Lake Mills Municipal	No	No	No
LWD	Lamoni	Lamoni Municipal	No	Yes	No
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	No	No	No
LRJ	Le Mars	Le Mars Municipal	Yes	Yes	No
C27	Manchester	Manchester Municipal	No	Yes	No
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	No	Yes	No
OOW	Maquoketa	Maquoketa Municipal	No	No	No
C17	Marion	Marion	No	No	Yes
MIW	Marshalltown	Marshalltown Municipal	Yes	No	No
SXX	Maurice	Sioux County Regional	Yes	No	No
4D8	Milford	Milford Municipal - Fuller	No	Yes	No
7C3	Monona	Monona Municipal	No	No	No
7C5	Montezuma	Montezuma Sig Field	No	No	No
MXO	Monticello	Monticello Regional	Yes	No	No
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	No	Yes	No
MPZ	Mount Pleasant	Mount Pleasant Municipal	Yes	No	No
MUT	Muscatine	Muscatine Municipal	Yes	No	No

FAA ID	Associated City	Airport Name	Dedicated/On-Site Equipment	Shared City/County Equipment	Contracted/3rd Party Service
1Y5	New Hampton	New Hampton Municipal	No	Yes	No
TNU	Newton	Newton Municipal-Earl Johnson Field	Yes	No	No
5D2	Northwood	Northwood Municipal	No	No	Yes
OLZ	Oelwein	Oelwein Municipal	Yes	No	No
D02	Osage	Osage Municipal	No	Yes	No
I75	Osceola	Osceola Municipal	Yes	No	No
OOA	Oskaloosa	Oskaloosa Municipal	Yes	No	No
OTM	Ottumwa	Ottumwa Regional	Yes	No	No
1Y9	Paullina	Paullina Municipal	No	Yes	No
PEA	Pella	Pella Municipal	Yes	No	No
PRO	Perry	Perry Municipal	Yes	No	No
POH	Pocahontas	Pocahontas Municipal	Yes	No	No
RDK	Red Oak	Red Oak Municipal	Yes	No	No
8Y8	Ringsted	Peltz Field	No	No	No
RRO	Rock Rapids	Rock Rapids Municipal	Yes	Yes	No
2Y4	Rockwell City	Rockwell City Municipal	No	Yes	No
SKI	Sac City	Sac City Municipal	Yes	Yes	No
SHL	Sheldon	Sheldon Regional	Yes	No	No
SDA	Shenandoah	Shenandoah Municipal	Yes	No	No
ISB	Sibley	Sibley Municipal	Yes	No	No
SPW	Spencer	Spencer Municipal	No	Yes	No
0F3	Spirit Lake	Spirit Lake Municipal	No	Yes	No
SLB	Storm Lake	Storm Lake Municipal	No	Yes	No
8C2	Sully	Sully Municipal	No	No	No
8C4	Tipton	Tipton Municipal - Mathews Memorial	No	Yes	No
8C5	Toledo	Toledo Municipal	No	No	No
8C6	Traer	Traer Municipal	No	Yes	No
VTI	Vinton	Vinton Veterans Memorial Airpark	Yes	No	No
AWG	Washington	Washington Municipal	No	Yes	No
Y01	Waukon	Waukon Municipal	No	Yes	No
C25	Waverly	Waverly Municipal	No	Yes	Yes
EBS	Webster City	Webster City Municipal	Yes	No	No
3Y2	West Union	West Union Municipal - George L Scott	Yes	No	No
3Y3	Winterset	Winterset Municipal	No	No	No
3Y4	Woodbine	Woodbine Municipal	No	Yes	No

Source: Iowa Airport Managers, Iowa DOT

Table C-14: Aerial Applicator Use

FAA ID	Associated City	Airport Name	Based On-Airport	Transient	Fixed Wing	Rotor Wing
Commercial Service Airports						
BRL	Burlington	Southeast Iowa Regional	No	Yes	Yes	Yes
CID	Cedar Rapids	Eastern Iowa	No	No	No	No
DSM	Des Moines	Des Moines International	No	No	No	No
DBQ	Dubuque	Dubuque Regional	No	Yes	Yes	Yes
FOD	Fort Dodge	Fort Dodge Regional	No	Yes	Yes	Yes
MCW	Mason City	Mason City Municipal	No	Yes	Yes	Yes
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	No	Yes	No	No
ALO	Waterloo	Waterloo Regional	Yes	No	Yes	Yes
General Aviation Airports						
4C7	Ackley	Ackley Municipal	No	Yes	Yes	No
4C8	Albia	Albia Municipal	No	Yes	Yes	No
AXA	Algona	Algona Municipal	Yes	No	Yes	No
K98	Allison	Allison Municipal	No	Yes	Yes	No
C11	Amana	Amana	Yes	No	No	No
AMW	Ames	Ames Municipal	No	Yes	Yes	No
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	No	Yes	Yes	No
IKV	Ankeny	Ankeny Regional	No	Yes	Yes	Yes
AIO	Atlantic	Atlantic Municipal	Yes	Yes	Yes	Yes
ADU	Audubon	Audubon County	No	Yes	Yes	Yes
Y46	Bedford	Bedford Municipal	No	Yes	Yes	No
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	No	No	No	No
Y48	Belmond	Belmond Municipal	Yes	No	Yes	Yes
4K6	Bloomfield	Bloomfield Municipal	No	Yes	Yes	No
BNW	Boone	Boone Municipal	No	Yes	Yes	No
CIN	Carroll	Carroll Municipal - Arthur N. Neu	No	Yes	Yes	Yes
TVK	Centerville	Centerville Municipal	No	Yes	Yes	Yes
CNC	Chariton	Chariton Municipal	No	Yes	Yes	No
CCY	Charles City	Northeast Iowa Regional	No	Yes	Yes	Yes
CKP	Cherokee	Cherokee County Regional	No	Yes	Yes	Yes
ICL	Clarinda	Clarinda Municipal - Schenck Field	Yes	Yes	Yes	Yes
CAV	Clarion	Clarion Municipal	Yes	Yes	No	No
CWI	Clinton	Clinton Municipal	No	Yes	Yes	Yes
CRZ	Corning	Corning Municipal	No	Yes	Yes	Yes
CBF	Council Bluffs	Council Bluffs Municipal	No	Yes	Yes	Yes
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Yes	Yes	Yes	Yes
CSO	Creston	Creston Municipal	Yes	Yes	Yes	Yes
DVN	Davenport	Davenport Municipal	No	Yes	Yes	No
DEH	Decorah	Decorah Municipal	No	Yes	Yes	Yes
DNS	Denison	Denison Municipal	Yes	Yes	Yes	Yes

FAA ID	Associated City	Airport Name	Based On-Airport	Transient	Fixed Wing	Rotor Wing
IA8	Dyersville	Dyersville Area	No	Yes	Yes	Yes
EAG	Eagle Grove	Eagle Grove Municipal	Yes	Yes	Yes	Yes
27P	Eldora	Eldora	No	Yes	Yes	No
I27	Elkader	Elkader	No	No	No	No
EGO	Emmetsburg	Emmetsburg Municipal	No	Yes	Yes	No
EST	Estherville	Estherville Municipal	No	Yes	Yes	Yes
FFL	Fairfield	Fairfield Municipal	No	Yes	Yes	No
FXV	Forest City	Forest City Municipal	No	Yes	Yes	No
FSW	Fort Madison	Fort Madison Municipal	No	Yes	Yes	No
GFZ	Greenfield	Greenfield Municipal	No	Yes	Yes	Yes
GGI	Grinnell	Grinnell Regional	Yes	No	Yes	Yes
6K7	Grundy Center	Grundy Center Municipal	No	No	No	No
GCT	Guthrie Center	Guthrie County Regional	No	Yes	Yes	Yes
HPT	Hampton	Hampton Municipal	Yes	Yes	Yes	Yes
HNR	Harlan	Harlan Municipal	Yes	Yes	Yes	Yes
OK7	Humboldt	Humboldt Municipal	Yes	Yes	Yes	No
IDG	Ida Grove	Ida Grove Municipal	No	Yes	Yes	Yes
IIB	Independence	Independence Municipal - James H Connell Field	No	Yes	Yes	Yes
IOW	Iowa City	Iowa City Municipal	No	Yes	Yes	No
IFA	Iowa Falls	Iowa Falls Municipal	Yes	Yes	Yes	Yes
EFW	Jefferson	Jefferson Municipal	Yes	No	No	No
EOK	Keokuk	Keokuk Municipal	No	Yes	No	No
6K9	Keosauqua	Keosauqua Municipal	No	No	No	No
OXV	Knoxville	Knoxville Municipal	Yes	Yes	Yes	Yes
0Y6	Lake Mills	Lake Mills Municipal	No	Yes	Yes	Yes
LWD	Lamoni	Lamoni Municipal	Yes	Yes	Yes	Yes
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	No	Yes	No	No
LRJ	Le Mars	Le Mars Municipal	Yes	No	Yes	No
C27	Manchester	Manchester Municipal	No	Yes	Yes	Yes
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	No	Yes	Yes	Yes
OQW	Maquoketa	Maquoketa Municipal	No	No	No	No
C17	Marion	Marion	No	Yes	Yes	Yes
MIW	Marshalltown	Marshalltown Municipal	Yes	Yes	Yes	Yes
SXK	Maurice	Sioux County Regional	Yes	No	Yes	No
4D8	Milford	Milford Municipal - Fuller	No	Yes	Yes	No
7C3	Monona	Monona Municipal	No	Yes	Yes	Yes
7C5	Montezuma	Montezuma Sig Field	No	No	No	No
MXO	Monticello	Monticello Regional	No	Yes	Yes	Yes
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	No	Yes	No	No
MPZ	Mount Pleasant	Mount Pleasant Municipal	Yes	Yes	Yes	No
MUT	Muscatine	Muscatine Municipal	No	Yes	Yes	No
1Y5	New Hampton	New Hampton Municipal	No	Yes	Yes	No

**Appendix C, Inventory**

FAA ID	Associated City	Airport Name	Based On-Airport	Transient	Fixed Wing	Rotor Wing
TNU	Newton	Newton Municipal-Earl Johnson Field	Yes	Yes	Yes	No
5D2	Northwood	Northwood Municipal	Yes	Yes	Yes	Yes
OLZ	Oelwein	Oelwein Municipal	Yes	Yes	Yes	Yes
D02	Osage	Osage Municipal	Yes	Yes	Yes	No
I75	Osceola	Osceola Municipal	Yes	Yes	Yes	No
OOA	Oskaloosa	Oskaloosa Municipal	No	Yes	Yes	No
OTM	Ottumwa	Ottumwa Regional	No	Yes	Yes	Yes
1Y9	Paullina	Paullina Municipal	No	Yes	No	No
PEA	Pella	Pella Municipal	No	Yes	Yes	No
PRO	Perry	Perry Municipal	No	Yes	Yes	No
POH	Pocahontas	Pocahontas Municipal	Yes	Yes	Yes	Yes
RDK	Red Oak	Red Oak Municipal	Yes	Yes	Yes	Yes
8Y8	Ringsted	Peltz Field	No	No	No	No
RRO	Rock Rapids	Rock Rapids Municipal	Yes	Yes	Yes	No
2Y4	Rockwell City	Rockwell City Municipal	No	Yes	Yes	Yes
SKI	Sac City	Sac City Municipal	No	Yes	Yes	Yes
SHL	Sheldon	Sheldon Regional	No	Yes	No	No
SDA	Shenandoah	Shenandoah Municipal	Yes	Yes	Yes	Yes
ISB	Sibley	Sibley Municipal	Yes	Yes	Yes	No
SPW	Spencer	Spencer Municipal	Yes	Yes	Yes	No
0F3	Spirit Lake	Spirit Lake Municipal	No	Yes	No	No
SLB	Storm Lake	Storm Lake Municipal	Yes	No	Yes	Yes
8C2	Sully	Sully Municipal	No	Yes	No	No
8C4	Tipton	Tipton Municipal - Mathews Memorial	No	Yes	Yes	Yes
8C5	Toledo	Toledo Municipal	No	Yes	No	No
8C6	Traer	Traer Municipal	Yes	Yes	Yes	No
VTI	Vinton	Vinton Veterans Memorial Airpark	Yes	Yes	Yes	No
AWG	Washington	Washington Municipal	Yes	Yes	Yes	Yes
Y01	Waukon	Waukon Municipal	No	Yes	Yes	Yes
C25	Waverly	Waverly Municipal	No	Yes	Yes	Yes
EBS	Webster City	Webster City Municipal	Yes	No	Yes	No
3Y2	West Union	West Union Municipal - George L Scott	No	Yes	Yes	Yes
3Y3	Winterset	Winterset Municipal	No	Yes	No	No
3Y4	Woodbine	Woodbine Municipal	No	No	No	No

Source: Iowa Airport Managers, Iowa DOT

**Table C-15: Air Ambulance Use**

FAA ID	Associated City	Airport Name	Based On-Airport	Transient	Fixed Wing	Rotor Wing
<b>Commercial Service Airports</b>						
BRL	Burlington	Southeast Iowa Regional	No	Yes	Yes	Yes
CID	Cedar Rapids	Eastern Iowa	No	Yes	Yes	Yes
DSM	Des Moines	Des Moines International	Yes	Yes	Yes	Yes
DBQ	Dubuque	Dubuque Regional	Yes	No	No	Yes
FOD	Fort Dodge	Fort Dodge Regional	Yes	Yes	No	Yes
MCW	Mason City	Mason City Municipal	Yes	Yes	Yes	Yes
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Yes	Yes	Yes	Yes
ALO	Waterloo	Waterloo Regional	Yes	No	No	Yes
<b>General Aviation Airports</b>						
4C7	Ackley	Ackley Municipal	No	No	No	No
4C8	Albia	Albia Municipal	No	No	No	No
AXA	Algona	Algona Municipal	No	Yes	Yes	Yes
K98	Allison	Allison Municipal	No	No	No	No
C11	Amana	Amana	No	Yes	No	Yes
AMW	Ames	Ames Municipal	No	Yes	Yes	Yes
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	No	No	No	No
IKV	Ankeny	Ankeny Regional	No	No	No	No
AIO	Atlantic	Atlantic Municipal	No	Yes	No	No
ADU	Audubon	Audubon County	No	No	No	No
Y46	Bedford	Bedford Municipal	No	No	No	No
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	No	No	No	No
Y48	Belmond	Belmond Municipal	No	No	No	No
4K6	Bloomfield	Bloomfield Municipal	No	Yes	No	Yes
BNW	Boone	Boone Municipal	No	Yes	No	Yes
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Yes	No	No	Yes
TVK	Centerville	Centerville Municipal	No	Yes	Yes	Yes
CNC	Chariton	Chariton Municipal	No	No	No	No
CCY	Charles City	Northeast Iowa Regional	No	No	No	No
CKP	Cherokee	Cherokee County Regional	No	Yes	Yes	Yes
ICL	Clarinda	Clarinda Municipal - Schenck Field	Yes	No	No	Yes
CAV	Clarion	Clarion Municipal	No	No	No	No
CWI	Clinton	Clinton Municipal	No	Yes	No	Yes
CRZ	Corning	Corning Municipal	No	No	No	No
CBF	Council Bluffs	Council Bluffs Municipal	No	Yes	Yes	Yes
CJJ	Cresco	Cresco Municipal - Ellen Church Field	No	Yes	No	Yes
CSO	Creston	Creston Municipal	No	Yes	Yes	Yes
DVN	Davenport	Davenport Municipal	No	Yes	Yes	No
DEH	Decorah	Decorah Municipal	Yes	No	No	Yes
DNS	Denison	Denison Municipal	No	Yes	Yes	Yes

Appendix C, Inventory

FAA ID	Associated City	Airport Name	Based On-Airport	Transient	Fixed Wing	Rotor Wing
IA8	Dyersville	Dyersville Area	No	No	No	No
EAG	Eagle Grove	Eagle Grove Municipal	No	No	No	No
27P	Eldora	Eldora	No	No	No	No
I27	Elkader	Elkader	No	No	No	No
EGO	Emmetsburg	Emmetsburg Municipal	No	Yes	No	No
EST	Estherville	Estherville Municipal	No	Yes	Yes	No
FFL	Fairfield	Fairfield Municipal	No	No	No	No
FXY	Forest City	Forest City Municipal	No	Yes	No	Yes
FSW	Fort Madison	Fort Madison Municipal	No	No	No	No
GFZ	Greenfield	Greenfield Municipal	No	No	No	No
GGI	Grinnell	Grinnell Regional	No	Yes	No	Yes
6K7	Grundy Center	Grundy Center Municipal	No	No	No	No
GCT	Guthrie Center	Guthrie County Regional	No	Yes	No	Yes
HPT	Hampton	Hampton Municipal	No	Yes	No	Yes
HNR	Harlan	Harlan Municipal	No	Yes	Yes	Yes
OK7	Humboldt	Humboldt Municipal	No	No	No	No
IDG	Ida Grove	Ida Grove Municipal	No	No	No	No
IIB	Independence	Independence Municipal - James H Connell Field	No	Yes	No	No
IOW	Iowa City	Iowa City Municipal	No	Yes	Yes	Yes
IFA	Iowa Falls	Iowa Falls Municipal	No	Yes	No	Yes
EFW	Jefferson	Jefferson Municipal	No	No	No	No
EOK	Keokuk	Keokuk Municipal	No	Yes	Yes	Yes
6K9	Keosauqua	Keosauqua Municipal	No	No	No	No
OXV	Knoxville	Knoxville Municipal	Yes	Yes	Yes	Yes
0Y6	Lake Mills	Lake Mills Municipal	No	Yes	No	Yes
LWD	Lamoni	Lamoni Municipal	No	Yes	Yes	Yes
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	No	No	No	No
LRJ	Le Mars	Le Mars Municipal	No	Yes	No	No
C27	Manchester	Manchester Municipal	No	No	No	No
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	No	Yes	No	Yes
OQW	Maquoketa	Maquoketa Municipal	No	No	No	No
C17	Marion	Marion	Yes	Yes	No	Yes
MIW	Marshalltown	Marshalltown Municipal	No	Yes	Yes	Yes
SXK	Maurice	Sioux County Regional	No	Yes	Yes	No
4D8	Milford	Milford Municipal - Fuller	No	No	No	No
7C3	Monona	Monona Municipal	No	No	No	No
7C5	Montezuma	Montezuma Sig Field	No	No	No	No
MXO	Monticello	Monticello Regional	No	Yes	No	Yes
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	No	No	No	No
MPZ	Mount Pleasant	Mount Pleasant Municipal	No	No	No	No
MUT	Muscatine	Muscatine Municipal	No	Yes	Yes	No
1Y5	New Hampton	New Hampton Municipal	No	No	No	No

FAA ID	Associated City	Airport Name	Based On-Airport	Transient	Fixed Wing	Rotor Wing
TNU	Newton	Newton Municipal-Earl Johnson Field	No	Yes	Yes	Yes
5D2	Northwood	Northwood Municipal	No	Yes	No	Yes
OLZ	Oelwein	Oelwein Municipal	No	Yes	Yes	Yes
D02	Osage	Osage Municipal	No	No	No	No
I75	Osceola	Osceola Municipal	No	No	No	No
OOA	Oskaloosa	Oskaloosa Municipal	No	Yes	No	Yes
OTM	Ottumwa	Ottumwa Regional	No	Yes	Yes	Yes
1Y9	Paullina	Paullina Municipal	No	No	No	No
PEA	Pella	Pella Municipal	No	Yes	Yes	Yes
PRO	Perry	Perry Municipal	No	Yes	No	Yes
POH	Pocahontas	Pocahontas Municipal	No	Yes	Yes	Yes
RDK	Red Oak	Red Oak Municipal	No	Yes	Yes	Yes
8Y8	Ringsted	Peltz Field	No	No	No	No
RRO	Rock Rapids	Rock Rapids Municipal	No	Yes	Yes	Yes
2Y4	Rockwell City	Rockwell City Municipal	No	Yes	No	No
SKI	Sac City	Sac City Municipal	No	Yes	Yes	Yes
SHL	Sheldon	Sheldon Regional	No	Yes	Yes	Yes
SDA	Shenandoah	Shenandoah Municipal	No	Yes	No	Yes
ISB	Sibley	Sibley Municipal	No	Yes	Yes	No
SPW	Spencer	Spencer Municipal	No	Yes	Yes	Yes
0F3	Spirit Lake	Spirit Lake Municipal	No	Yes	Yes	Yes
SLB	Storm Lake	Storm Lake Municipal	No	Yes	No	Yes
8C2	Sully	Sully Municipal	No	No	No	No
8C4	Tipton	Tipton Municipal - Mathews Memorial	No	Yes	No	Yes
8C5	Toledo	Toledo Municipal	No	No	No	No
8C6	Traer	Traer Municipal	No	No	No	No
VTI	Vinton	Vinton Veterans Memorial Airpark	No	No	No	No
AWG	Washington	Washington Municipal	No	No	No	No
Y01	Waukon	Waukon Municipal	No	Yes	Yes	Yes
C25	Waverly	Waverly Municipal	No	Yes	No	Yes
EBS	Webster City	Webster City Municipal	No	Yes	Yes	Yes
3Y2	West Union	West Union Municipal - George L Scott	No	No	No	No
3Y3	Winterset	Winterset Municipal	No	Yes	No	Yes
3Y4	Woodbine	Woodbine Municipal	No	No	No	Yes

Source: Iowa Airport Managers, Iowa DOT

Table C-16: Airport Planning Documents

FAA ID	Associated City	Airport Name	Airport Master Plan	Airport Layout Plan	Strategic/Business Plan	Wildlife Management Plan	Coordinated Community Master Plan/Economic Development Plan	Rules and Regulations	Airport Minimum Standards
Commercial Service Airports									
BRL	Burlington	Southeast Iowa Regional	Yes	Yes	No	Yes	Yes	Yes	Yes
CID	Cedar Rapids	Eastern Iowa	Yes	Yes	No	No	No	No	No
DSM	Des Moines	Des Moines International	Yes	Yes	No	Yes	No	Yes	Yes
DBQ	Dubuque	Dubuque Regional	Yes	Yes	Yes	Yes	Yes	Yes	Yes
FOD	Fort Dodge	Fort Dodge Regional	Yes	Yes	No	Yes	Yes	Yes	Yes
MCW	Mason City	Mason City Municipal	Yes	Yes	No	Yes	Yes	Yes	Yes
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Yes	Yes	No	Yes	No	No	No
ALO	Waterloo	Waterloo Regional	Yes	Yes	No	Yes	No	Yes	Yes
General Aviation Airports									
4C7	Ackley	Ackley Municipal	No	No	No	No	No	No	No
4C8	Albia	Albia Municipal	No	No	No	No	No	No	Yes
AXA	Algona	Algona Municipal	Yes	Yes	No	Yes	No	No	No
K98	Allison	Allison Municipal	No	No	No	No	No	No	No
C11	Amana	Amana	No	No	No	No	No	No	Yes
AMW	Ames	Ames Municipal	Yes	Yes	No	No	Yes	Yes	Yes
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	No	No	No	No	No	No	Yes
IKV	Ankeny	Ankeny Regional	Yes	Yes	No	Yes	Yes	Yes	Yes
AIO	Atlantic	Atlantic Municipal	Yes	No	No	No	No	No	No
ADU	Audubon	Audubon County	No	Yes	No	No	No	No	No
Y46	Bedford	Bedford Municipal	No	No	No	No	No	No	No
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	No	No	No	No	No	No	No
Y48	Belmond	Belmond Municipal	No	No	No	No	No	No	No
4K6	Bloomfield	Bloomfield Municipal	Yes	Yes	No	Yes	No	No	Yes
BNW	Boone	Boone Municipal	Yes	Yes	No	No	No	No	No
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Yes	Yes	No	No	No	No	No
TVK	Centerville	Centerville Municipal	Yes	Yes	No	Yes	Yes	Yes	Yes
CNC	Chariton	Chariton Municipal	Yes	Yes	No	No	Yes	No	No
CCY	Charles City	Northeast Iowa Regional	Yes	Yes	No	No	No	Yes	Yes
CKP	Cherokee	Cherokee County Regional	Yes	Yes	No	No	No	No	No
ICL	Clarinda	Clarinda Municipal - Schenck Field	No	Yes	No	No	No	No	No
CAV	Clarion	Clarion Municipal	No	Yes	No	No	No	No	No

FAA ID	Associated City	Airport Name	Airport Master Plan	Airport Layout Plan	Strategic/Business Plan	Wildlife Management Plan	Coordinated Community Master Plan/Economic Development Plan	Rules and Regulations	Airport Minimum Standards
CWI	Clinton	Clinton Municipal	Yes	Yes	No	Yes	Yes	Yes	Yes
CRZ	Corning	Corning Municipal	No	No	No	No	Yes	No	No
CBF	Council Bluffs	Council Bluffs Municipal	Yes	Yes	Yes	Yes	Yes	Yes	Yes
CJJ	Cresco	Cresco Municipal - Ellen Church Field	No	Yes	No	No	No	No	No
CSQ	Creston	Creston Municipal	Yes	Yes	No	No	No	No	Yes
DVN	Davenport	Davenport Municipal	Yes	Yes	No	No	No	No	No
DEH	Decorah	Decorah Municipal	Yes	Yes	No	No	No	No	No
DNS	Denison	Denison Municipal	Yes	Yes	No	No	No	No	No
IA8	Dyersville	Dyersville Area	No	No	No	No	No	No	No
EAG	Eagle Grove	Eagle Grove Municipal	No	No	No	No	No	No	No
27P	Eldora	Eldora	No	No	No	No	No	No	Yes
I27	Elkader	Elkader	No	No	No	No	No	No	No
EGO	Emmetsburg	Emmetsburg Municipal	No	Yes	No	No	No	No	No
EST	Estherville	Estherville Municipal	Yes	Yes	No	No	No	Yes	No
FFL	Fairfield	Fairfield Municipal	Yes	Yes	No	Yes	Yes	Yes	Yes
FXV	Forest City	Forest City Municipal	Yes	Yes	No	Yes	No	No	Yes
FSW	Fort Madison	Fort Madison Municipal	Yes	Yes	No	Yes	No	Yes	Yes
GFZ	Greenfield	Greenfield Municipal	Yes	Yes	No	Yes	No	Yes	No
GGI	Grinnell	Grinnell Regional	Yes	Yes	Yes	Yes	No	No	No
6K7	Grundy Center	Grundy Center Municipal	No	No	No	No	No	No	No
GCT	Guthrie Center	Guthrie County Regional	Yes	Yes	No	No	No	No	No
HPT	Hampton	Hampton Municipal	No	Yes	No	No	No	No	No
HNR	Harlan	Harlan Municipal	Yes	Yes	No	No	No	No	No
OK7	Humboldt	Humboldt Municipal	Yes	Yes	No	No	No	Yes	Yes
IDG	Ida Grove	Ida Grove Municipal	No	Yes	No	No	No	No	No
IIB	Independence	Independence Municipal - James H Connell Field	Yes	Yes	No	No	No	Yes	Yes
IOW	Iowa City	Iowa City Municipal	Yes	Yes	Yes	No	Yes	Yes	Yes
IFA	Iowa Falls	Iowa Falls Municipal	Yes	Yes	No	No	No	No	No
EFW	Jefferson	Jefferson Municipal	Yes	Yes	No	Yes	No	Yes	Yes
EOK	Keokuk	Keokuk Municipal	No	No	No	No	No	Yes	Yes
6K9	Keosauqua	Keosauqua Municipal	No	No	No	No	No	No	No
OXV	Knoxville	Knoxville Municipal	Yes	Yes	No	No	No	No	No
OY6	Lake Mills	Lake Mills Municipal	No	No	No	No	No	No	No
LWD	Lamoni	Lamoni Municipal	No	Yes	No	No	Yes	No	No

Appendix C, Inventory

FAA ID	Associated City	Airport Name	Airport Master Plan	Airport Layout Plan	Strategic/Business Plan	Wildlife Management Plan	Coordinated Community Master Plan/Economic Development Plan	Rules and Regulations	Airport Minimum Standards
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	No	No	No	No	No	No	No
LRJ	Le Mars	Le Mars Municipal	Yes	Yes	No	No	No	No	No
C27	Manchester	Manchester Municipal	No	Yes	No	No	No	No	No
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	No	Yes	No	No	Yes	No	No
OQW	Maquoketa	Maquoketa Municipal	No	No	No	No	No	No	No
C17	Marion	Marion	No	Yes	No	No	No	No	No
MIW	Marshalltown	Marshalltown Municipal	No	Yes	No	No	No	No	No
SXK	Maurice	Sioux County Regional	Yes	Yes	No	No	No	No	Yes
4D8	Milford	Milford Municipal - Fuller	No	No	No	No	No	No	No
7C3	Monona	Monona Municipal	No	No	No	No	No	No	No
7C5	Montezuma	Montezuma Sig Field	No	No	No	No	No	No	No
MXO	Monticello	Monticello Regional	Yes	Yes	No	No	No	No	No
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	No	No	No	No	No	Yes	Yes
MPZ	Mount Pleasant	Mount Pleasant Municipal	Yes	Yes	No	No	No	No	No
MUT	Muscatine	Muscatine Municipal	Yes	No	No	No	No	Yes	Yes
1Y5	New Hampton	New Hampton Municipal	Yes	Yes	No	No	No	No	Yes
TNU	Newton	Newton Municipal-Earl Johnson Field	Yes	Yes	No	No	No	No	Yes
5D2	Northwood	Northwood Municipal	No	No	No	No	No	No	No
OLZ	Oelwein	Oelwein Municipal	Yes	Yes	No	No	No	No	No
D02	Osage	Osage Municipal	Yes	Yes	No	No	No	No	No
I75	Osceola	Osceola Municipal	Yes	Yes	No	No	No	Yes	No
OOA	Oskaloosa	Oskaloosa Municipal	Yes	Yes	No	No	No	No	No
OTM	Ottumwa	Ottumwa Regional	Yes	Yes	No	No	No	No	No
1Y9	Paullina	Paullina Municipal	No	No	No	No	No	No	No
PEA	Pella	Pella Municipal	Yes	Yes	No	Yes	No	No	No
PRO	Perry	Perry Municipal	Yes	Yes	No	No	Yes	Yes	No
POH	Pocahontas	Pocahontas Municipal	Yes	Yes	No	No	Yes	Yes	Yes
RDK	Red Oak	Red Oak Municipal	Yes	Yes	No	No	No	No	Yes
8Y8	Ringsted	Peltz Field	No	No	No	No	No	No	No
RRQ	Rock Rapids	Rock Rapids Municipal	Yes	Yes	No	No	No	No	No
2Y4	Rockwell City	Rockwell City Municipal	Yes	Yes	No	No	No	Yes	Yes

FAA ID	Associated City	Airport Name	Airport Master Plan	Airport Layout Plan	Strategic/Business Plan	Wildlife Management Plan	Coordinated Community Master Plan/Economic Development Plan	Rules and Regulations	Airport Minimum Standards
SK1	Sac City	Sac City Municipal	Yes	Yes	No	No	No	No	No
SHL	Sheldon	Sheldon Regional	Yes	Yes	No	Yes	No	Yes	Yes
SDA	Shenandoah	Shenandoah Municipal	Yes	Yes	Yes	No	No	No	Yes
ISB	Sibley	Sibley Municipal	Yes	Yes	No	No	No	No	No
SPW	Spencer	Spencer Municipal	Yes	Yes	No	No	No	No	No
0F3	Spirit Lake	Spirit Lake Municipal	No	No	No	No	No	No	Yes
SLB	Storm Lake	Storm Lake Municipal	Yes	Yes	No	No	Yes	No	No
8C2	Sully	Sully Municipal	No	No	No	No	No	No	No
8C4	Tipton	Tipton Municipal - Mathews Memorial	Yes	Yes	No	No	No	Yes	No
8C5	Toledo	Toledo Municipal	No	No	No	No	No	No	No
8C6	Traer	Traer Municipal	No	No	No	No	No	No	No
VT1	Vinton	Vinton Veterans Memorial Airpark	Yes	Yes	No	No	No	No	No
AWG	Washington	Washington Municipal	Yes	Yes	No	No	No	No	No
Y01	Waukon	Waukon Municipal	No	No	No	No	No	No	Yes
C25	Waverly	Waverly Municipal	Yes	Yes	No	No	No	No	No
EBS	Webster City	Webster City Municipal	No	Yes	No	No	No	No	Yes
3Y2	West Union	West Union Municipal - George L Scott	Yes	Yes	No	No	No	No	No
3Y3	Winterset	Winterset Municipal	No	Yes	No	No	No	No	No
3Y4	Woodbine	Woodbine Municipal	No	No	No	No	No	No	Yes

Source: Iowa Airport Managers, Iowa DOT

Table C-17: City and County Zoning

FAA ID	Associated City	Airport Name	City Land Zoning	City Height Zoning	County Land Zoning	County Height Zoning
Commercial Service Airports						
BRL	Burlington	Southeast Iowa Regional	Yes	Yes	Yes	Yes
CID	Cedar Rapids	Eastern Iowa	Yes	Yes	Yes	Yes
DSM	Des Moines	Des Moines International	Yes	Yes	No	No
DBO	Dubuque	Dubuque Regional	No	Yes	No	Yes
FOD	Fort Dodge	Fort Dodge Regional	Yes	No	Yes	Yes
MCW	Mason City	Mason City Municipal	Yes	Yes	Yes	Yes
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Yes	Yes	Yes	Yes
ALO	Waterloo	Waterloo Regional	Yes	Yes	Yes	Yes
General Aviation Airports						
4C7	Ackley	Ackley Municipal	No	No	No	No
4C8	Albia	Albia Municipal	Yes	Yes	No	No
AXA	Algona	Algona Municipal	No	Yes	No	No
K98	Allison	Allison Municipal	No	No	No	No
C11	Amana	Amana	Yes	No	No	No
AMW	Ames	Ames Municipal	No	No	No	No
Y43	Anita	Anita Municipal - Kevin Burke Memorial Field	No	No	No	No
IKV	Ankeny	Ankeny Regional	Yes	No	Yes	No
AIO	Atlantic	Atlantic Municipal	No	Yes	No	Yes
ADU	Audubon	Audubon County	No	No	No	No
Y46	Bedford	Bedford Municipal	No	No	No	No
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	No	Yes	No	No
Y48	Belmond	Belmond Municipal	No	No	No	No
4K6	Bloomfield	Bloomfield Municipal	No	Yes	No	No
BNW	Boone	Boone Municipal	Yes	Yes	Yes	Yes
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Yes	Yes	Yes	Yes
TVK	Centerville	Centerville Municipal	Yes	Yes	No	No
CNC	Chariton	Chariton Municipal	No	Yes	No	No
CCY	Charles City	Northeast Iowa Regional	Yes	Yes	Yes	Yes
CKP	Cherokee	Cherokee County Regional	Yes	Yes	No	No
ICL	Clarinda	Clarinda Municipal - Schenck Field	Yes	Yes	No	No
CAV	Clarion	Clarion Municipal	Yes	Yes	Yes	Yes
CWI	Clinton	Clinton Municipal	Yes	Yes	Yes	Yes
CRZ	Corning	Corning Municipal	No	Yes	No	No
CBF	Council Bluffs	Council Bluffs Municipal	No	Yes	No	Yes
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Yes	Yes	No	Yes
CSO	Creston	Creston Municipal	Yes	Yes	Yes	Yes
DVN	Davenport	Davenport Municipal	Yes	Yes	Yes	Yes
DEH	Decorah	Decorah Municipal	Yes	Yes	No	No

FAA ID	Associated City	Airport Name	City Land Zoning	City Height Zoning	County Land Zoning	County Height Zoning
DNS	Denison	Denison Municipal	Yes	Yes	Yes	Yes
IA8	Dyersville	Dyersville Area	No	No	No	No
EAG	Eagle Grove	Eagle Grove Municipal	No	No	No	No
27P	Eldora	Eldora	No	No	Yes	Yes
I27	Elkader	Elkader	No	No	No	No
EGO	Emmetsburg	Emmetsburg Municipal	No	Yes	No	No
EST	Estherville	Estherville Municipal	Yes	No	Yes	No
FFL	Fairfield	Fairfield Municipal	Yes	Yes	Yes	Yes
FXY	Forest City	Forest City Municipal	Yes	Yes	Yes	Yes
FSW	Fort Madison	Fort Madison Municipal	No	Yes	No	No
GFZ	Greenfield	Greenfield Municipal	No	No	Yes	Yes
GGI	Grinnell	Grinnell Regional	Yes	Yes	Yes	Yes
6K7	Grundy Center	Grundy Center Municipal	No	No	Yes	Yes
GCT	Guthrie Center	Guthrie County Regional	No	No	No	Yes
HPT	Hampton	Hampton Municipal	Yes	Yes	Yes	Yes
HNR	Harlan	Harlan Municipal	Yes	No	No	No
OK7	Humboldt	Humboldt Municipal	No	Yes	No	Yes
IDG	Ida Grove	Ida Grove Municipal	No	No	No	No
IIB	Independence	Independence Municipal - James H Connell Field	No	Yes	Yes	Yes
IOW	Iowa City	Iowa City Municipal	Yes	Yes	Yes	Yes
IFA	Iowa Falls	Iowa Falls Municipal	Yes	Yes	Yes	Yes
EFW	Jefferson	Jefferson Municipal	Yes	Yes	Yes	Yes
EOK	Keokuk	Keokuk Municipal	Yes	Yes	No	No
6K9	Keosauqua	Keosauqua Municipal	No	No	No	No
OXV	Knoxville	Knoxville Municipal	Yes	Yes	Yes	Yes
0Y6	Lake Mills	Lake Mills Municipal	Yes	Yes	No	No
LWD	Lamoni	Lamoni Municipal	Yes	Yes	No	Yes
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	No	No	No	No
LRJ	Le Mars	Le Mars Municipal	Yes	Yes	Yes	Yes
C27	Manchester	Manchester Municipal	Yes	No	No	No
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	No	No	Yes	Yes
OQW	Maquoketa	Maquoketa Municipal	No	Yes	No	Yes
C17	Marion	Marion	Yes	Yes	Yes	Yes
MIW	Marshalltown	Marshalltown Municipal	No	No	No	Yes
SXK	Maurice	Sioux County Regional	No	No	Yes	Yes
4D8	Milford	Milford Municipal - Fuller	No	Yes	No	Yes
7C3	Monona	Monona Municipal	No	No	No	No
7C5	Montezuma	Montezuma Sig Field	No	No	No	No
MXO	Monticello	Monticello Regional	Yes	No	No	No
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	Yes	Yes	Yes	Yes
MPZ	Mount Pleasant	Mount Pleasant Municipal	Yes	Yes	No	No
MUT	Muscatine	Muscatine Municipal	Yes	Yes	No	No

**Appendix C, Inventory**

FAA ID	Associated City	Airport Name	City Land Zoning	City Height Zoning	County Land Zoning	County Height Zoning
1Y5	New Hampton	New Hampton Municipal	Yes	Yes	Yes	Yes
TNU	Newton	Newton Municipal-Earl Johnson Field	Yes	Yes	Yes	Yes
5D2	Northwood	Northwood Municipal	No	No	No	No
OLZ	Oelwein	Oelwein Municipal	Yes	Yes	No	No
D02	Osage	Osage Municipal	Yes	Yes	No	No
I75	Osceola	Osceola Municipal	No	No	No	Yes
OOA	Oskaloosa	Oskaloosa Municipal	No	No	Yes	Yes
OTM	Ottumwa	Ottumwa Regional	No	No	No	Yes
1Y9	Paullina	Paullina Municipal	Yes	Yes	Yes	Yes
PEA	Pella	Pella Municipal	Yes	Yes	No	No
PRO	Perry	Perry Municipal	No	No	No	Yes
POH	Pocahontas	Pocahontas Municipal	Yes	Yes	Yes	Yes
RDK	Red Oak	Red Oak Municipal	Yes	Yes	Yes	Yes
8Y8	Ringsted	Peltz Field	No	No	No	No
RRO	Rock Rapids	Rock Rapids Municipal	Yes	Yes	No	Yes
2Y4	Rockwell City	Rockwell City Municipal	No	Yes	No	Yes
SKI	Sac City	Sac City Municipal	Yes	Yes	Yes	Yes
SHL	Sheldon	Sheldon Regional	No	No	No	No
SDA	Shenandoah	Shenandoah Municipal	No	No	No	No
ISB	Sibley	Sibley Municipal	Yes	Yes	Yes	Yes
SPW	Spencer	Spencer Municipal	Yes	Yes	Yes	Yes
0F3	Spirit Lake	Spirit Lake Municipal	No	No	No	Yes
SLB	Storm Lake	Storm Lake Municipal	No	No	No	Yes
8C2	Sully	Sully Municipal	Yes	Yes	No	No
8C4	Tipton	Tipton Municipal - Mathews Memorial	No	No	No	No
8C5	Toledo	Toledo Municipal	No	No	No	No
8C6	Traer	Traer Municipal	No	No	No	No
VTI	Vinton	Vinton Veterans Memorial Airpark	No	Yes	No	Yes
AWG	Washington	Washington Municipal	Yes	Yes	No	Yes
Y01	Waukon	Waukon Municipal	Yes	Yes	No	No
C25	Waverly	Waverly Municipal	No	Yes	No	No
EBS	Webster City	Webster City Municipal	Yes	Yes	No	No
3Y2	West Union	West Union Municipal - George L Scott	No	Yes	No	No
3Y3	Winterset	Winterset Municipal	Yes	Yes	Yes	Yes
3Y4	Woodbine	Woodbine Municipal	No	No	No	No

Source: Iowa Airport Managers, Iowa DOT

**Table C-18: Pavement and Sustainability**

FAA ID	Associated City	Airport Name	Local Pavement Inspection Process	Local Pavement Management Budget	Sustainability Initiatives
<b>Commercial Service Airports</b>					
BRL	Burlington	Southeast Iowa Regional	Yes	No	No
CID	Cedar Rapids	Eastern Iowa	Yes	Yes	Yes
DSM	Des Moines	Des Moines International	Yes	Yes	Yes
DBQ	Dubuque	Dubuque Regional	Yes	Yes	Yes
FOD	Fort Dodge	Fort Dodge Regional	Yes	Yes	Yes
MCW	Mason City	Mason City Municipal	Yes	Yes	Yes
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Yes	Yes	Yes
ALO	Waterloo	Waterloo Regional	Yes	No	Yes
<b>General Aviation Airports</b>					
4C7	Ackley	Ackley Municipal	No	No	Yes
4C8	Albia	Albia Municipal	Yes	No	Yes
AXA	Algona	Algona Municipal	Yes	No	Yes
K98	Allison	Allison Municipal	No	No	No
C11	Amana	Amana	No	No	No
AMW	Ames	Ames Municipal	Yes	No	Yes
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	No	No	No
IKV	Ankeny	Ankeny Regional	Yes	No	Yes
AIO	Atlantic	Atlantic Municipal	Yes	No	No
ADU	Audubon	Audubon County	No	No	No
Y46	Bedford	Bedford Municipal	No	No	No
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	No	No	No
Y48	Belmond	Belmond Municipal	No	No	No
4K6	Bloomfield	Bloomfield Municipal	Yes	No	Yes
BNW	Boone	Boone Municipal	Yes	No	No
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Yes	No	No
TVK	Centerville	Centerville Municipal	No	No	Yes
CNC	Chariton	Chariton Municipal	Yes	No	Yes
CCY	Charles City	Northeast Iowa Regional	Yes	No	Yes
CKP	Cherokee	Cherokee County Regional	No	No	No
ICL	Clarinda	Clarinda Municipal - Schenck Field	Yes	No	Yes
CAV	Clarion	Clarion Municipal	Yes	Yes	No
CWI	Clinton	Clinton Municipal	Yes	No	Yes
CRZ	Corning	Corning Municipal	Yes	Yes	No
CBF	Council Bluffs	Council Bluffs Municipal	Yes	Yes	Yes
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Yes	Yes	Yes
CSQ	Creston	Creston Municipal	Yes	Yes	Yes
DVN	Davenport	Davenport Municipal	Yes	Yes	Yes
DEH	Decorah	Decorah Municipal	Yes	No	Yes

**Appendix C, Inventory**

FAA ID	Associated City	Airport Name	Local Pavement Inspection Process	Local Pavement Management Budget	Sustainability Initiatives
DNS	Denison	Denison Municipal	Yes	No	Yes
IA8	Dyersville	Dyersville Area	No	No	No
EAG	Eagle Grove	Eagle Grove Municipal	No	No	No
27P	Eldora	Eldora	No	No	Yes
I27	Elkader	Elkader	No	No	No
EGQ	Emmetsburg	Emmetsburg Municipal	Yes	No	No
EST	Estherville	Estherville Municipal	Yes	Yes	No
FFL	Fairfield	Fairfield Municipal	Yes	Yes	Yes
FXY	Forest City	Forest City Municipal	Yes	No	No
FSW	Fort Madison	Fort Madison Municipal	Yes	No	Yes
GFZ	Greenfield	Greenfield Municipal	Yes	Yes	Yes
GGI	Grinnell	Grinnell Regional	Yes	No	Yes
6K7	Grundy Center	Grundy Center Municipal	No	No	No
GCT	Guthrie Center	Guthrie County Regional	Yes	No	No
HPT	Hampton	Hampton Municipal	Yes	No	No
HNR	Harlan	Harlan Municipal	No	No	No
0K7	Humboldt	Humboldt Municipal	Yes	No	No
IDG	Ida Grove	Ida Grove Municipal	Yes	Yes	No
IIB	Independence	Independence Municipal - James H Connell Field	Yes	Yes	No
IOW	Iowa City	Iowa City Municipal	Yes	No	Yes
IFA	Iowa Falls	Iowa Falls Municipal	Yes	No	Yes
EFW	Jefferson	Jefferson Municipal	Yes	Yes	Yes
EOK	Keokuk	Keokuk Municipal	No	No	No
6K9	Keosauqua	Keosauqua Municipal	No	No	No
OXV	Knoxville	Knoxville Municipal	Yes	No	Yes
0Y6	Lake Mills	Lake Mills Municipal	No	No	Yes
LWD	Lamoni	Lamoni Municipal	No	No	No
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	No	No	No
LRJ	Le Mars	Le Mars Municipal	Yes	No	Yes
C27	Manchester	Manchester Municipal	Yes	No	No
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Yes	No	No
OQW	Maquoketa	Maquoketa Municipal	No	No	No
C17	Marion	Marion	No	No	Yes
MIW	Marshalltown	Marshalltown Municipal	Yes	No	No
SXK	Maurice	Sioux County Regional	Yes	No	No
4D8	Milford	Milford Municipal - Fuller	Yes	Yes	No
7C3	Monona	Monona Municipal	No	No	No
7C5	Montezuma	Montezuma Sig Field	No	No	No
MXO	Monticello	Monticello Regional	Yes	Yes	No
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	No	No	No
MPZ	Mount Pleasant	Mount Pleasant Municipal	Yes	No	No
MUT	Muscatine	Muscatine Municipal	Yes	No	Yes

FAA ID	Associated City	Airport Name	Local Pavement Inspection Process	Local Pavement Management Budget	Sustainability Initiatives
1Y5	New Hampton	New Hampton Municipal	Yes	No	No
TNU	Newton	Newton Municipal-Earl Johnson Field	Yes	No	No
5D2	Northwood	Northwood Municipal	No	No	No
OLZ	Oelwein	Oelwein Municipal	Yes	No	Yes
D02	Osage	Osage Municipal	Yes	Yes	No
I75	Osceola	Osceola Municipal	Yes	No	No
OOA	Oskaloosa	Oskaloosa Municipal	Yes	No	No
OTM	Ottumwa	Ottumwa Regional	Yes	Yes	Yes
1Y9	Paullina	Paullina Municipal	No	Yes	No
PEA	Pella	Pella Municipal	Yes	No	No
PRO	Perry	Perry Municipal	Yes	No	Yes
POH	Pocahontas	Pocahontas Municipal	Yes	No	No
RDK	Red Oak	Red Oak Municipal	No	No	No
8Y8	Ringsted	Peltz Field	No	No	No
RRQ	Rock Rapids	Rock Rapids Municipal	Yes	No	No
2Y4	Rockwell City	Rockwell City Municipal	No	No	No
SKI	Sac City	Sac City Municipal	Yes	No	Yes
SHL	Sheldon	Sheldon Regional	Yes	No	Yes
SDA	Shenandoah	Shenandoah Municipal	Yes	Yes	No
ISB	Sibley	Sibley Municipal	Yes	Yes	No
SPW	Spencer	Spencer Municipal	No	No	Yes
0F3	Spirit Lake	Spirit Lake Municipal	Yes	No	No
SLB	Storm Lake	Storm Lake Municipal	Yes	Yes	No
8C2	Sully	Sully Municipal	No	No	No
8C4	Tipton	Tipton Municipal - Mathews Memorial	Yes	No	Yes
8C5	Toledo	Toledo Municipal	No	No	No
8C6	Traer	Traer Municipal	No	No	No
VTI	Vinton	Vinton Veterans Memorial Airpark	Yes	No	No
AWG	Washington	Washington Municipal	Yes	Yes	Yes
Y01	Waukon	Waukon Municipal	Yes	Yes	Yes
C25	Waverly	Waverly Municipal	Yes	No	No
EBS	Webster City	Webster City Municipal	Yes	No	No
3Y2	West Union	West Union Municipal - George L Scott	Yes	No	No
3Y3	Winterset	Winterset Municipal	Yes	No	No
3Y4	Woodbine	Woodbine Municipal	No	No	No

Source: Iowa Airport Managers, Iowa DOT

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## D. Facility and Service Objectives

**Table D-1: Airport Reference Code**

FAA ID	Associated City	Airport Name	2020 Role	Airport Reference Code	Meets Airport Reference Code Objective	Improvement Needed to Meet Objective
Commercial Service Airports						
BRL	Burlington	Southeast Iowa Regional	Commercial	C-II	Yes	
CID	Cedar Rapids	Eastern Iowa	Commercial	D-IV	Yes	
DSM	Des Moines	Des Moines International	Commercial	D-IV	Yes	
DBQ	Dubuque	Dubuque Regional	Commercial	C-II	Yes	
FOD	Fort Dodge	Fort Dodge Regional	Commercial	C-III	Yes	
MCW	Mason City	Mason City Municipal	Commercial	C-III	Yes	
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Commercial	D-III	Yes	
ALO	Waterloo	Waterloo Regional	Commercial	D-IV	Yes	
Enhanced Service Airports						
AMW	Ames	Ames Municipal	Enhanced	C-II	Yes	
IKV	Ankeny	Ankeny Regional	Enhanced	C-II	Yes	
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Enhanced	C-II	Yes	
CWI	Clinton	Clinton Municipal	Enhanced	C-II	Yes	
CBF	Council Bluffs	Council Bluffs Municipal	Enhanced	C-II	Yes	
DVN	Davenport	Davenport Municipal	Enhanced	C-II	Yes	
FFL	Fairfield	Fairfield Municipal	Enhanced	C-II	Yes	
IIB	Independence	Independence Municipal - James H Connell Field	Enhanced	C-II	Yes	
IOW	Iowa City	Iowa City Municipal	Enhanced	B-II	No	Meet C-II Standard
EOK	Keokuk	Keokuk Municipal	Enhanced	C-II	Yes	
MIW	Marshalltown	Marshalltown Municipal	Enhanced	C-II	Yes	
SXK	Maurice	Sioux County Regional	Enhanced	C-II	Yes	

## Appendix D, Facility and Service Objectives

FAA ID	Associated City	Airport Name	2020 Role	Airport Reference Code	Meets Airport Reference Code Objective	Improvement Needed to Meet Objective
MUT	Muscatine	Muscatine Municipal	Enhanced	C-II	Yes	
TNU	Newton	Newton Municipal-Earl Johnson Field	Enhanced	B-II	No	Meet C-II Standard
OTM	Ottumwa	Ottumwa Regional	Enhanced	C-II	Yes	
SPW	Spencer	Spencer Municipal	Enhanced	C-II	Yes	
General Service Airports						
AXA	Algona	Algona Municipal	General	B-II	Yes	
AIO	Atlantic	Atlantic Municipal	General	B-II	Yes	
BNW	Boone	Boone Municipal	General	B-II	Yes	
TVK	Centerville	Centerville Municipal	General	B-II	Yes	
CCY	Charles City	Northeast Iowa Regional	General	B-II	Yes	
CKP	Cherokee	Cherokee County Regional	General	B-II	Yes	
CSQ	Creston	Creston Municipal	General	B-II	Yes	
DEH	Decorah	Decorah Municipal	General	B-I	No	Meet B-II Standard
DNS	Denison	Denison Municipal	General	B-II	Yes	
EST	Estherville	Estherville Municipal	General	B-II	Yes	
FXY	Forest City	Forest City Municipal	General	C-II	Yes	
GGI	Grinnell	Grinnell Regional	General	B-II	Yes	
HPT	Hampton	Hampton Municipal	General	B-II	Yes	
HNR	Harlan	Harlan Municipal	General	B-II	Yes	
IFA	Iowa Falls	Iowa Falls Municipal	General	B-II	Yes	
OXV	Knoxville	Knoxville Municipal	General	B-II	Yes	
LRJ	Le Mars	Le Mars Municipal	General	B-II	Yes	
MXO	Monticello	Monticello Regional	General	C-II	Yes	
MPZ	Mount Pleasant	Mount Pleasant Municipal	General	B-II	Yes	
OLZ	Oelwein	Oelwein Municipal	General	B-II	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Airport Reference Code	Meets Airport Reference Code Objective	Improvement Needed to Meet Objective
I75	Osceola	Osceola Municipal	General	B-II	Yes	
OOA	Oskaloosa	Oskaloosa Municipal	General	B-II	Yes	
PEA	Pella	Pella Municipal	General	B-II	Yes	
PRO	Perry	Perry Municipal	General	B-II	Yes	
RDK	Red Oak	Red Oak Municipal	General	B-II	Yes	
SHL	Sheldon	Sheldon Regional	General	B-II	Yes	
SDA	Shenandoah	Shenandoah Municipal	General	B-II	Yes	
SLB	Storm Lake	Storm Lake Municipal	General	B-II	Yes	
VTI	Vinton	Vinton Veterans Memorial Airpark	General	B-II	Yes	
AWG	Washington	Washington Municipal	General	B-II	Yes	
EBS	Webster City	Webster City Municipal	General	B-II	Yes	
Basic Service Airports						
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Basic	B-II Small	Yes	
4K6	Bloomfield	Bloomfield Municipal	Basic	B-I Small	Yes	
CNC	Chariton	Chariton Municipal	Basic	B-II	Yes	
ICL	Clarinda	Clarinda Municipal - Schenck Field	Basic	B-II	Yes	
CAV	Clarion	Clarion Municipal	Basic	B-I	Yes	
EGQ	Emmetsburg	Emmetsburg Municipal	Basic	B-I	Yes	
FSW	Fort Madison	Fort Madison Municipal	Basic	B-II	Yes	
GFZ	Greenfield	Greenfield Municipal	Basic	A-I	Yes	
EFW	Jefferson	Jefferson Municipal	Basic	B-I	Yes	
LWD	Lamoni	Lamoni Municipal	Basic	B-I	Yes	
C27	Manchester	Manchester Municipal	Basic	A-I	Yes	
C17	Marion	Marion	Basic	A-I Small	Yes	
POH	Pocahontas	Pocahontas Municipal	Basic	B-II	Yes	

**Appendix D, Facility and Service Objectives**

FAA ID	Associated City	Airport Name	2020 Role	Airport Reference Code	Meets Airport Reference Code Objective	Improvement Needed to Meet Objective
RRQ	Rock Rapids	Rock Rapids Municipal	Basic	B-I Small	Yes	
SKI	Sac City	Sac City Municipal	Basic	B-II	Yes	
ISB	Sibley	Sibley Municipal	Basic	A-I Small	Yes	
C25	Waverly	Waverly Municipal	Basic	B-I	Yes	
3Y2	West Union	West Union Municipal - George L Scott	Basic	B-I	Yes	
3Y3	Winterset	Winterset Municipal	Basic	B-I Small	Yes	
Local Service Airports						
4C7	Ackley	Ackley Municipal	Local	A-I Small	Yes	
4C8	Albia	Albia Municipal	Local	B-I Small	Yes	
K98	Allison	Allison Municipal	Local	A-I Small	Yes	
C11	Amana	Amana	Local	A-I Small	Yes	
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	Local	A-I Small	Yes	
ADU	Audubon	Audubon County	Local	B-I	Yes	
Y46	Bedford	Bedford Municipal	Local	A-I Small	Yes	
Y48	Belmond	Belmond Municipal	Local	A-I Small	Yes	
CRZ	Corning	Corning Municipal	Local	A-I Small	Yes	
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Local	A-I Small	Yes	
IA8	Dyersville	Dyersville Area	Local	A-I Small	Yes	
EAG	Eagle Grove	Eagle Grove Municipal	Local	B-I Small	Yes	
27P	Eldora	Eldora	Local	A-I Small	Yes	
I27	Elkader	Elkader	Local	A-I Small	Yes	
6K7	Grundy Center	Grundy Center Municipal	Local	A-I Small	Yes	
GCT	Guthrie Center	Guthrie County Regional	Local	B-I Small	Yes	
OK7	Humboldt	Humboldt Municipal	Local	B-I Small	Yes	
IDG	Ida Grove	Ida Grove Municipal	Local	A-I Small	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Airport Reference Code	Meets Airport Reference Code Objective	Improvement Needed to Meet Objective
6K9	Keosauqua	Keosauqua Municipal	Local	A-I Small	Yes	
0Y6	Lake Mills	Lake Mills Municipal	Local	A-I Small	Yes	
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Local	A-I Small	Yes	
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Local	B-I Small	Yes	
OQW	Maquoketa	Maquoketa Municipal	Local	B-I Small	Yes	
4D8	Milford	Milford Municipal – Fuller	Local	B-I	Yes	
7C3	Monona	Monona Municipal	Local	A-I Small	Yes	
7C5	Montezuma	Montezuma Sig Field	Local	A-I Small	Yes	
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	Local	A-I Small	Yes	
1Y5	New Hampton	New Hampton Municipal	Local	B-II Small	Yes	
5D2	Northwood	Northwood Municipal	Local	A-I Small	Yes	
D02	Osage	Osage Municipal	Local	B-I Small	Yes	
1Y9	Paullina	Paullina Municipal	Local	A-I Small	Yes	
8Y8	Ringsted	Peltz Field	Local	A-I Small	Yes	
2Y4	Rockwell City	Rockwell City Municipal	Local	A-I Small	Yes	
0F3	Spirit Lake	Spirit Lake Municipal	Local	A-I Small	Yes	
8C2	Sully	Sully Municipal	Local	A-I Small	Yes	
8C4	Tipton	Tipton Municipal - Mathews Memorial	Local	B-I Small	Yes	
8C5	Toledo	Toledo Municipal	Local	A-I Small	Yes	
8C6	Traer	Traer Municipal	Local	A-I Small	Yes	
Y01	Waukon	Waukon Municipal	Local	A-I Small	Yes	
3Y4	Woodbine	Woodbine Municipal	Local	A-I Small	Yes	

Source: Iowa Airport Managers, Iowa DOT, FAA 5010 Records

**Table D-2: Primary Runway Length**

FAA ID	Associated City	Airport Name	2020 Role	Primary Runway Length (feet)	Meets Primary Runway Length Objective	Improvement Needed to Meet Objective
Commercial Service Airports						
BRL	Burlington	Southeast Iowa Regional	Commercial	6,701	Yes	
CID	Cedar Rapids	Eastern Iowa	Commercial	8,600	Yes	
DSM	Des Moines	Des Moines International	Commercial	9,002	Yes	
DBQ	Dubuque	Dubuque Regional	Commercial	6,502	Yes	
FOD	Fort Dodge	Fort Dodge Regional	Commercial	6,547	Yes	
MCW	Mason City	Mason City Municipal	Commercial	6,501	Yes	
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Commercial	9,002	Yes	
ALO	Waterloo	Waterloo Regional	Commercial	8,399	Yes	
Enhanced Service Airports						
AMW	Ames	Ames Municipal	Enhanced	5,701	Yes	
IKV	Ankeny	Ankeny Regional	Enhanced	5,500	Yes	
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Enhanced	5,506	Yes	
CWI	Clinton	Clinton Municipal	Enhanced	5,204	Yes	
CBF	Council Bluffs	Council Bluffs Municipal	Enhanced	5,500	Yes	
DVN	Davenport	Davenport Municipal	Enhanced	5,511	Yes	
FFL	Fairfield	Fairfield Municipal	Enhanced	5,503	Yes	
IIB	Independence	Independence Municipal - James H Connell Field	Enhanced	5,500	Yes	
IOW	Iowa City	Iowa City Municipal	Enhanced	5,002	Yes	
EOK	Keokuk	Keokuk Municipal	Enhanced	5,500	Yes	
MIW	Marshalltown	Marshalltown Municipal	Enhanced	5,007	Yes	
SXK	Maurice	Sioux County Regional	Enhanced	5,500	Yes	
MUT	Muscatine	Muscatine Municipal	Enhanced	5,500	Yes	
TNU	Newton	Newton Municipal-Earl Johnson Field	Enhanced	5,600	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Primary Runway Length (feet)	Meets Primary Runway Length Objective	Improvement Needed to Meet Objective
OTM	Ottumwa	Ottumwa Regional	Enhanced	6,000	Yes	
SPW	Spencer	Spencer Municipal	Enhanced	6,001	Yes	
General Service Airports						
AXA	Algona	Algona Municipal	General	3,960	Yes	
AIO	Atlantic	Atlantic Municipal	General	5,000	Yes	
BNW	Boone	Boone Municipal	General	4,808	Yes	
TVK	Centerville	Centerville Municipal	General	4,099	Yes	
CCY	Charles City	Northeast Iowa Regional	General	4,000	Yes	
CKP	Cherokee	Cherokee County Regional	General	4,001	Yes	
CSQ	Creston	Creston Municipal	General	4,901	Yes	
DEH	Decorah	Decorah Municipal	General	4,001	Yes	
DNS	Denison	Denison Municipal	General	5,000	Yes	
EST	Estherville	Estherville Municipal	General	4,797	Yes	
FXY	Forest City	Forest City Municipal	General	5,796	Yes	
GGI	Grinnell	Grinnell Regional	General	5,200	Yes	
HPT	Hampton	Hampton Municipal	General	4,020	Yes	
HNR	Harlan	Harlan Municipal	General	4,100	Yes	
IFA	Iowa Falls	Iowa Falls Municipal	General	4,600	Yes	
OXV	Knoxville	Knoxville Municipal	General	4,000	Yes	
LRJ	Le Mars	Le Mars Municipal	General	5,000	Yes	
MXO	Monticello	Monticello Regional	General	4,400	Yes	
MPZ	Mount Pleasant	Mount Pleasant Municipal	General	3,997	Yes	
OLZ	Oelwein	Oelwein Municipal	General	4,000	Yes	
I75	Osceola	Osceola Municipal	General	4,001	Yes	
OOA	Oskaloosa	Oskaloosa Municipal	General	4,012	Yes	

## Appendix D, Facility and Service Objectives

FAA ID	Associated City	Airport Name	2020 Role	Primary Runway Length (feet)	Meets Primary Runway Length Objective	Improvement Needed to Meet Objective
PEA	Pella	Pella Municipal	General	5,403	Yes	
PRO	Perry	Perry Municipal	General	4,001	Yes	
RDK	Red Oak	Red Oak Municipal	General	5,100	Yes	
SHL	Sheldon	Sheldon Regional	General	4,199	Yes	
SDA	Shenandoah	Shenandoah Municipal	General	5,000	Yes	
SLB	Storm Lake	Storm Lake Municipal	General	5,002	Yes	
VTI	Vinton	Vinton Veterans Memorial Airpark	General	4,000	Yes	
AWG	Washington	Washington Municipal	General	4,000	Yes	
EBS	Webster City	Webster City Municipal	General	3,851	Yes	
Basic Service Airports						
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Basic	4,001	Yes	
4K6	Bloomfield	Bloomfield Municipal	Basic	3,401	Yes	
CNC	Chariton	Chariton Municipal	Basic	4,000	Yes	
ICL	Clarinda	Clarinda Municipal - Schenck Field	Basic	5,000	Yes	
CAV	Clarion	Clarion Municipal	Basic	3,455	Yes	
EGO	Emmetsburg	Emmetsburg Municipal	Basic	3,401	Yes	
FSW	Fort Madison	Fort Madison Municipal	Basic	4,000	Yes	
GFZ	Greenfield	Greenfield Municipal	Basic	3,400	Yes	
EFW	Jefferson	Jefferson Municipal	Basic	4,000	Yes	
LWD	Lamoni	Lamoni Municipal	Basic	3,400	Yes	
C27	Manchester	Manchester Municipal	Basic	3,465	Yes	
C17	Marion	Marion	Basic	3,775	Yes	
POH	Pocahontas	Pocahontas Municipal	Basic	4,100	Yes	
RRO	Rock Rapids	Rock Rapids Municipal	Basic	3,097	Yes	
SKI	Sac City	Sac City Municipal	Basic	4,100	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Primary Runway Length (feet)	Meets Primary Runway Length Objective	Improvement Needed to Meet Objective
ISB	Sibley	Sibley Municipal	Basic	3,000	Yes	
C25	Waverly	Waverly Municipal	Basic	3,200	Yes	
3Y2	West Union	West Union Municipal - George L Scott	Basic	4,149	Yes	
3Y3	Winterset	Winterset Municipal	Basic	3,002	Yes	
Local Service Airports						
4C7	Ackley	Ackley Municipal	Local	2,725	Yes	
4C8	Albia	Albia Municipal	Local	3,398	Yes	
K98	Allison	Allison Municipal	Local	1,790	Yes	
C11	Amana	Amana	Local	2,600	Yes	
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	Local	2,825	Yes	
ADU	Audubon	Audubon County	Local	3,641	Yes	
Y46	Bedford	Bedford Municipal	Local	2,710	Yes	
Y48	Belmond	Belmond Municipal	Local	3,245	Yes	
CRZ	Corning	Corning Municipal	Local	2,684	Yes	
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Local	2,949	Yes	
IA8	Dyersville	Dyersville Area	Local	2,700	Yes	
EAG	Eagle Grove	Eagle Grove Municipal	Local	3,500	Yes	
27P	Eldora	Eldora	Local	2,995	Yes	
I27	Elkader	Elkader	Local	1,705	Yes	
6K7	Grundy Center	Grundy Center Municipal	Local	2,250	Yes	
GCT	Guthrie Center	Guthrie County Regional	Local	3,400	Yes	
0K7	Humboldt	Humboldt Municipal	Local	3,417	Yes	
IDG	Ida Grove	Ida Grove Municipal	Local	3,172	Yes	
6K9	Keosauqua	Keosauqua Municipal	Local	2,275	Yes	
0Y6	Lake Mills	Lake Mills Municipal	Local	3,380	Yes	

## Appendix D, Facility and Service Objectives

FAA ID	Associated City	Airport Name	2020 Role	Primary Runway Length (feet)	Meets Primary Runway Length Objective	Improvement Needed to Meet Objective
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Local	2,000	Yes	
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Local	2,801	Yes	
OQW	Maquoketa	Maquoketa Municipal	Local	3,304	Yes	
4D8	Milford	Milford Municipal – Fuller	Local	2,873	Yes	
7C3	Monona	Monona Municipal	Local	2,650	Yes	
7C5	Montezuma	Montezuma Sig Field	Local	2,600	Yes	
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	Local	2,600	Yes	
1Y5	New Hampton	New Hampton Municipal	Local	2,900	Yes	
5D2	Northwood	Northwood Municipal	Local	3,300	Yes	
D02	Osage	Osage Municipal	Local	3,400	Yes	
1Y9	Paullina	Paullina Municipal	Local	2,800	Yes	
8Y8	Ringsted	Peltz Field	Local	2,040	Yes	
2Y4	Rockwell City	Rockwell City Municipal	Local	3,503	Yes	
0F3	Spirit Lake	Spirit Lake Municipal	Local	3,015	Yes	
8C2	Sully	Sully Municipal	Local	2,130	Yes	
8C4	Tipton	Tipton Municipal - Mathews Memorial	Local	3,000	Yes	
8C5	Toledo	Toledo Municipal	Local	1,850	Yes	
8C6	Traer	Traer Municipal	Local	2,555	Yes	
Y01	Waukon	Waukon Municipal	Local	2,413	Yes	
3Y4	Woodbine	Woodbine Municipal	Local	2,045	Yes	

Source: Iowa Airport Managers, Iowa DOT

**Table D-3: Primary Runway Width**

FAA ID	Associated City	Airport Name	2020 Role	Primary Runway Width (feet)	Meets Primary Runway Width Objective	Improvement Needed to Meet Objective
<b>Commercial Service Airports</b>						
BRL	Burlington	Southeast Iowa Regional	Commercial	150	Yes	
CID	Cedar Rapids	Eastern Iowa	Commercial	150	Yes	
DSM	Des Moines	Des Moines International	Commercial	150	Yes	
DBQ	Dubuque	Dubuque Regional	Commercial	100	Yes	
FOD	Fort Dodge	Fort Dodge Regional	Commercial	150	Yes	
MCW	Mason City	Mason City Municipal	Commercial	150	Yes	
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Commercial	150	Yes	
ALO	Waterloo	Waterloo Regional	Commercial	150	Yes	
<b>Enhanced Service Airports</b>						
AMW	Ames	Ames Municipal	Enhanced	100	Yes	
IKV	Ankeny	Ankeny Regional	Enhanced	100	Yes	
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Enhanced	100	Yes	
CWI	Clinton	Clinton Municipal	Enhanced	100	Yes	
CBF	Council Bluffs	Council Bluffs Municipal	Enhanced	100	Yes	
DVN	Davenport	Davenport Municipal	Enhanced	100	Yes	
FFL	Fairfield	Fairfield Municipal	Enhanced	100	Yes	
IIB	Independence	Independence Municipal - James H Connell Field	Enhanced	100	Yes	
IOW	Iowa City	Iowa City Municipal	Enhanced	100	Yes	
EOK	Keokuk	Keokuk Municipal	Enhanced	100	Yes	
MIW	Marshalltown	Marshalltown Municipal	Enhanced	100	Yes	
SXK	Maurice	Sioux County Regional	Enhanced	100	Yes	
MUT	Muscatine	Muscatine Municipal	Enhanced	100	Yes	
TNU	Newton	Newton Municipal-Earl Johnson Field	Enhanced	100	Yes	

**Appendix D, Facility and Service Objectives**

FAA ID	Associated City	Airport Name	2020 Role	Primary Runway Width (feet)	Meets Primary Runway Width Objective	Improvement Needed to Meet Objective
OTM	Ottumwa	Ottumwa Regional	Enhanced	150	Yes	
SPW	Spencer	Spencer Municipal	Enhanced	100	Yes	
General Service Airports						
AXA	Algona	Algona Municipal	General	75	Yes	
AIO	Atlantic	Atlantic Municipal	General	75	Yes	
BNW	Boone	Boone Municipal	General	75	Yes	
TVK	Centerville	Centerville Municipal	General	75	Yes	
CCY	Charles City	Northeast Iowa Regional	General	75	Yes	
CKP	Cherokee	Cherokee County Regional	General	75	Yes	
CSQ	Creston	Creston Municipal	General	75	Yes	
DEH	Decorah	Decorah Municipal	General	75	Yes	
DNS	Denison	Denison Municipal	General	75	Yes	
EST	Estherville	Estherville Municipal	General	75	Yes	
FXY	Forest City	Forest City Municipal	General	100	Yes	
GGI	Grinnell	Grinnell Regional	General	75	Yes	
HPT	Hampton	Hampton Municipal	General	75	Yes	
HNR	Harlan	Harlan Municipal	General	75	Yes	
IFA	Iowa Falls	Iowa Falls Municipal	General	75	Yes	
OXV	Knoxville	Knoxville Municipal	General	75	Yes	
LRJ	Le Mars	Le Mars Municipal	General	75	Yes	
MXO	Monticello	Monticello Regional	General	75	Yes	
MPZ	Mount Pleasant	Mount Pleasant Municipal	General	75	Yes	
OLZ	Oelwein	Oelwein Municipal	General	75	Yes	
I75	Osceola	Osceola Municipal	General	75	Yes	
OOA	Oskaloosa	Oskaloosa Municipal	General	75	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Primary Runway Width (feet)	Meets Primary Runway Width Objective	Improvement Needed to Meet Objective
PEA	Pella	Pella Municipal	General	75	Yes	
PRO	Perry	Perry Municipal	General	75	Yes	
RDK	Red Oak	Red Oak Municipal	General	75	Yes	
SHL	Sheldon	Sheldon Regional	General	75	Yes	
SDA	Shenandoah	Shenandoah Municipal	General	75	Yes	
SLB	Storm Lake	Storm Lake Municipal	General	75	Yes	
VTI	Vinton	Vinton Veterans Memorial Airpark	General	60	No	15
AWG	Washington	Washington Municipal	General	75	Yes	
EBS	Webster City	Webster City Municipal	General	75	Yes	
Basic Service Airports						
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Basic	75	Yes	
4K6	Bloomfield	Bloomfield Municipal	Basic	60	Yes	
CNC	Chariton	Chariton Municipal	Basic	75	Yes	
ICL	Clarinda	Clarinda Municipal - Schenck Field	Basic	75	Yes	
CAV	Clarion	Clarion Municipal	Basic	60	Yes	
EGO	Emmetsburg	Emmetsburg Municipal	Basic	60	Yes	
FSW	Fort Madison	Fort Madison Municipal	Basic	75	Yes	
GFZ	Greenfield	Greenfield Municipal	Basic	60	Yes	
EFW	Jefferson	Jefferson Municipal	Basic	75	Yes	
LWD	Lamoni	Lamoni Municipal	Basic	60	Yes	
C27	Manchester	Manchester Municipal	Basic	50	No	10
C17	Marion	Marion	Basic	100	Yes	
POH	Pocahontas	Pocahontas Municipal	Basic	60	Yes	
RRO	Rock Rapids	Rock Rapids Municipal	Basic	50	No	10
SKI	Sac City	Sac City Municipal	Basic	75	Yes	

## Appendix D, Facility and Service Objectives

FAA ID	Associated City	Airport Name	2020 Role	Primary Runway Width (feet)	Meets Primary Runway Width Objective	Improvement Needed to Meet Objective
ISB	Sibley	Sibley Municipal	Basic	50	No	10
C25	Waverly	Waverly Municipal	Basic	60	Yes	
3Y2	West Union	West Union Municipal - George L. Scott	Basic	60	Yes	
3Y3	Winterset	Winterset Municipal	Basic	50	No	10
Local Service Airports						
4C7	Ackley	Ackley Municipal	Local	100	Yes	
4C8	Albia	Albia Municipal	Local	60	Yes	
K98	Allison	Allison Municipal	Local	175	Yes	
C11	Amana	Amana	Local	95	Yes	
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	Local	95	Yes	
ADU	Audubon	Audubon County	Local	60	Yes	
Y46	Bedford	Bedford Municipal	Local	100	Yes	
Y48	Belmond	Belmond Municipal	Local	95	Yes	
CRZ	Corning	Corning Municipal	Local	50	Yes	
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Local	50	Yes	
IA8	Dyersville	Dyersville Area	Local	120	Yes	
EAG	Eagle Grove	Eagle Grove Municipal	Local	60	Yes	
27P	Eldora	Eldora	Local	100	Yes	
I27	Elkader	Elkader	Local	75	Yes	
6K7	Grundy Center	Grundy Center Municipal	Local	60	Yes	
GCT	Guthrie Center	Guthrie County Regional	Local	60	Yes	
0K7	Humboldt	Humboldt Municipal	Local	60	Yes	
IDG	Ida Grove	Ida Grove Municipal	Local	50	Yes	
6K9	Keosauqua	Keosauqua Municipal	Local	100	Yes	
0Y6	Lake Mills	Lake Mills Municipal	Local	100	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Primary Runway Width (feet)	Meets Primary Runway Width Objective	Improvement Needed to Meet Objective
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Local	100	Yes	
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Local	60	Yes	
OQW	Maquoketa	Maquoketa Municipal	Local	60	Yes	
4D8	Milford	Milford Municipal – Fuller	Local	50	Yes	
7C3	Monona	Monona Municipal	Local	120	Yes	
7C5	Montezuma	Montezuma Sig Field	Local	105	Yes	
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	Local	120	Yes	10
1Y5	New Hampton	New Hampton Municipal	Local	75	Yes	
5D2	Northwood	Northwood Municipal	Local	100	Yes	
D02	Osage	Osage Municipal	Local	50	Yes	
1Y9	Paullina	Paullina Municipal	Local	120	Yes	22
8Y8	Ringsted	Peltz Field	Local	80	Yes	
2Y4	Rockwell City	Rockwell City Municipal	Local	60	Yes	
0F3	Spirit Lake	Spirit Lake Municipal	Local	50	Yes	
8C2	Sully	Sully Municipal	Local	120	Yes	
8C4	Tipton	Tipton Municipal - Mathews Memorial	Local	60	Yes	
8C5	Toledo	Toledo Municipal	Local	100	Yes	
8C6	Traer	Traer Municipal	Local	100	Yes	
Y01	Waukon	Waukon Municipal	Local	60	Yes	
3Y4	Woodbine	Woodbine Municipal	Local	95	Yes	

Source: FAA 5010 Records

**Table D-4: Taxiway Type**

FAA ID	Associated City	Airport Name	2020 Role	Taxiway Type	Meets Taxiway Type Objective	Improvement Needed to Meet Objective
<b>Commercial Service Airports</b>						
BRL	Burlington	Southeast Iowa Regional	Commercial	Full Parallel	Yes	
CID	Cedar Rapids	Eastern Iowa	Commercial	Full Parallel	Yes	
DSM	Des Moines	Des Moines International	Commercial	Full Parallel	Yes	
DBQ	Dubuque	Dubuque Regional	Commercial	Full Parallel	Yes	
FOD	Fort Dodge	Fort Dodge Regional	Commercial	Full Parallel	Yes	
MCW	Mason City	Mason City Municipal	Commercial	Full Parallel	Yes	
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Commercial	Full Parallel	Yes	
ALO	Waterloo	Waterloo Regional	Commercial	Full Parallel	Yes	
<b>Enhanced Service Airports</b>						
AMW	Ames	Ames Municipal	Enhanced	Full Parallel	Yes	
IKV	Ankeny	Ankeny Regional	Enhanced	Full Parallel	Yes	
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Enhanced	Full Parallel	Yes	
CWI	Clinton	Clinton Municipal	Enhanced	Full Parallel	Yes	
CBF	Council Bluffs	Council Bluffs Municipal	Enhanced	Full Parallel	Yes	
DVN	Davenport	Davenport Municipal	Enhanced	Full Parallel	Yes	
FFL	Fairfield	Fairfield Municipal	Enhanced	Full Parallel	Yes	
IIB	Independence	Independence Municipal - James H Connell Field	Enhanced	Full Parallel	Yes	
IOW	Iowa City	Iowa City Municipal	Enhanced	Full Parallel	Yes	
EOK	Keokuk	Keokuk Municipal	Enhanced	Full Parallel	Yes	
MIW	Marshalltown	Marshalltown Municipal	Enhanced	Full Parallel	Yes	
SXX	Maurice	Sioux County Regional	Enhanced	Full Parallel	Yes	
MUT	Muscatine	Muscatine Municipal	Enhanced	Full Parallel	Yes	
TNU	Newton	Newton Municipal-Earl Johnson Field	Enhanced	Full Parallel	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Taxiway Type	Meets Taxiway Type Objective	Improvement Needed to Meet Objective
OTM	Ottumwa	Ottumwa Regional	Enhanced	Full Parallel	Yes	
SPW	Spencer	Spencer Municipal	Enhanced	Full Parallel	Yes	
General Service Airports						
AXA	Algona	Algona Municipal	General	Both Runway Ends (Turnarounds Meet Standards)	Yes	
AIO	Atlantic	Atlantic Municipal	General	Partial Parallel	Yes	
BNW	Boone	Boone Municipal	General	Full Parallel	Yes	
TVK	Centerville	Centerville Municipal	General	Both Runway Ends (Meet Standards)	Yes	
CCY	Charles City	Northeast Iowa Regional	General	Partial Parallel	Yes	
CKP	Cherokee	Cherokee County Regional	General	Partial Parallel	Yes	
CSQ	Creston	Creston Municipal	General	Both Runway Ends (Turnarounds Meet Standards)	Yes	
DEH	Decorah	Decorah Municipal	General	Partial Parallel	Yes	
DNS	Denison	Denison Municipal	General	Both Runway Ends (Turnarounds Meet Standards)	Yes	
EST	Estherville	Estherville Municipal	General	Both Runway Ends (Turnarounds Meet Standards)	Yes	
FXY	Forest City	Forest City Municipal	General	Partial Parallel	Yes	
GGI	Grinnell	Grinnell Regional	General	Runway 31 Meets Standards, Runway 13 Turnaround Does Not Meet Standards	No	Update Runway 13 Turnaround to Meet Standards
HPT	Hampton	Hampton Municipal	General	Both Runway Ends (Turnarounds Do Not Meet Standards)	No	Update Turnarounds to Meet Standards
HNR	Harlan	Harlan Municipal	General	Partial Parallel	Yes	
IFA	Iowa Falls	Iowa Falls Municipal	General	Partial Parallel	Yes	
OXV	Knoxville	Knoxville Municipal	General	Full Parallel	Yes	

## Appendix D, Facility and Service Objectives

FAA ID	Associated City	Airport Name	2020 Role	Taxiway Type	Meets Taxiway Type Objective	Improvement Needed to Meet Objective
LRJ	Le Mars	Le Mars Municipal	General	Both Runway Ends (Turnarounds Do Not Meet Standards)	No	Update Turnarounds to Meet Standards
MXO	Monticello	Monticello Regional	General	Full Parallel	Yes	
MPZ	Mount Pleasant	Mount Pleasant Municipal	General	Both Runway Ends (Turnarounds Do Not Meet Standards)	No	Update Turnarounds to Meet Standards
OLZ	Oelwein	Oelwein Municipal	General	Partial Parallel, Runway 13 Turnaround Does Not Meet Standard	No	Update Runway 13 Turnaround to Meet Standards
I75	Osceola	Osceola Municipal	General	Both Runway Ends (Turnarounds Do Not Meet Standards)	No	Update Turnarounds to Meet Standards
OOA	Oskaloosa	Oskaloosa Municipal	General	Full Parallel	Yes	
PEA	Pella	Pella Municipal	General	Both Runway Ends (Turnarounds Meet Standards)	Yes	
PRO	Perry	Perry Municipal	General	Both Runway Ends (Turnarounds Do Not Meet Standards)	No	Update Turnarounds to Meet Standards
RDK	Red Oak	Red Oak Municipal	General	Partial Parallel	Yes	
SHL	Sheldon	Sheldon Regional	General	Both Runway Ends (Turnarounds Meet Standards)	Yes	
SDA	Shenandoah	Shenandoah Municipal	General	Partial Parallel	Yes	
SLB	Storm Lake	Storm Lake Municipal	General	Connecting	Yes	
VTI	Vinton	Vinton Veterans Memorial Airpark	General	Connecting	Yes	
AWG	Washington	Washington Municipal	General	Both Runway Ends	Yes	
EBS	Webster City	Webster City Municipal	General	Partial Parallel	Yes	
Basic Service Airports						
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Basic	Connecting	Yes	
4K6	Bloomfield	Bloomfield Municipal	Basic	Both Runway Ends	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Taxiway Type	Meets Taxiway Type Objective	Improvement Needed to Meet Objective
CNC	Chariton	Chariton Municipal	Basic	Both Runway Ends	Yes	
ICL	Clarinda	Clarinda Municipal - Schenck Field	Basic	Both Runway Ends	Yes	
CAV	Clarion	Clarion Municipal	Basic	Connecting	Yes	
EGO	Emmetsburg	Emmetsburg Municipal	Basic	Connecting	Yes	
FSW	Fort Madison	Fort Madison Municipal	Basic	Both Runway Ends	Yes	
GFZ	Greenfield	Greenfield Municipal	Basic	Both Runway Ends	Yes	
EFW	Jefferson	Jefferson Municipal	Basic	Both Runway Ends	Yes	
LWD	Lamoni	Lamoni Municipal	Basic	One Runway End	Yes	
C27	Manchester	Manchester Municipal	Basic	Connecting	Yes	
C17	Marion	Marion	Basic	Connecting	Yes	
POH	Pocahontas	Pocahontas Municipal	Basic	Connecting	Yes	
RRQ	Rock Rapids	Rock Rapids Municipal	Basic	Both Runway Ends	Yes	
SKI	Sac City	Sac City Municipal	Basic	Connecting	Yes	
ISB	Sibley	Sibley Municipal	Basic	Both Runway Ends	Yes	
C25	Waverly	Waverly Municipal	Basic	Both Runway Ends	Yes	
3Y2	West Union	West Union Municipal - George L Scott	Basic	Connecting	Yes	
3Y3	Winterset	Winterset Municipal	Basic	Connecting	Yes	
Local Service Airports						
4C7	Ackley	Ackley Municipal	Local	No Supporting Taxiway	Not an Objective	
4C8	Albia	Albia Municipal	Local	Both Runway Ends	Not an Objective	
K98	Allison	Allison Municipal	Local	No Supporting Taxiway	Not an Objective	
C11	Amana	Amana	Local	No Supporting Taxiway	Not an Objective	
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	Local	No Supporting Taxiway	Not an Objective	
ADU	Audubon	Audubon County	Local	Partial Parallel	Not an Objective	
Y46	Bedford	Bedford Municipal	Local	No Supporting Taxiway	Not an Objective	

## Appendix D, Facility and Service Objectives

FAA ID	Associated City	Airport Name	2020 Role	Taxiway Type	Meets Taxiway Type Objective	Improvement Needed to Meet Objective
Y48	Belmond	Belmond Municipal	Local	No Supporting Taxiway	Not an Objective	
CRZ	Corning	Corning Municipal	Local	No Runway End	Not an Objective	
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Local	Connecting	Not an Objective	
IA8	Dyersville	Dyersville Area	Local	No Supporting Taxiway	Not an Objective	
EAG	Eagle Grove	Eagle Grove Municipal	Local	Both Runway Ends	Not an Objective	
27P	Eldora	Eldora	Local	No Supporting Taxiway	Not an Objective	
I27	Elkader	Elkader	Local	No Supporting Taxiway	Not an Objective	
6K7	Grundy Center	Grundy Center Municipal	Local	No Supporting Taxiway	Not an Objective	
GCT	Guthrie Center	Guthrie County Regional	Local	Connecting	Not an Objective	
OK7	Humboldt	Humboldt Municipal	Local	Both Runway Ends	Not an Objective	
IDG	Ida Grove	Ida Grove Municipal	Local	Both Runway Ends	Not an Objective	
6K9	Keosauqua	Keosauqua Municipal	Local	No Supporting Taxiway	Not an Objective	
0Y6	Lake Mills	Lake Mills Municipal	Local	No Supporting Taxiway	Not an Objective	
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Local	No Supporting Taxiway	Not an Objective	
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Local	Both Runway Ends	Not an Objective	
OOW	Maquoketa	Maquoketa Municipal	Local	Partial Parallel	Not an Objective	
4D8	Milford	Milford Municipal – Fuller	Local	No Runway End	Not an Objective	
7C3	Monona	Monona Municipal	Local	No Supporting Taxiway	Not an Objective	
7C5	Montezuma	Montezuma Sig Field	Local	No Supporting Taxiway	Not an Objective	
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	Local	No Runway End	Not an Objective	
1Y5	New Hampton	New Hampton Municipal	Local	No Runway End	Not an Objective	
5D2	Northwood	Northwood Municipal	Local	No Supporting Taxiway	Not an Objective	
D02	Osage	Osage Municipal	Local	One Runway End	Not an Objective	
1Y9	Paullina	Paullina Municipal	Local	Both Runway Ends	Not an Objective	
8Y8	Ringsted	Peltz Field	Local	No Supporting Taxiway	Not an Objective	

FAA ID	Associated City	Airport Name	2020 Role	Taxiway Type	Meets Taxiway Type Objective	Improvement Needed to Meet Objective
2Y4	Rockwell City	Rockwell City Municipal	Local	Both Runway Ends	Not an Objective	
0F3	Spirit Lake	Spirit Lake Municipal	Local	One Runway End	Not an Objective	
8C2	Sully	Sully Municipal	Local	No Supporting Taxiway	Not an Objective	
8C4	Tipton	Tipton Municipal - Mathews Memorial	Local	Both Runway Ends	Not an Objective	
8C5	Toledo	Toledo Municipal	Local	No Supporting Taxiway	Not an Objective	
8C6	Traer	Traer Municipal	Local	No Supporting Taxiway	Not an Objective	
Y01	Waukon	Waukon Municipal	Local	Connecting	Not an Objective	
3Y4	Woodbine	Woodbine Municipal	Local	No Supporting Taxiway	Not an Objective	

Source: FAA 5010 Records, FAA

**Table D-5: Approach Type**

FAA ID	Associated City	Airport Name	2020 Role	Approach Type	Meets Approach Type Objective	Improvement Needed to Meet Objective
Commercial Service Airports						
BRL	Burlington	Southeast Iowa Regional	Commercial	ILS	Yes	
CID	Cedar Rapids	Eastern Iowa	Commercial	ILS	Yes	
DSM	Des Moines	Des Moines International	Commercial	ILS	Yes	
DBQ	Dubuque	Dubuque Regional	Commercial	ILS	Yes	
FOD	Fort Dodge	Fort Dodge Regional	Commercial	ILS	Yes	
MCW	Mason City	Mason City Municipal	Commercial	ILS	Yes	
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Commercial	ILS	Yes	
ALO	Waterloo	Waterloo Regional	Commercial	ILS	Yes	
Enhanced Service Airports						
AMW	Ames	Ames Municipal	Enhanced	ILS	Yes	
IKV	Ankeny	Ankeny Regional	Enhanced	ILS	Yes	
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Enhanced	LPV	Yes	
CWI	Clinton	Clinton Municipal	Enhanced	ILS	Yes	
CBF	Council Bluffs	Council Bluffs Municipal	Enhanced	ILS	Yes	
DVN	Davenport	Davenport Municipal	Enhanced	ILS	Yes	
FFL	Fairfield	Fairfield Municipal	Enhanced	LPV	Yes	
IIB	Independence	Independence Municipal - James H Connell Field	Enhanced	LPV	Yes	
IOW	Iowa City	Iowa City Municipal	Enhanced	LPV	Yes	
EOK	Keokuk	Keokuk Municipal	Enhanced	ILS	Yes	
MIW	Marshalltown	Marshalltown Municipal	Enhanced	LPV	Yes	
SXK	Maurice	Sioux County Regional	Enhanced	LPV	Yes	
MUT	Muscatine	Muscatine Municipal	Enhanced	ILS	Yes	
TNU	Newton	Newton Municipal-Earl Johnson Field	Enhanced	ILS	Yes	
OTM	Ottumwa	Ottumwa Regional	Enhanced	ILS	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Approach Type	Meets Approach Type Objective	Improvement Needed to Meet Objective
SPW	Spencer	Spencer Municipal	Enhanced	ILS	Yes	
General Service Airports						
AXA	Algona	Algona Municipal	General	Non-Precision	Yes	
AIO	Atlantic	Atlantic Municipal	General	LPV	Yes	
BNW	Boone	Boone Municipal	General	LPV	Yes	
TVK	Centerville	Centerville Municipal	General	LPV	Yes	
CCY	Charles City	Northeast Iowa Regional	General	LPV	Yes	
CKP	Cherokee	Cherokee County Regional	General	LPV	Yes	
CSQ	Creston	Creston Municipal	General	LPV	Yes	
DEH	Decorah	Decorah Municipal	General	LPV	Yes	
DNS	Denison	Denison Municipal	General	LPV	Yes	
EST	Estherville	Estherville Municipal	General	LPV	Yes	
FXY	Forest City	Forest City Municipal	General	LPV	Yes	
GGI	Grinnell	Grinnell Regional	General	LPV	Yes	
HPT	Hampton	Hampton Municipal	General	LPV	Yes	
HNR	Harlan	Harlan Municipal	General	Non-Precision	Yes	
IFA	Iowa Falls	Iowa Falls Municipal	General	LPV	Yes	
OXV	Knoxville	Knoxville Municipal	General	LPV	Yes	
LRJ	Le Mars	Le Mars Municipal	General	LPV	Yes	
MXO	Monticello	Monticello Regional	General	Non-Precision	Yes	
MPZ	Mount Pleasant	Mount Pleasant Municipal	General	LPV	Yes	
OLZ	Oelwein	Oelwein Municipal	General	Non-Precision	Yes	
I75	Osceola	Osceola Municipal	General	LPV	Yes	
OOA	Oskaloosa	Oskaloosa Municipal	General	LPV	Yes	
PEA	Pella	Pella Municipal	General	LPV	Yes	

## Appendix D, Facility and Service Objectives

FAA ID	Associated City	Airport Name	2020 Role	Approach Type	Meets Approach Type Objective	Improvement Needed to Meet Objective
PRO	Perry	Perry Municipal	General	LPV	Yes	
RDK	Red Oak	Red Oak Municipal	General	LPV	Yes	
SHL	Sheldon	Sheldon Regional	General	LPV	Yes	
SDA	Shenandoah	Shenandoah Municipal	General	LPV	Yes	
SLB	Storm Lake	Storm Lake Municipal	General	LPV	Yes	
VTI	Vinton	Vinton Veterans Memorial Airpark	General	LPV	Yes	
AWG	Washington	Washington Municipal	General	LPV	Yes	
EBS	Webster City	Webster City Municipal	General	LPV	Yes	
Basic Service Airports						
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Basic	LPV	Yes	
4K6	Bloomfield	Bloomfield Municipal	Basic	Non-Precision	Yes	
CNC	Chariton	Chariton Municipal	Basic	Non-Precision	Yes	
ICL	Clarinda	Clarinda Municipal - Schenck Field	Basic	LPV	Yes	
CAV	Clarion	Clarion Municipal	Basic	LPV	Yes	
EGQ	Emmetsburg	Emmetsburg Municipal	Basic	Non-Precision	Yes	
FSW	Fort Madison	Fort Madison Municipal	Basic	LPV	Yes	
GFZ	Greenfield	Greenfield Municipal	Basic	LPV	Yes	
EFW	Jefferson	Jefferson Municipal	Basic	LPV	Yes	
LWD	Lamoni	Lamoni Municipal	Basic	Non-Precision	Yes	
C27	Manchester	Manchester Municipal	Basic	Visual Only	Yes	
C17	Marion	Marion	Basic	Visual Only	Yes	
POH	Pocahontas	Pocahontas Municipal	Basic	LPV	Yes	
RRQ	Rock Rapids	Rock Rapids Municipal	Basic	Non-Precision	Yes	
SKI	Sac City	Sac City Municipal	Basic	LPV	Yes	
ISB	Sibley	Sibley Municipal	Basic	Non-Precision	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Approach Type	Meets Approach Type Objective	Improvement Needed to Meet Objective
C25	Waverly	Waverly Municipal	Basic	Non-Precision	Yes	
3Y2	West Union	West Union Municipal - George L Scott	Basic	LPV	Yes	
3Y3	Winterset	Winterset Municipal	Basic	Non-Precision	Yes	
Local Service Airports						
4C7	Ackley	Ackley Municipal	Local	Visual Only	Yes	
4C8	Albia	Albia Municipal	Local	LPV	Yes	
K98	Allison	Allison Municipal	Local	Visual Only	Yes	
C11	Amana	Amana	Local	Visual Only	Yes	
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	Local	Visual Only	Yes	
ADU	Audubon	Audubon County	Local	Non-Precision	Yes	
Y46	Bedford	Bedford Municipal	Local	Visual Only	Yes	
Y48	Belmond	Belmond Municipal	Local	Visual Only	Yes	
CRZ	Corning	Corning Municipal	Local	Non-Precision	Yes	
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Local	Non-Precision	Yes	
IA8	Dyersville	Dyersville Area	Local	Visual Only	Yes	
EAG	Eagle Grove	Eagle Grove Municipal	Local	LPV	Yes	
27P	Eldora	Eldora	Local	Visual Only	Yes	
I27	Elkader	Elkader	Local	Visual Only	Yes	
6K7	Grundy Center	Grundy Center Municipal	Local	Visual Only	Yes	
GCT	Guthrie Center	Guthrie County Regional	Local	LPV	Yes	
0K7	Humboldt	Humboldt Municipal	Local	Visual Only	Yes	
IDG	Ida Grove	Ida Grove Municipal	Local	Visual Only	Yes	
6K9	Keosauqua	Keosauqua Municipal	Local	Visual Only	Yes	
0Y6	Lake Mills	Lake Mills Municipal	Local	Visual Only	Yes	
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Local	Visual Only	Yes	

## Appendix D, Facility and Service Objectives

FAA ID	Associated City	Airport Name	2020 Role	Approach Type	Meets Approach Type Objective	Improvement Needed to Meet Objective
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Local	Non-Precision	Yes	
OQW	Maquoketa	Maquoketa Municipal	Local	LPV	Yes	
4D8	Milford	Milford Municipal – Fuller	Local	Non-Precision	Yes	
7C3	Monona	Monona Municipal	Local	Visual Only	Yes	
7C5	Montezuma	Montezuma Sig Field	Local	Visual Only	Yes	
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	Local	Visual Only	Yes	
1Y5	New Hampton	New Hampton Municipal	Local	Visual Only	Yes	
5D2	Northwood	Northwood Municipal	Local	Visual Only	Yes	
D02	Osage	Osage Municipal	Local	Visual Only	Yes	
1Y9	Paullina	Paullina Municipal	Local	Visual Only	Yes	
8Y8	Ringsted	Peltz Field	Local	Visual Only	Yes	
2Y4	Rockwell City	Rockwell City Municipal	Local	Visual Only	Yes	
0F3	Spirit Lake	Spirit Lake Municipal	Local	Visual Only	Yes	
8C2	Sully	Sully Municipal	Local	Visual Only	Yes	
8C4	Tipton	Tipton Municipal - Mathews Memorial	Local	Non-Precision	Yes	
8C5	Toledo	Toledo Municipal	Local	Visual Only	Yes	
8C6	Traer	Traer Municipal	Local	Visual Only	Yes	
Y01	Waukon	Waukon Municipal	Local	Visual Only	Yes	
3Y4	Woodbine	Woodbine Municipal	Local	Visual Only	Yes	

Source: FAA 5010 Records

**Table D-6: Runway Lighting**

FAA ID	Associated City	Airport Name	2020 Role	Runway Lighting	Meets Runway Lighting Objective	Improvement Needed to Meet Objective
Commercial Service Airports						
BRL	Burlington	Southeast Iowa Regional	Commercial	HIGH	Yes	
CID	Cedar Rapids	Eastern Iowa	Commercial	HIGH	Yes	
DSM	Des Moines	Des Moines International	Commercial	HIGH	Yes	
DBQ	Dubuque	Dubuque Regional	Commercial	HIGH	Yes	
FOD	Fort Dodge	Fort Dodge Regional	Commercial	HIGH	Yes	
MCW	Mason City	Mason City Municipal	Commercial	HIGH	Yes	
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Commercial	HIGH	Yes	
ALO	Waterloo	Waterloo Regional	Commercial	HIGH	Yes	
Enhanced Service Airports						
AMW	Ames	Ames Municipal	Enhanced	MED	Yes	
IKV	Ankeny	Ankeny Regional	Enhanced	MED	Yes	
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Enhanced	MED	Yes	
CWI	Clinton	Clinton Municipal	Enhanced	HIGH	Yes	
CBF	Council Bluffs	Council Bluffs Municipal	Enhanced	HIGH	Yes	
DVN	Davenport	Davenport Municipal	Enhanced	HIGH	Yes	
FFL	Fairfield	Fairfield Municipal	Enhanced	MED	Yes	
IIB	Independence	Independence Municipal - James H Connell Field	Enhanced	MED	Yes	
IOW	Iowa City	Iowa City Municipal	Enhanced	MED	Yes	
EOK	Keokuk	Keokuk Municipal	Enhanced	MED	Yes	
MIW	Marshalltown	Marshalltown Municipal	Enhanced	MED	Yes	
SXK	Maurice	Sioux County Regional	Enhanced	MED	Yes	
MUT	Muscatine	Muscatine Municipal	Enhanced	MED	Yes	
TNU	Newton	Newton Municipal-Earl Johnson Field	Enhanced	MED	Yes	
OTM	Ottumwa	Ottumwa Regional	Enhanced	HIGH	Yes	

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FAA ID	Associated City	Airport Name	2020 Role	Runway Lighting	Meets Runway Lighting Objective	Improvement Needed to Meet Objective
SPW	Spencer	Spencer Municipal	Enhanced	MED	Yes	
General Service Airports						
AXA	Algona	Algona Municipal	General	MED	Yes	
AIO	Atlantic	Atlantic Municipal	General	MED	Yes	
BNW	Boone	Boone Municipal	General	MED	Yes	
TVK	Centerville	Centerville Municipal	General	MED	Yes	
CCY	Charles City	Northeast Iowa Regional	General	MED	Yes	
CKP	Cherokee	Cherokee County Regional	General	MED	Yes	
CSQ	Creston	Creston Municipal	General	MED	Yes	
DEH	Decorah	Decorah Municipal	General	MED	Yes	
DNS	Denison	Denison Municipal	General	MED	Yes	
EST	Estherville	Estherville Municipal	General	MED	Yes	
FXY	Forest City	Forest City Municipal	General	MED	Yes	
GGI	Grinnell	Grinnell Regional	General	MED	Yes	
HPT	Hampton	Hampton Municipal	General	MED	Yes	
HNR	Harlan	Harlan Municipal	General	MED	Yes	
IFA	Iowa Falls	Iowa Falls Municipal	General	MED	Yes	
OXV	Knoxville	Knoxville Municipal	General	MED	Yes	
LRJ	Le Mars	Le Mars Municipal	General	MED	Yes	
MXO	Monticello	Monticello Regional	General	MED	Yes	
MPZ	Mount Pleasant	Mount Pleasant Municipal	General	MED	Yes	
OLZ	Oelwein	Oelwein Municipal	General	MED	Yes	
I75	Osceola	Osceola Municipal	General	MED	Yes	
OOA	Oskaloosa	Oskaloosa Municipal	General	MED	Yes	
PEA	Pella	Pella Municipal	General	MED	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Runway Lighting	Meets Runway Lighting Objective	Improvement Needed to Meet Objective
PRO	Perry	Perry Municipal	General	MED	Yes	
RDK	Red Oak	Red Oak Municipal	General	MED	Yes	
SHL	Sheldon	Sheldon Regional	General	MED	Yes	
SDA	Shenandoah	Shenandoah Municipal	General	MED	Yes	
SLB	Storm Lake	Storm Lake Municipal	General	MED	Yes	
VTI	Vinton	Vinton Veterans Memorial Airpark	General	MED	Yes	
AWG	Washington	Washington Municipal	General	MED	Yes	
EBS	Webster City	Webster City Municipal	General	MED	Yes	
Basic Service Airports						
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Basic	MED	Yes	
4K6	Bloomfield	Bloomfield Municipal	Basic	MED	Yes	
CNC	Chariton	Chariton Municipal	Basic	MED	Yes	
ICL	Clarinda	Clarinda Municipal - Schenck Field	Basic	MED	Yes	
CAV	Clarion	Clarion Municipal	Basic	MED	Yes	
EGQ	Emmetsburg	Emmetsburg Municipal	Basic	MED	Yes	
FSW	Fort Madison	Fort Madison Municipal	Basic	MED	Yes	
GFZ	Greenfield	Greenfield Municipal	Basic	MED	Yes	
EFW	Jefferson	Jefferson Municipal	Basic	MED	Yes	
LWD	Lamoni	Lamoni Municipal	Basic	MED	Yes	
C27	Manchester	Manchester Municipal	Basic	LOW	Yes	
C17	Marion	Marion	Basic	NSTD	No	Install Low Intensity Lighting
POH	Pocahontas	Pocahontas Municipal	Basic	MED	Yes	
RRO	Rock Rapids	Rock Rapids Municipal	Basic	MED	Yes	
SKI	Sac City	Sac City Municipal	Basic	MED	Yes	
ISB	Sibley	Sibley Municipal	Basic	NSTD	No	Install Low Intensity Lighting

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FAA ID	Associated City	Airport Name	2020 Role	Runway Lighting	Meets Runway Lighting Objective	Improvement Needed to Meet Objective
C25	Waverly	Waverly Municipal	Basic	MED	Yes	
3Y2	West Union	West Union Municipal - George L. Scott	Basic	MED	Yes	
3Y3	Winterset	Winterset Municipal	Basic	NSTD	No	Install Low Intensity Lighting
Local Service Airports						
4C7	Ackley	Ackley Municipal	Local	NONE	Not an Objective	
4C8	Albia	Albia Municipal	Local	MED	Not an Objective	
K98	Allison	Allison Municipal	Local	NONE	Not an Objective	
C11	Amana	Amana	Local	NONE	Not an Objective	
Y43	Anita	Anita Municipal - Kevin Burke Memorial Field	Local	LOW	Not an Objective	
ADU	Audubon	Audubon County	Local	MED	Not an Objective	
Y46	Bedford	Bedford Municipal	Local	NONE	Not an Objective	
Y48	Belmond	Belmond Municipal	Local	NSTD	Not an Objective	
CRZ	Corning	Corning Municipal	Local	MED	Not an Objective	
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Local	LOW	Not an Objective	
IA8	Dyersville	Dyersville Area	Local	NSTD	Not an Objective	
EAG	Eagle Grove	Eagle Grove Municipal	Local	MED	Not an Objective	
27P	Eldora	Eldora	Local	NONE	Not an Objective	
I27	Elkader	Elkader	Local	NONE	Not an Objective	
6K7	Grundy Center	Grundy Center Municipal	Local	NONE	Not an Objective	
GCT	Guthrie Center	Guthrie County Regional	Local	MED	Not an Objective	
0K7	Humboldt	Humboldt Municipal	Local	MED	Not an Objective	
IDG	Ida Grove	Ida Grove Municipal	Local	LOW	Not an Objective	
6K9	Keosauqua	Keosauqua Municipal	Local	NONE	Not an Objective	
OY6	Lake Mills	Lake Mills Municipal	Local	LOW	Not an Objective	
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Local	LOW	Not an Objective	

FAA ID	Associated City	Airport Name	2020 Role	Runway Lighting	Meets Runway Lighting Objective	Improvement Needed to Meet Objective
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Local	LOW	Not an Objective	
OQW	Maquoketa	Maquoketa Municipal	Local	MED	Not an Objective	
4D8	Milford	Milford Municipal – Fuller	Local	LOW	Not an Objective	
7C3	Monona	Monona Municipal	Local	LOW	Not an Objective	
7C5	Montezuma	Montezuma Sig Field	Local	NONE	Not an Objective	
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	Local	NSTD	Not an Objective	
1Y5	New Hampton	New Hampton Municipal	Local	NONE	Not an Objective	
5D2	Northwood	Northwood Municipal	Local	LOW	Not an Objective	
D02	Osage	Osage Municipal	Local	MED	Not an Objective	
1Y9	Paullina	Paullina Municipal	Local	NSTD	Not an Objective	
8Y8	Ringsted	Peltz Field	Local	NONE	Not an Objective	
2Y4	Rockwell City	Rockwell City Municipal	Local	MED	Not an Objective	
0F3	Spirit Lake	Spirit Lake Municipal	Local	LOW	Not an Objective	
8C2	Sully	Sully Municipal	Local	NONE	Not an Objective	
8C4	Tipton	Tipton Municipal - Mathews Memorial	Local	MED	Not an Objective	
8C5	Toledo	Toledo Municipal	Local	NONE	Not an Objective	
8C6	Traer	Traer Municipal	Local	LOW	Not an Objective	
Y01	Waukon	Waukon Municipal	Local	NSTD	Not an Objective	
3Y4	Woodbine	Woodbine Municipal	Local	LOW	Not an Objective	

Source: Iowa Airport Managers, Iowa DOT

Table D-7: Taxiway Lighting

FAA ID	Associated City	Airport Name	2020 Role	Taxiway Lighting	Meets Taxiway Lighting Objective	Improvement Needed to Meet Objective
Commercial Service Airports						
BRL	Burlington	Southeast Iowa Regional	Commercial	High Intensity Taxiway Lights (HITL)	Yes	
CID	Cedar Rapids	Eastern Iowa	Commercial	Medium Intensity Taxiway Lights (MITL)	Yes	
DSM	Des Moines	Des Moines International	Commercial	High Intensity Taxiway Lights (HITL)	Yes	
DBQ	Dubuque	Dubuque Regional	Commercial	High Intensity Taxiway Lights (HITL)	Yes	
FOD	Fort Dodge	Fort Dodge Regional	Commercial	Medium Intensity Taxiway Lights (MITL)	Yes	
MCW	Mason City	Mason City Municipal	Commercial	Medium Intensity Taxiway Lights (MITL)	Yes	
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Commercial	High Intensity Taxiway Lights (HITL)	Yes	
ALO	Waterloo	Waterloo Regional	Commercial	High Intensity Taxiway Lights (HITL)	Yes	
Enhanced Service Airports						
AMW	Ames	Ames Municipal	Enhanced	High Intensity Taxiway Lights (HITL)	Yes	
IKV	Ankeny	Ankeny Regional	Enhanced	Medium Intensity Taxiway Lights (MITL)	Yes	
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Enhanced	Medium Intensity Taxiway Lights (MITL)	Yes	
CWI	Clinton	Clinton Municipal	Enhanced	Medium Intensity Taxiway Lights (MITL)	Yes	
CBF	Council Bluffs	Council Bluffs Municipal	Enhanced	Medium Intensity Taxiway Lights (MITL)	Yes	
DVN	Davenport	Davenport Municipal	Enhanced	Medium Intensity Taxiway Lights (MITL)	Yes	
FFL	Fairfield	Fairfield Municipal	Enhanced	Medium Intensity Taxiway Lights (MITL)	Yes	
IIB	Independence	Independence Municipal - James H Connell Field	Enhanced	High Intensity Taxiway Lights (HITL)	Yes	
IOW	Iowa City	Iowa City Municipal	Enhanced	Medium Intensity Taxiway Lights (MITL)	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Taxiway Lighting	Meets Taxiway Lighting Objective	Improvement Needed to Meet Objective
EOK	Keokuk	Keokuk Municipal	Enhanced	Medium Intensity Taxiway Lights (MITL)	Yes	
MIW	Marshalltown	Marshalltown Municipal	Enhanced	Medium Intensity Taxiway Lights (MITL)	Yes	
SXK	Maurice	Sioux County Regional	Enhanced	Medium Intensity Taxiway Lights (MITL)	Yes	
MUT	Muscatine	Muscatine Municipal	Enhanced	Medium Intensity Taxiway Lights (MITL)	Yes	
TNU	Newton	Newton Municipal-Earl Johnson Field	Enhanced	Medium Intensity Taxiway Lights (MITL)	Yes	
OTM	Ottumwa	Ottumwa Regional	Enhanced	Medium Intensity Taxiway Lights (MITL)	Yes	
SPW	Spencer	Spencer Municipal	Enhanced	High Intensity Taxiway Lights (HITL)	Yes	
General Service Airports						
AXA	Algona	Algona Municipal	General	Medium Intensity Taxiway Lights (MITL)	Yes	
AIO	Atlantic	Atlantic Municipal	General	Medium Intensity Taxiway Lights (MITL)	Yes	
BNW	Boone	Boone Municipal	General	Medium Intensity Taxiway Lights (MITL)	Yes	
TVK	Centerville	Centerville Municipal	General	Medium Intensity Taxiway Lights (MITL)	Yes	
CCY	Charles City	Northeast Iowa Regional	General	Medium Intensity Taxiway Lights (MITL)	Yes	
CKP	Cherokee	Cherokee County Regional	General	Medium Intensity Taxiway Lights (MITL)	Yes	
CSQ	Creston	Creston Municipal	General	Medium Intensity Taxiway Lights (MITL)	Yes	
DEH	Decorah	Decorah Municipal	General	Medium Intensity Taxiway Lights (MITL)	Yes	
DNS	Denison	Denison Municipal	General	Medium Intensity Taxiway Lights (MITL)	Yes	
EST	Estherville	Estherville Municipal	General	Medium Intensity Taxiway Lights (MITL)	Yes	
FXY	Forest City	Forest City Municipal	General	Medium Intensity Taxiway Lights (MITL)	Yes	

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FAA ID	Associated City	Airport Name	2020 Role	Taxiway Lighting	Meets Taxiway Lighting Objective	Improvement Needed to Meet Objective
GGI	Grinnell	Grinnell Regional	General	Medium Intensity Taxiway Lights (MITL)	Yes	
HPT	Hampton	Hampton Municipal	General	Medium Intensity Taxiway Lights (MITL)	Yes	
HNR	Harlan	Harlan Municipal	General	Medium Intensity Taxiway Lights (MITL)	Yes	
IFA	Iowa Falls	Iowa Falls Municipal	General	Medium Intensity Taxiway Lights (MITL)	Yes	
OXV	Knoxville	Knoxville Municipal	General	Medium Intensity Taxiway Lights (MITL)	Yes	
LRJ	Le Mars	Le Mars Municipal	General	Medium Intensity Taxiway Lights (MITL)	Yes	
MXO	Monticello	Monticello Regional	General	Medium Intensity Taxiway Lights (MITL)	Yes	
MPZ	Mount Pleasant	Mount Pleasant Municipal	General	Medium Intensity Taxiway Lights (MITL)	Yes	
OLZ	Oelwein	Oelwein Municipal	General	Medium Intensity Taxiway Lights (MITL)	Yes	
I75	Osceola	Osceola Municipal	General	Medium Intensity Taxiway Lights (MITL)	Yes	
OOA	Oskaloosa	Oskaloosa Municipal	General	Medium Intensity Taxiway Lights (MITL)	Yes	
PEA	Pella	Pella Municipal	General	Medium Intensity Taxiway Lights (MITL)	Yes	
PRO	Perry	Perry Municipal	General	Medium Intensity Taxiway Lights (MITL)	Yes	
RDK	Red Oak	Red Oak Municipal	General	Medium Intensity Taxiway Lights (MITL)	Yes	
SHL	Sheldon	Sheldon Regional	General	Medium Intensity Taxiway Lights (MITL)	Yes	
SDA	Shenandoah	Shenandoah Municipal	General	Medium Intensity Taxiway Lights (MITL)	Yes	
SLB	Storm Lake	Storm Lake Municipal	General	Medium Intensity Taxiway Lights (MITL)	Yes	
VTI	Vinton	Vinton Veterans Memorial Airpark	General	Medium Intensity Taxiway Lights (MITL)	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Taxiway Lighting	Meets Taxiway Lighting Objective	Improvement Needed to Meet Objective
AWG	Washington	Washington Municipal	General	Medium Intensity Taxiway Lights (MITL)	Yes	
EBS	Webster City	Webster City Municipal	General	Medium Intensity Taxiway Lights (MITL)	Yes	
Basic Service Airports						
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Basic	Medium Intensity Taxiway Lights (MITL)	Not an Objective	
4K6	Bloomfield	Bloomfield Municipal	Basic	Medium Intensity Taxiway Lights (MITL)	Not an Objective	
CNC	Chariton	Chariton Municipal	Basic	Medium Intensity Taxiway Lights (MITL)	Not an Objective	
ICL	Clarinda	Clarinda Municipal - Schenck Field	Basic	Medium Intensity Taxiway Lights (MITL)	Not an Objective	
CAV	Clarion	Clarion Municipal	Basic	Medium Intensity Taxiway Lights (MITL)	Not an Objective	
EGO	Emmetsburg	Emmetsburg Municipal	Basic	Medium Intensity Taxiway Lights (MITL)	Not an Objective	
FSW	Fort Madison	Fort Madison Municipal	Basic	Medium Intensity Taxiway Lights (MITL)	Not an Objective	
GFZ	Greenfield	Greenfield Municipal	Basic	Reflectors	Not an Objective	
EFW	Jefferson	Jefferson Municipal	Basic	Medium Intensity Taxiway Lights (MITL)	Not an Objective	
LWD	Lamoni	Lamoni Municipal	Basic	Medium Intensity Taxiway Lights (MITL)	Not an Objective	
C27	Manchester	Manchester Municipal	Basic	Low Intensity Taxiway Lights (LITL)	Not an Objective	
C17	Marion	Marion	Basic	Medium Intensity Taxiway Lights (MITL)	Not an Objective	
POH	Pocahontas	Pocahontas Municipal	Basic	Medium Intensity Taxiway Lights (MITL)	Not an Objective	
RRO	Rock Rapids	Rock Rapids Municipal	Basic	Medium Intensity Taxiway Lights (MITL)	Not an Objective	
SKI	Sac City	Sac City Municipal	Basic	Medium Intensity Taxiway Lights (MITL)	Not an Objective	
ISB	Sibley	Sibley Municipal	Basic	Medium Intensity Taxiway Lights (MITL)	Not an Objective	

## Appendix D, Facility and Service Objectives

FAA ID	Associated City	Airport Name	2020 Role	Taxiway Lighting	Meets Taxiway Lighting Objective	Improvement Needed to Meet Objective
C25	Waverly	Waverly Municipal	Basic	Medium Intensity Taxiway Lights (MITL)	Not an Objective	
3Y2	West Union	West Union Municipal - George L Scott	Basic	Medium Intensity Taxiway Lights (MITL)	Not an Objective	
3Y3	Winterset	Winterset Municipal	Basic	Medium Intensity Taxiway Lights (MITL)	Not an Objective	
Local Service Airports						
4C7	Ackley	Ackley Municipal	Local	None	Not an Objective	
4C8	Albia	Albia Municipal	Local	Low Intensity Taxiway Lights (LITL)	Not an Objective	
K98	Allison	Allison Municipal	Local	None	Not an Objective	
C11	Amana	Amana	Local	None	Not an Objective	
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	Local	None	Not an Objective	
ADU	Audubon	Audubon County	Local	Medium Intensity Taxiway Lights (MITL)	Not an Objective	
Y46	Bedford	Bedford Municipal	Local	None	Not an Objective	
Y48	Belmond	Belmond Municipal	Local	None	Not an Objective	
CRZ	Corning	Corning Municipal	Local	Medium Intensity Taxiway Lights (MITL)	Not an Objective	
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Local	None	Not an Objective	
IA8	Dyersville	Dyersville Area	Local	None	Not an Objective	
EAG	Eagle Grove	Eagle Grove Municipal	Local	Low Intensity Taxiway Lights (LITL)	Not an Objective	
27P	Eldora	Eldora	Local	None	Not an Objective	
I27	Elkader	Elkader	Local	None	Not an Objective	
6K7	Grundy Center	Grundy Center Municipal	Local	None	Not an Objective	
GCT	Guthrie Center	Guthrie County Regional	Local	Medium Intensity Taxiway Lights (MITL)	Not an Objective	
0K7	Humboldt	Humboldt Municipal	Local	Medium Intensity Taxiway Lights (MITL)	Not an Objective	
IDG	Ida Grove	Ida Grove Municipal	Local	Low Intensity Taxiway Lights (LITL)	Not an Objective	

FAA ID	Associated City	Airport Name	2020 Role	Taxiway Lighting	Meets Taxiway Lighting Objective	Improvement Needed to Meet Objective
6K9	Keosauqua	Keosauqua Municipal	Local	None	Not an Objective	
0Y6	Lake Mills	Lake Mills Municipal	Local	None	Not an Objective	
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Local	None	Not an Objective	
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Local	None	Not an Objective	
OOW	Maquoketa	Maquoketa Municipal	Local	None	Not an Objective	
4D8	Milford	Milford Municipal – Fuller	Local	Low Intensity Taxiway Lights (LITL)	Not an Objective	
7C3	Monona	Monona Municipal	Local	None	Not an Objective	
7C5	Montezuma	Montezuma Sig Field	Local	None	Not an Objective	
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	Local	None	Not an Objective	
1Y5	New Hampton	New Hampton Municipal	Local	None	Not an Objective	
5D2	Northwood	Northwood Municipal	Local	None	Not an Objective	
D02	Osage	Osage Municipal	Local	Medium Intensity Taxiway Lights (MITL)	Not an Objective	
1Y9	Paullina	Paullina Municipal	Local	Low Intensity Taxiway Lights (LITL)	Not an Objective	
8Y8	Ringsted	Peltz Field	Local	None	Not an Objective	
2Y4	Rockwell City	Rockwell City Municipal	Local	Medium Intensity Taxiway Lights (MITL)	Not an Objective	
0F3	Spirit Lake	Spirit Lake Municipal	Local	Low Intensity Taxiway Lights (LITL)	Not an Objective	
8C2	Sully	Sully Municipal	Local	None	Not an Objective	
8C4	Tipton	Tipton Municipal - Mathews Memorial	Local	Medium Intensity Taxiway Lights (MITL)	Not an Objective	
8C5	Toledo	Toledo Municipal	Local	None	Not an Objective	
8C6	Traer	Traer Municipal	Local	None	Not an Objective	
Y01	Waukon	Waukon Municipal	Local	None	Not an Objective	
3Y4	Woodbine	Woodbine Municipal	Local	None	Not an Objective	

Source: Iowa Airport Managers, Iowa DOT

**Table D-8: Visual Glide Slope Indicator**

FAA ID	Associated City	Airport Name	2020 Role	Visual Guidance Slope Indicator	Meets Visual Guidance Slope Indicator Objective	Improvement Needed to Meet Objective
Commercial Service Airports						
BRL	Burlington	Southeast Iowa Regional	Commercial	ILS	Yes	
CID	Cedar Rapids	Eastern Iowa	Commercial	ILS	Yes	
DSM	Des Moines	Des Moines International	Commercial	ILS	Yes	
DBQ	Dubuque	Dubuque Regional	Commercial	ILS	Yes	
FOD	Fort Dodge	Fort Dodge Regional	Commercial	ILS	Yes	
MCW	Mason City	Mason City Municipal	Commercial	ILS	Yes	
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Commercial	ILS	Yes	
ALO	Waterloo	Waterloo Regional	Commercial	ILS	Yes	
Enhanced Service Airports						
AMW	Ames	Ames Municipal	Enhanced	ILS	Yes	
IKV	Ankeny	Ankeny Regional	Enhanced	ILS	Yes	
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Enhanced	P2L / P2L	Yes	
CWI	Clinton	Clinton Municipal	Enhanced	ILS	Yes	
CBF	Council Bluffs	Council Bluffs Municipal	Enhanced	ILS	Yes	
DVN	Davenport	Davenport Municipal	Enhanced	ILS	Yes	
FFL	Fairfield	Fairfield Municipal	Enhanced	P4L / P4L	Yes	
IIB	Independence	Independence Municipal - James H Connell Field	Enhanced	P2L / P2L	Yes	
IOW	Iowa City	Iowa City Municipal	Enhanced	P4L / P4L	Yes	
EOK	Keokuk	Keokuk Municipal	Enhanced	ILS	Yes	
MIW	Marshalltown	Marshalltown Municipal	Enhanced	V4L / V4L	Yes	
SXK	Maurice	Sioux County Regional	Enhanced	P4L / P4L	Yes	
MUT	Muscatine	Muscatine Municipal	Enhanced	ILS	Yes	
TNU	Newton	Newton Municipal-Earl Johnson Field	Enhanced	ILS	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Visual Guidance Slope Indicator	Meets Visual Guidance Slope Indicator Objective	Improvement Needed to Meet Objective
OTM	Ottumwa	Ottumwa Regional	Enhanced	ILS	Yes	
SPW	Spencer	Spencer Municipal	Enhanced	ILS	Yes	
General Service Airports						
AXA	Algona	Algona Municipal	General	P2L / P2L	Yes	
AIO	Atlantic	Atlantic Municipal	General	P2L / P2L	Yes	
BNW	Boone	Boone Municipal	General	P2L / P2L	Yes	
TVK	Centerville	Centerville Municipal	General	P2L / P2L	Yes	
CCY	Charles City	Northeast Iowa Regional	General	P2L / P2L	Yes	
CKP	Cherokee	Cherokee County Regional	General	P2L / P2R	Yes	
CSQ	Creston	Creston Municipal	General	P2L / P2L	Yes	
DEH	Decorah	Decorah Municipal	General	P2L / V4L	Yes	
DNS	Denison	Denison Municipal	General	P2L / P2L	Yes	
EST	Estherville	Estherville Municipal	General	P4L / P4L	Yes	
FXY	Forest City	Forest City Municipal	General	P2L / P2L	Yes	
GGI	Grinnell	Grinnell Regional	General	P2L / P2L	Yes	
HPT	Hampton	Hampton Municipal	General	P2L / P2L	Yes	
HNR	Harlan	Harlan Municipal	General	P2L / P2L	Yes	
IFA	Iowa Falls	Iowa Falls Municipal	General	P2L / P2L	Yes	
OXV	Knoxville	Knoxville Municipal	General	P2L / P2L	Yes	
LRJ	Le Mars	Le Mars Municipal	General	P2L / P2R	Yes	
MXO	Monticello	Monticello Regional	General	P2L / P2L	Yes	
MPZ	Mount Pleasant	Mount Pleasant Municipal	General	P2L / P2L	Yes	
OLZ	Oelwein	Oelwein Municipal	General	/	No	Install Visual Guidance Slope Indicators
I75	Osceola	Osceola Municipal	General	P2L / P2L	Yes	

**Appendix D, Facility and Service Objectives**

FAA ID	Associated City	Airport Name	2020 Role	Visual Guidance Slope Indicator	Meets Visual Guidance Slope Indicator Objective	Improvement Needed to Meet Objective
OOA	Oskaloosa	Oskaloosa Municipal	General	P2L / P2L	Yes	
PEA	Pella	Pella Municipal	General	P2L / P2L	Yes	
PRO	Perry	Perry Municipal	General	P2L / P2L	Yes	
RDK	Red Oak	Red Oak Municipal	General	P2L / P2L	Yes	
SHL	Sheldon	Sheldon Regional	General	P2L / P2L	Yes	
SDA	Shenandoah	Shenandoah Municipal	General	P2L / P2L	Yes	
SLB	Storm Lake	Storm Lake Municipal	General	P2L / P2L	Yes	
VTI	Vinton	Vinton Veterans Memorial Airpark	General	P2L / P2L	Yes	
AWG	Washington	Washington Municipal	General	P2R / P2L	Yes	
EBS	Webster City	Webster City Municipal	General	P2L / P2L	Yes	
<b>Basic Service Airports</b>						
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Basic	None	Not an Objective	
4K6	Bloomfield	Bloomfield Municipal	Basic	P2L / P2L	Not an Objective	
CNC	Chariton	Chariton Municipal	Basic	V2L / P2L	Not an Objective	
ICL	Clarinda	Clarinda Municipal - Schenck Field	Basic	P2L / P2L	Not an Objective	
CAV	Clarion	Clarion Municipal	Basic	P2L / P2L	Not an Objective	
EGQ	Emmetsburg	Emmetsburg Municipal	Basic	P4L / P4L	Not an Objective	
FSW	Fort Madison	Fort Madison Municipal	Basic	/ P2L	Not an Objective	
GFZ	Greenfield	Greenfield Municipal	Basic	None	Not an Objective	
EFW	Jefferson	Jefferson Municipal	Basic	P2L / P2L	Not an Objective	
LWD	Lamoni	Lamoni Municipal	Basic	None	Not an Objective	
C27	Manchester	Manchester Municipal	Basic	None	Not an Objective	
C17	Marion	Marion	Basic	None	Not an Objective	
POH	Pocahontas	Pocahontas Municipal	Basic	P2L / P2L	Not an Objective	

FAA ID	Associated City	Airport Name	2020 Role	Visual Guidance Slope Indicator	Meets Visual Guidance Slope Indicator Objective	Improvement Needed to Meet Objective
RRQ	Rock Rapids	Rock Rapids Municipal	Basic	P2L / P2L	Not an Objective	
SKI	Sac City	Sac City Municipal	Basic	P2L / P2L	Not an Objective	
ISB	Sibley	Sibley Municipal	Basic	P2L / P2L	Not an Objective	
C25	Waverly	Waverly Municipal	Basic	P2L / P2L	Not an Objective	
3Y2	West Union	West Union Municipal - George L Scott	Basic	P2L / P2L	Not an Objective	
3Y3	Winterset	Winterset Municipal	Basic	P2L / P2L	Not an Objective	
Local Service Airports						
4C7	Ackley	Ackley Municipal	Local	None	Not an Objective	
4C8	Albia	Albia Municipal	Local	P2L / P2L	Not an Objective	
K98	Allison	Allison Municipal	Local	None	Not an Objective	
C11	Amana	Amana	Local	None	Not an Objective	
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	Local	None	Not an Objective	
ADU	Audubon	Audubon County	Local	P2L / P2L	Not an Objective	
Y46	Bedford	Bedford Municipal	Local	None	Not an Objective	
Y48	Belmond	Belmond Municipal	Local	None	Not an Objective	
CRZ	Corning	Corning Municipal	Local	None	Not an Objective	
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Local	None	Not an Objective	
IA8	Dyersville	Dyersville Area	Local	None	Not an Objective	
EAG	Eagle Grove	Eagle Grove Municipal	Local	None	Not an Objective	
27P	Eldora	Eldora	Local	None	Not an Objective	
I27	Elkader	Elkader	Local	None	Not an Objective	
6K7	Grundy Center	Grundy Center Municipal	Local	None	Not an Objective	
GCT	Guthrie Center	Guthrie County Regional	Local	P2L / P2L	Not an Objective	
OK7	Humboldt	Humboldt Municipal	Local	S2L / S2L	Not an Objective	
IDG	Ida Grove	Ida Grove Municipal	Local	None	Not an Objective	
6K9	Keosauqua	Keosauqua Municipal	Local	None	Not an Objective	

**Appendix D, Facility and Service Objectives**

FAA ID	Associated City	Airport Name	2020 Role	Visual Guidance Slope Indicator	Meets Visual Guidance Slope Indicator Objective	Improvement Needed to Meet Objective
0Y6	Lake Mills	Lake Mills Municipal	Local	None	Not an Objective	
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Local	None	Not an Objective	
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Local	None	Not an Objective	
OQW	Maquoketa	Maquoketa Municipal	Local	P2L / P2L	Not an Objective	
4D8	Milford	Milford Municipal – Fuller	Local	None	Not an Objective	
7C3	Monona	Monona Municipal	Local	None	Not an Objective	
7C5	Montezuma	Montezuma Sig Field	Local	None	Not an Objective	
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	Local	None	Not an Objective	
1Y5	New Hampton	New Hampton Municipal	Local	None	Not an Objective	
5D2	Northwood	Northwood Municipal	Local	None	Not an Objective	
D02	Osage	Osage Municipal	Local	None	Not an Objective	
1Y9	Paullina	Paullina Municipal	Local	None	Not an Objective	
8Y8	Ringsted	Peltz Field	Local	None	Not an Objective	
2Y4	Rockwell City	Rockwell City Municipal	Local	None	Not an Objective	
0F3	Spirit Lake	Spirit Lake Municipal	Local	None	Not an Objective	
8C2	Sully	Sully Municipal	Local	None	Not an Objective	
8C4	Tipton	Tipton Municipal - Mathews Memorial	Local	None	Not an Objective	
8C5	Toledo	Toledo Municipal	Local	None	Not an Objective	
8C6	Traer	Traer Municipal	Local	None	Not an Objective	
Y01	Waukon	Waukon Municipal	Local	None	Not an Objective	
3Y4	Woodbine	Woodbine Municipal	Local	None	Not an Objective	

Source: Iowa Airport Managers, Iowa DOT

**Table D-9: Runway End Identifier Lights**

FAA ID	Associated City	Airport Name	2020 Role	Runway End Identifier Lights	Meets Runway End Identifier Lights Objective	Improvement Needed to Meet Objective
<b>Commercial Service Airports</b>						
BRL	Burlington	Southeast Iowa Regional	Commercial	ILS	Yes	
CID	Cedar Rapids	Eastern Iowa	Commercial	ILS	Yes	
DSM	Des Moines	Des Moines International	Commercial	ILS	Yes	
DBQ	Dubuque	Dubuque Regional	Commercial	ILS	Yes	
FOD	Fort Dodge	Fort Dodge Regional	Commercial	ILS	Yes	
MCW	Mason City	Mason City Municipal	Commercial	ILS	Yes	
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Commercial	ILS	Yes	
ALO	Waterloo	Waterloo Regional	Commercial	ILS	Yes	
<b>Enhanced Service Airports</b>						
AMW	Ames	Ames Municipal	Enhanced	ILS	Yes	
IKV	Ankeny	Ankeny Regional	Enhanced	ILS	Yes	
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Enhanced	Both	Yes	
CWI	Clinton	Clinton Municipal	Enhanced	ILS	Yes	
CBF	Council Bluffs	Council Bluffs Municipal	Enhanced	ILS	Yes	
DVN	Davenport	Davenport Municipal	Enhanced	ILS	Yes	
FFL	Fairfield	Fairfield Municipal	Enhanced	Both	Yes	
IIB	Independence	Independence Municipal - James H Connell Field	Enhanced	Both	Yes	
IOW	Iowa City	Iowa City Municipal	Enhanced	Both	Yes	
EOK	Keokuk	Keokuk Municipal	Enhanced	ILS	Yes	
MIW	Marshalltown	Marshalltown Municipal	Enhanced	Both	Yes	
SXK	Maurice	Sioux County Regional	Enhanced	Both	Yes	
MUT	Muscatine	Muscatine Municipal	Enhanced	ILS	Yes	
TNU	Newton	Newton Municipal-Earl Johnson Field	Enhanced	ILS	Yes	

## Appendix D, Facility and Service Objectives

FAA ID	Associated City	Airport Name	2020 Role	Runway End Identifier Lights	Meets Runway End Identifier Lights Objective	Improvement Needed to Meet Objective
OTM	Ottumwa	Ottumwa Regional	Enhanced	ILS	Yes	
SPW	Spencer	Spencer Municipal	Enhanced	ILS	Yes	
General Service Airports						
AXA	Algona	Algona Municipal	General	Both	Yes	
AIO	Atlantic	Atlantic Municipal	General	Both	Yes	
BNW	Boone	Boone Municipal	General	Both	Yes	
TVK	Centerville	Centerville Municipal	General	Both	Yes	
CCY	Charles City	Northeast Iowa Regional	General	Both	Yes	
CKP	Cherokee	Cherokee County Regional	General	Both	Yes	
CSQ	Creston	Creston Municipal	General	Both	Yes	
DEH	Decorah	Decorah Municipal	General	Both	Yes	
DNS	Denison	Denison Municipal	General	Both	Yes	
EST	Estherville	Estherville Municipal	General	Both	Yes	
FXY	Forest City	Forest City Municipal	General	Both	Yes	
GGI	Grinnell	Grinnell Regional	General	Both	Yes	
HPT	Hampton	Hampton Municipal	General	Both	Yes	
HNR	Harlan	Harlan Municipal	General	Both	Yes	
IFA	Iowa Falls	Iowa Falls Municipal	General	Both	Yes	
OXV	Knoxville	Knoxville Municipal	General	Both	Yes	
LRJ	Le Mars	Le Mars Municipal	General	Both	Yes	
MXO	Monticello	Monticello Regional	General	Both	Yes	
MPZ	Mount Pleasant	Mount Pleasant Municipal	General	Both	Yes	
OLZ	Oelwein	Oelwein Municipal	General	Both	Yes	
I75	Osceola	Osceola Municipal	General	Both	Yes	
OOA	Oskaloosa	Oskaloosa Municipal	General	Both	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Runway End Identifier Lights	Meets Runway End Identifier Lights Objective	Improvement Needed to Meet Objective
PEA	Pella	Pella Municipal	General	Both	Yes	
PRO	Perry	Perry Municipal	General	Both	Yes	
RDK	Red Oak	Red Oak Municipal	General	Both	Yes	
SHL	Sheldon	Sheldon Regional	General	Both	Yes	
SDA	Shenandoah	Shenandoah Municipal	General	Both	Yes	
SLB	Storm Lake	Storm Lake Municipal	General	Both	Yes	
VTI	Vinton	Vinton Veterans Memorial Airpark	General	Both	Yes	
AWG	Washington	Washington Municipal	General	Both	Yes	
EBS	Webster City	Webster City Municipal	General	Both	Yes	
Basic Service Airports						
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Basic	None	Not an Objective	
4K6	Bloomfield	Bloomfield Municipal	Basic	None	Not an Objective	
CNC	Chariton	Chariton Municipal	Basic	Both	Not an Objective	
ICL	Clarinda	Clarinda Municipal - Schenck Field	Basic	Single	Not an Objective	
CAV	Clarion	Clarion Municipal	Basic	Both	Not an Objective	
EGQ	Emmetsburg	Emmetsburg Municipal	Basic	Single	Not an Objective	
FSW	Fort Madison	Fort Madison Municipal	Basic	Single	Not an Objective	
GFZ	Greenfield	Greenfield Municipal	Basic	None	Not an Objective	
EFW	Jefferson	Jefferson Municipal	Basic	Both	Not an Objective	
LWD	Lamoni	Lamoni Municipal	Basic	None	Not an Objective	
C27	Manchester	Manchester Municipal	Basic	None	Not an Objective	
C17	Marion	Marion	Basic	None	Not an Objective	
POH	Pocahontas	Pocahontas Municipal	Basic	Both	Not an Objective	
RRO	Rock Rapids	Rock Rapids Municipal	Basic	None	Not an Objective	
SKI	Sac City	Sac City Municipal	Basic	Single	Not an Objective	

## Appendix D, Facility and Service Objectives

FAA ID	Associated City	Airport Name	2020 Role	Runway End Identifier Lights	Meets Runway End Identifier Lights Objective	Improvement Needed to Meet Objective
ISB	Sibley	Sibley Municipal	Basic	Single	Not an Objective	
C25	Waverly	Waverly Municipal	Basic	Both	Not an Objective	
3Y2	West Union	West Union Municipal - George L Scott	Basic	None	Not an Objective	
3Y3	Winterset	Winterset Municipal	Basic	None	Not an Objective	
Local Service Airports						
4C7	Ackley	Ackley Municipal	Local	None	Not an Objective	
4C8	Albia	Albia Municipal	Local	Both	Not an Objective	
K98	Allison	Allison Municipal	Local	None	Not an Objective	
C11	Amana	Amana	Local	None	Not an Objective	
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	Local	None	Not an Objective	
ADU	Audubon	Audubon County	Local	Both	Not an Objective	
Y46	Bedford	Bedford Municipal	Local	None	Not an Objective	
Y48	Belmond	Belmond Municipal	Local	None	Not an Objective	
CRZ	Corning	Corning Municipal	Local	Single	Not an Objective	
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Local	None	Not an Objective	
IA8	Dyersville	Dyersville Area	Local	None	Not an Objective	
EAG	Eagle Grove	Eagle Grove Municipal	Local	Both	Not an Objective	
27P	Eldora	Eldora	Local	None	Not an Objective	
I27	Elkader	Elkader	Local	None	Not an Objective	
6K7	Grundy Center	Grundy Center Municipal	Local	None	Not an Objective	
GCT	Guthrie Center	Guthrie County Regional	Local	Both	Not an Objective	
0K7	Humboldt	Humboldt Municipal	Local	Single	Not an Objective	
IDG	Ida Grove	Ida Grove Municipal	Local	None	Not an Objective	
6K9	Keosauqua	Keosauqua Municipal	Local	None	Not an Objective	
0Y6	Lake Mills	Lake Mills Municipal	Local	None	Not an Objective	

FAA ID	Associated City	Airport Name	2020 Role	Runway End Identifier Lights	Meets Runway End Identifier Lights Objective	Improvement Needed to Meet Objective
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Local	None	Not an Objective	
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Local	Single	Not an Objective	
OQW	Maquoketa	Maquoketa Municipal	Local	Both	Not an Objective	
4D8	Milford	Milford Municipal – Fuller	Local	None	Not an Objective	
7C3	Monona	Monona Municipal	Local	None	Not an Objective	
7C5	Montezuma	Montezuma Sig Field	Local	None	Not an Objective	
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	Local	None	Not an Objective	
1Y5	New Hampton	New Hampton Municipal	Local	None	Not an Objective	
5D2	Northwood	Northwood Municipal	Local	None	Not an Objective	
D02	Osage	Osage Municipal	Local	None	Not an Objective	
1Y9	Paullina	Paullina Municipal	Local	None	Not an Objective	
8Y8	Ringsted	Peltz Field	Local	None	Not an Objective	
2Y4	Rockwell City	Rockwell City Municipal	Local	None	Not an Objective	
0F3	Spirit Lake	Spirit Lake Municipal	Local	Single	Not an Objective	
8C2	Sully	Sully Municipal	Local	None	Not an Objective	
8C4	Tipton	Tipton Municipal - Mathews Memorial	Local	Single	Not an Objective	
8C5	Toledo	Toledo Municipal	Local	None	Not an Objective	
8C6	Traer	Traer Municipal	Local	None	Not an Objective	
Y01	Waukon	Waukon Municipal	Local	None	Not an Objective	
3Y4	Woodbine	Woodbine Municipal	Local	None	Not an Objective	

Source: Iowa Airport Managers, Iowa DOT

Appendix D, Facility and Service Objectives

Table D-10: Rotating Beacon

FAA ID	Associated City	Airport Name	2020 Role	Rotating Beacon	Meets Rotating Beacon Objective	Improvement Needed to Meet Objective
Commercial Service Airports						
BRL	Burlington	Southeast Iowa Regional	Commercial	Yes	Yes	
CID	Cedar Rapids	Eastern Iowa	Commercial	Tip Down	Yes	
DSM	Des Moines	Des Moines International	Commercial	Yes	Yes	
DBQ	Dubuque	Dubuque Regional	Commercial	Yes	Yes	
FOD	Fort Dodge	Fort Dodge Regional	Commercial	Yes	Yes	
MCW	Mason City	Mason City Municipal	Commercial	Yes	Yes	
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Commercial	Tip Down	Yes	
ALO	Waterloo	Waterloo Regional	Commercial	Tip Down	Yes	
Enhanced Service Airports						
AMW	Ames	Ames Municipal	Enhanced	Yes	Yes	
IKV	Ankeny	Ankeny Regional	Enhanced	Yes	Yes	
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Enhanced	Yes	Yes	
CWI	Clinton	Clinton Municipal	Enhanced	Yes	Yes	
CBF	Council Bluffs	Council Bluffs Municipal	Enhanced	Yes	Yes	
DVN	Davenport	Davenport Municipal	Enhanced	Yes	Yes	
FFL	Fairfield	Fairfield Municipal	Enhanced	Yes	Yes	
IIB	Independence	Independence Municipal - James H Connell Field	Enhanced	Yes	Yes	
IOW	Iowa City	Iowa City Municipal	Enhanced	Yes	Yes	
EOK	Keokuk	Keokuk Municipal	Enhanced	Yes	Yes	
MIW	Marshalltown	Marshalltown Municipal	Enhanced	Yes	Yes	
SXK	Maurice	Sioux County Regional	Enhanced	Tip Down	Yes	
MUT	Muscatine	Muscatine Municipal	Enhanced	Yes	Yes	
TNU	Newton	Newton Municipal-Earl Johnson Field	Enhanced	Yes	Yes	
OTM	Ottumwa	Ottumwa Regional	Enhanced	Tip Down	Yes	
SPW	Spencer	Spencer Municipal	Enhanced	Yes	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Rotating Beacon	Meets Rotating Beacon Objective	Improvement Needed to Meet Objective
General Service Airports						
AXA	Algona	Algona Municipal	General	Yes	Yes	
AIO	Atlantic	Atlantic Municipal	General	Yes	Yes	
BNW	Boone	Boone Municipal	General	Yes	Yes	
TVK	Centerville	Centerville Municipal	General	Yes	Yes	
CCY	Charles City	Northeast Iowa Regional	General	Tip Down	Yes	
CKP	Cherokee	Cherokee County Regional	General	Tip Down	Yes	
CSQ	Creston	Creston Municipal	General	Yes	Yes	
DEH	Decorah	Decorah Municipal	General	Yes	Yes	
DNS	Denison	Denison Municipal	General	Yes	Yes	
EST	Estherville	Estherville Municipal	General	Yes	Yes	
FXY	Forest City	Forest City Municipal	General	Tip Down	Yes	
GGI	Grinnell	Grinnell Regional	General	Tip Down	Yes	
HPT	Hampton	Hampton Municipal	General	Yes	Yes	
HNR	Harlan	Harlan Municipal	General	Yes	Yes	
IFA	Iowa Falls	Iowa Falls Municipal	General	Yes	Yes	
OXV	Knoxville	Knoxville Municipal	General	Tip Down	Yes	
LRJ	Le Mars	Le Mars Municipal	General	Yes	Yes	
MXO	Monticello	Monticello Regional	General	Yes	Yes	
MPZ	Mount Pleasant	Mount Pleasant Municipal	General	Yes	Yes	
OLZ	Oelwein	Oelwein Municipal	General	Tip Down	Yes	
I75	Osceola	Osceola Municipal	General	Tip Down	Yes	
OOA	Oskaloosa	Oskaloosa Municipal	General	Yes	Yes	
PEA	Pella	Pella Municipal	General	Yes	Yes	
PRO	Perry	Perry Municipal	General	Yes	Yes	

## Appendix D, Facility and Service Objectives

FAA ID	Associated City	Airport Name	2020 Role	Rotating Beacon	Meets Rotating Beacon Objective	Improvement Needed to Meet Objective
RDK	Red Oak	Red Oak Municipal	General	Yes	Yes	
SHL	Sheldon	Sheldon Regional	General	Yes	Yes	
SDA	Shenandoah	Shenandoah Municipal	General	Yes	Yes	
SLB	Storm Lake	Storm Lake Municipal	General	Tip Down	Yes	
VTI	Vinton	Vinton Veterans Memorial Airpark	General	Tip Down	Yes	
AWG	Washington	Washington Municipal	General	Yes	Yes	
EBS	Webster City	Webster City Municipal	General	Yes	Yes	
<b>Basic Service Airports</b>						
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Basic	Yes	Yes	
4K6	Bloomfield	Bloomfield Municipal	Basic	Yes	Yes	
CNC	Chariton	Chariton Municipal	Basic	Tip Down	Yes	
ICL	Clarinda	Clarinda Municipal - Schenck Field	Basic	Yes	Yes	
CAV	Clarion	Clarion Municipal	Basic	Tip Down	Yes	
EGO	Emmetsburg	Emmetsburg Municipal	Basic	Yes	Yes	
FSW	Fort Madison	Fort Madison Municipal	Basic	Yes	Yes	
GFZ	Greenfield	Greenfield Municipal	Basic	Tip Down	Yes	
EFW	Jefferson	Jefferson Municipal	Basic	Yes	Yes	
LWD	Lamoni	Lamoni Municipal	Basic	Yes	Yes	
C27	Manchester	Manchester Municipal	Basic	Yes	Yes	
C17	Marion	Marion	Basic	Yes	Yes	
POH	Pocahontas	Pocahontas Municipal	Basic	Yes	Yes	
RRO	Rock Rapids	Rock Rapids Municipal	Basic	Tip Down	Yes	
SKI	Sac City	Sac City Municipal	Basic	Yes	Yes	
ISB	Sibley	Sibley Municipal	Basic	No	No	Add Rotating Beacon
C25	Waverly	Waverly Municipal	Basic	Yes	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Rotating Beacon	Meets Rotating Beacon Objective	Improvement Needed to Meet Objective
3Y2	West Union	West Union Municipal - George L Scott	Basic	Yes	Yes	
3Y3	Winterset	Winterset Municipal	Basic	Yes	Yes	
Local Service Airports						
4C7	Ackley	Ackley Municipal	Local	No	Not an Objective	
4C8	Albia	Albia Municipal	Local	Tip Down	Not an Objective	
K98	Allison	Allison Municipal	Local	No	Not an Objective	
C11	Amana	Amana	Local	No	Not an Objective	
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	Local	No	Not an Objective	
ADU	Audubon	Audubon County	Local	Yes	Not an Objective	
Y46	Bedford	Bedford Municipal	Local	No	Not an Objective	
Y48	Belmond	Belmond Municipal	Local	Yes	Not an Objective	
CRZ	Corning	Corning Municipal	Local	Yes	Not an Objective	
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Local	No	Not an Objective	
IA8	Dyersville	Dyersville Area	Local	No	Not an Objective	
EAG	Eagle Grove	Eagle Grove Municipal	Local	Yes	Not an Objective	
27P	Eldora	Eldora	Local	No	Not an Objective	
I27	Elkader	Elkader	Local	No	Not an Objective	
6K7	Grundy Center	Grundy Center Municipal	Local	No	Not an Objective	
GCT	Guthrie Center	Guthrie County Regional	Local	Yes	Not an Objective	
0K7	Humboldt	Humboldt Municipal	Local	Tip Down	Not an Objective	
IDG	Ida Grove	Ida Grove Municipal	Local	Yes	Not an Objective	
6K9	Keosauqua	Keosauqua Municipal	Local	No	Not an Objective	
OY6	Lake Mills	Lake Mills Municipal	Local	Yes	Not an Objective	
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Local	No	Not an Objective	
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Local	Yes	Not an Objective	

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FAA ID	Associated City	Airport Name	2020 Role	Rotating Beacon	Meets Rotating Beacon Objective	Improvement Needed to Meet Objective
OQW	Maquoketa	Maquoketa Municipal	Local	Yes	Not an Objective	
4D8	Milford	Milford Municipal – Fuller	Local	No	Not an Objective	
7C3	Monona	Monona Municipal	Local	No	Not an Objective	
7C5	Montezuma	Montezuma Sig Field	Local	No	Not an Objective	
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	Local	No	Not an Objective	
1Y5	New Hampton	New Hampton Municipal	Local	No	Not an Objective	
5D2	Northwood	Northwood Municipal	Local	No	Not an Objective	
D02	Osage	Osage Municipal	Local	No	Not an Objective	
1Y9	Paullina	Paullina Municipal	Local	No	Not an Objective	
8Y8	Ringsted	Peltz Field	Local	No	Not an Objective	
2Y4	Rockwell City	Rockwell City Municipal	Local	No	Not an Objective	
0F3	Spirit Lake	Spirit Lake Municipal	Local	No	Not an Objective	
8C2	Sully	Sully Municipal	Local	No	Not an Objective	
8C4	Tipton	Tipton Municipal - Mathews Memorial	Local	No	Not an Objective	
8C5	Toledo	Toledo Municipal	Local	No	Not an Objective	
8C6	Traer	Traer Municipal	Local	No	Not an Objective	
Y01	Waukon	Waukon Municipal	Local	No	Not an Objective	
3Y4	Woodbine	Woodbine Municipal	Local	No	Not an Objective	

Source: Iowa Airport Managers, Iowa DOT

**Table D-11: Lighted Wind Indicator**

FAA ID	Associated City	Airport Name	2020 Role	Lighted Wind Indicator	Meets Lighted Wind Indicator Objective	Improvement Needed to Meet Objective
<b>Commercial Service Airports</b>						
BRL	Burlington	Southeast Iowa Regional	Commercial	Lighted	Yes	
CID	Cedar Rapids	Eastern Iowa	Commercial	Lighted	Yes	
DSM	Des Moines	Des Moines International	Commercial	Lighted	Yes	
DBQ	Dubuque	Dubuque Regional	Commercial	Lighted	Yes	
FOD	Fort Dodge	Fort Dodge Regional	Commercial	Lighted	Yes	
MCW	Mason City	Mason City Municipal	Commercial	Lighted	Yes	
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Commercial	Lighted	Yes	
ALO	Waterloo	Waterloo Regional	Commercial	Lighted	Yes	
<b>Enhanced Service Airports</b>						
AMW	Ames	Ames Municipal	Enhanced	Lighted	Yes	
IKV	Ankeny	Ankeny Regional	Enhanced	Lighted	Yes	
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Enhanced	Lighted	Yes	
CWI	Clinton	Clinton Municipal	Enhanced	Lighted	Yes	
CBF	Council Bluffs	Council Bluffs Municipal	Enhanced	Lighted	Yes	
DVN	Davenport	Davenport Municipal	Enhanced	Lighted	Yes	
FFL	Fairfield	Fairfield Municipal	Enhanced	Lighted	Yes	
IIB	Independence	Independence Municipal - James H Connell Field	Enhanced	Lighted	Yes	
IOW	Iowa City	Iowa City Municipal	Enhanced	Lighted	Yes	
EOK	Keokuk	Keokuk Municipal	Enhanced	Lighted	Yes	
MIW	Marshalltown	Marshalltown Municipal	Enhanced	Lighted	Yes	
SXK	Maurice	Sioux County Regional	Enhanced	Lighted	Yes	
MUT	Muscatine	Muscatine Municipal	Enhanced	Lighted	Yes	
TNU	Newton	Newton Municipal-Earl Johnson Field	Enhanced	Lighted	Yes	

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FAA ID	Associated City	Airport Name	2020 Role	Lighted Wind Indicator	Meets Lighted Wind Indicator Objective	Improvement Needed to Meet Objective
OTM	Ottumwa	Ottumwa Regional	Enhanced	Lighted	Yes	
SPW	Spencer	Spencer Municipal	Enhanced	Lighted	Yes	
General Service Airports						
AXA	Algona	Algona Municipal	General	Lighted	Yes	
AIO	Atlantic	Atlantic Municipal	General	Lighted	Yes	
BNW	Boone	Boone Municipal	General	Lighted	Yes	
TVK	Centerville	Centerville Municipal	General	Lighted	Yes	
CCY	Charles City	Northeast Iowa Regional	General	Lighted	Yes	
CKP	Cherokee	Cherokee County Regional	General	Lighted	Yes	
CSQ	Creston	Creston Municipal	General	Lighted	Yes	
DEH	Decorah	Decorah Municipal	General	Lighted	Yes	
DNS	Denison	Denison Municipal	General	Lighted	Yes	
EST	Estherville	Estherville Municipal	General	Lighted	Yes	
FXY	Forest City	Forest City Municipal	General	Lighted	Yes	
GGI	Grinnell	Grinnell Regional	General	Lighted	Yes	
HPT	Hampton	Hampton Municipal	General	Lighted	Yes	
HNR	Harlan	Harlan Municipal	General	Lighted	Yes	
IFA	Iowa Falls	Iowa Falls Municipal	General	Lighted	Yes	
OXV	Knoxville	Knoxville Municipal	General	Lighted	Yes	
LRJ	Le Mars	Le Mars Municipal	General	Lighted	Yes	
MXO	Monticello	Monticello Regional	General	Lighted	Yes	
MPZ	Mount Pleasant	Mount Pleasant Municipal	General	Lighted	Yes	
OLZ	Oelwein	Oelwein Municipal	General	Lighted	Yes	
175	Osceola	Osceola Municipal	General	Lighted	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Lighted Wind Indicator	Meets Lighted Wind Indicator Objective	Improvement Needed to Meet Objective
OOA	Oskaloosa	Oskaloosa Municipal	General	Lighted	Yes	
PEA	Pella	Pella Municipal	General	Lighted	Yes	
PRO	Perry	Perry Municipal	General	Lighted	Yes	
RDK	Red Oak	Red Oak Municipal	General	Lighted	Yes	
SHL	Sheldon	Sheldon Regional	General	Lighted	Yes	
SDA	Shenandoah	Shenandoah Municipal	General	Lighted	Yes	
SLB	Storm Lake	Storm Lake Municipal	General	Lighted	Yes	
VTI	Vinton	Vinton Veterans Memorial Airpark	General	Lighted	Yes	
AWG	Washington	Washington Municipal	General	Lighted	Yes	
EBS	Webster City	Webster City Municipal	General	Lighted	Yes	
Basic Service Airports						
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Basic	Lighted	Yes	
4K6	Bloomfield	Bloomfield Municipal	Basic	Lighted	Yes	
CNC	Chariton	Chariton Municipal	Basic	Lighted	Yes	
ICL	Clarinda	Clarinda Municipal - Schenck Field	Basic	Lighted	Yes	
CAV	Clarion	Clarion Municipal	Basic	Lighted	Yes	
EGO	Emmetsburg	Emmetsburg Municipal	Basic	Lighted	Yes	
FSW	Fort Madison	Fort Madison Municipal	Basic	Lighted	Yes	
GFZ	Greenfield	Greenfield Municipal	Basic	Lighted	Yes	
EFW	Jefferson	Jefferson Municipal	Basic	Lighted	Yes	
LWD	Lamoni	Lamoni Municipal	Basic	Lighted	Yes	
C27	Manchester	Manchester Municipal	Basic	Lighted	Yes	
C17	Marion	Marion	Basic	Lighted	Yes	
POH	Pocahontas	Pocahontas Municipal	Basic	Lighted	Yes	

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FAA ID	Associated City	Airport Name	2020 Role	Lighted Wind Indicator	Meets Lighted Wind Indicator Objective	Improvement Needed to Meet Objective
RRQ	Rock Rapids	Rock Rapids Municipal	Basic	Lighted	Yes	
SKI	Sac City	Sac City Municipal	Basic	Lighted	Yes	
ISB	Sibley	Sibley Municipal	Basic	Lighted	Yes	
C25	Waverly	Waverly Municipal	Basic	Lighted	Yes	
3Y2	West Union	West Union Municipal - George L Scott	Basic	Lighted	Yes	
3Y3	Winterset	Winterset Municipal	Basic	Lighted	Yes	
Local Service Airports						
4C7	Ackley	Ackley Municipal	Local	Standard	If Open for Night	
4C8	Albia	Albia Municipal	Local	Lighted	If Open for Night	
K98	Allison	Allison Municipal	Local	Standard	If Open for Night	
C11	Amana	Amana	Local	Standard	If Open for Night	
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	Local	Lighted	If Open for Night	
ADU	Audubon	Audubon County	Local	Lighted	If Open for Night	
Y46	Bedford	Bedford Municipal	Local	Standard	If Open for Night	
Y48	Belmond	Belmond Municipal	Local	Lighted	If Open for Night	
CRZ	Corning	Corning Municipal	Local	Lighted	If Open for Night	
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Local	Lighted	If Open for Night	
IA8	Dyersville	Dyersville Area	Local	Standard	If Open for Night	
EAG	Eagle Grove	Eagle Grove Municipal	Local	Lighted	If Open for Night	
27P	Eldora	Eldora	Local	Standard	If Open for Night	
I27	Elkader	Elkader	Local	Standard	If Open for Night	
6K7	Grundy Center	Grundy Center Municipal	Local	Lighted	If Open for Night	
GCT	Guthrie Center	Guthrie County Regional	Local	Lighted	If Open for Night	
OK7	Humboldt	Humboldt Municipal	Local	Lighted	If Open for Night	

FAA ID	Associated City	Airport Name	2020 Role	Lighted Wind Indicator	Meets Lighted Wind Indicator Objective	Improvement Needed to Meet Objective
IDG	Ida Grove	Ida Grove Municipal	Local	Lighted	If Open for Night	
6K9	Keosauqua	Keosauqua Municipal	Local	Standard	If Open for Night	
0Y6	Lake Mills	Lake Mills Municipal	Local	Lighted	If Open for Night	
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Local	Standard	If Open for Night	
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Local	Lighted	If Open for Night	
OQW	Maquoketa	Maquoketa Municipal	Local	Lighted	If Open for Night	
4D8	Milford	Milford Municipal – Fuller	Local	Lighted	If Open for Night	
7C3	Monona	Monona Municipal	Local	Lighted	If Open for Night	
7C5	Montezuma	Montezuma Sig Field	Local	Standard	If Open for Night	
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	Local	Lighted	If Open for Night	
1Y5	New Hampton	New Hampton Municipal	Local	Standard	If Open for Night	
5D2	Northwood	Northwood Municipal	Local	Lighted	If Open for Night	
D02	Osage	Osage Municipal	Local	Standard	If Open for Night	
1Y9	Paullina	Paullina Municipal	Local	Lighted	If Open for Night	
8Y8	Ringsted	Peltz Field	Local	Standard	If Open for Night	
2Y4	Rockwell City	Rockwell City Municipal	Local	Lighted	If Open for Night	
0F3	Spirit Lake	Spirit Lake Municipal	Local	Lighted	If Open for Night	
8C2	Sully	Sully Municipal	Local	Standard	If Open for Night	
8C4	Tipton	Tipton Municipal - Mathews Memorial	Local	Lighted	If Open for Night	
8C5	Toledo	Toledo Municipal	Local	Standard	If Open for Night	
8C6	Traer	Traer Municipal	Local	Lighted	If Open for Night	
Y01	Waukon	Waukon Municipal	Local	Lighted	If Open for Night	
3Y4	Woodbine	Woodbine Municipal	Local	Standard	If Open for Night	

Source: Iowa Airport Managers, Iowa DOT

## Appendix D, Facility and Service Objectives

**Table D-12: Covered Storage**

FAA ID	Associated City	Airport Name	2020 Role	Based Aircraft	Percent of Based Aircraft with Storage	Meets Covered Storage Objective	Improvement Needed to Meet Objective
Commercial Service Airports							
BRL	Burlington	Southeast Iowa Regional	Commercial	30	100%	Yes	
CID	Cedar Rapids	Eastern Iowa	Commercial	128	100%	Yes	
DSM	Des Moines	Des Moines International	Commercial	111	100%	Yes	
DBQ	Dubuque	Dubuque Regional	Commercial	71	100%	Yes	
FOD	Fort Dodge	Fort Dodge Regional	Commercial	23	100%	Yes	
MCW	Mason City	Mason City Municipal	Commercial	50	100%	Yes	
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Commercial	71	100%	Yes	
ALO	Waterloo	Waterloo Regional	Commercial	79	100%	Yes	
Enhanced Service Airports							
AMW	Ames	Ames Municipal	Enhanced	60	100%	Yes	
IKV	Ankeny	Ankeny Regional	Enhanced	96	100%	Yes	
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Enhanced	17	100%	Yes	
CWI	Clinton	Clinton Municipal	Enhanced	29	100%	Yes	
CBF	Council Bluffs	Council Bluffs Municipal	Enhanced	58	100%	Yes	
DVN	Davenport	Davenport Municipal	Enhanced	101	100%	Yes	
FFL	Fairfield	Fairfield Municipal	Enhanced	20	100%	Yes	
IIB	Independence	Independence Municipal - James H Connell Field	Enhanced	27	100%	Yes	
IOW	Iowa City	Iowa City Municipal	Enhanced	74	100%	Yes	
EOK	Keokuk	Keokuk Municipal	Enhanced	22	100%	Yes	
MIW	Marshalltown	Marshalltown Municipal	Enhanced	36	100%	Yes	
SXK	Maurice	Sioux County Regional	Enhanced	36	90%	No	Add Hangar Storage
MUT	Muscatine	Muscatine Municipal	Enhanced	27	100%	Yes	
TNU	Newton	Newton Municipal-Earl Johnson Field	Enhanced	24	100%	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Based Aircraft	Percent of Based Aircraft with Storage	Meets Covered Storage Objective	Improvement Needed to Meet Objective
OTM	Ottumwa	Ottumwa Regional	Enhanced	28	100%	Yes	
SPW	Spencer	Spencer Municipal	Enhanced	35	100%	Yes	
General Service Airports							
AXA	Algona	Algona Municipal	General	28	100%	Yes	
AIO	Atlantic	Atlantic Municipal	General	27	100%	Yes	
BNW	Boone	Boone Municipal	General	35	100%	Yes	
TVK	Centerville	Centerville Municipal	General	14	100%	Yes	
CCY	Charles City	Northeast Iowa Regional	General	17	100%	Yes	
CKP	Cherokee	Cherokee County Regional	General	19	100%	Yes	
CSQ	Creston	Creston Municipal	General	26	100%	Yes	
DEH	Decorah	Decorah Municipal	General	31	67%	No	Add Hangar Storage
DNS	Denison	Denison Municipal	General	10	100%	Yes	
EST	Estherville	Estherville Municipal	General	19	100%	Yes	
FXY	Forest City	Forest City Municipal	General	16	100%	Yes	
GGI	Grinnell	Grinnell Regional	General	16	100%	Yes	
HPT	Hampton	Hampton Municipal	General	21	100%	Yes	
HNR	Harlan	Harlan Municipal	General	24	100%	Yes	
IFA	Iowa Falls	Iowa Falls Municipal	General	12	100%	Yes	
OXV	Knoxville	Knoxville Municipal	General	36	100%	Yes	
LRJ	Le Mars	Le Mars Municipal	General	19	100%	Yes	
MXO	Monticello	Monticello Regional	General	36	100%	Yes	
MPZ	Mount Pleasant	Mount Pleasant Municipal	General	4	100%	Yes	
OLZ	Oelwein	Oelwein Municipal	General	17	100%	Yes	
175	Osceola	Osceola Municipal	General	33	100%	Yes	

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FAA ID	Associated City	Airport Name	2020 Role	Based Aircraft	Percent of Based Aircraft with Storage	Meets Covered Storage Objective	Improvement Needed to Meet Objective
OOA	Oskaloosa	Oskaloosa Municipal	General	17	100%	Yes	
PEA	Pella	Pella Municipal	General	32	100%	Yes	
PRO	Perry	Perry Municipal	General	27	100%	Yes	
RDK	Red Oak	Red Oak Municipal	General	33	100%	Yes	
SHL	Sheldon	Sheldon Regional	General	17	100%	Yes	
SDA	Shenandoah	Shenandoah Municipal	General	16	100%	Yes	
SLB	Storm Lake	Storm Lake Municipal	General	20	100%	Yes	
VTI	Vinton	Vinton Veterans Memorial Airpark	General	23	100%	Yes	
AWG	Washington	Washington Municipal	General	20	100%	Yes	
EBS	Webster City	Webster City Municipal	General	12	100%	Yes	
Basic Service Airports							
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Basic	10	100%	Yes	
4K6	Bloomfield	Bloomfield Municipal	Basic	9	100%	Yes	
CNC	Chariton	Chariton Municipal	Basic	10	100%	Yes	
ICL	Clarinda	Clarinda Municipal - Schenck Field	Basic	23	100%	Yes	
CAV	Clarion	Clarion Municipal	Basic	13	100%	Yes	
EGQ	Emmetsburg	Emmetsburg Municipal	Basic	10	100%	Yes	
FSW	Fort Madison	Fort Madison Municipal	Basic	10	100%	Yes	
GFZ	Greenfield	Greenfield Municipal	Basic	25	100%	Yes	
EFW	Jefferson	Jefferson Municipal	Basic	22	100%	Yes	
LWD	Lamoni	Lamoni Municipal	Basic	19	100%	Yes	
C27	Manchester	Manchester Municipal	Basic	9	60%	No	Add Hangar Storage
C17	Marion	Marion	Basic	49	100%	Yes	
POH	Pocahontas	Pocahontas Municipal	Basic	14	100%	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Based Aircraft	Percent of Based Aircraft with Storage	Meets Covered Storage Objective	Improvement Needed to Meet Objective
RRQ	Rock Rapids	Rock Rapids Municipal	Basic	16	100%	Yes	
SKI	Sac City	Sac City Municipal	Basic	11	100%	Yes	
ISB	Sibley	Sibley Municipal	Basic	11	100%	Yes	
C25	Waverly	Waverly Municipal	Basic	13	100%	Yes	
3Y2	West Union	West Union Municipal - George L Scott	Basic	9	100%	Yes	
3Y3	Winterset	Winterset Municipal	Basic	26	100%	Yes	
Local Service Airports							
4C7	Ackley	Ackley Municipal	Local	4	100%	Not an Objective	
4C8	Albia	Albia Municipal	Local	5	100%	Not an Objective	
K98	Allison	Allison Municipal	Local	5	100%	Not an Objective	
C11	Amana	Amana	Local	5	100%	Not an Objective	
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	Local	4	100%	Not an Objective	
ADU	Audubon	Audubon County	Local	1	100%	Not an Objective	
Y46	Bedford	Bedford Municipal	Local	4	100%	Not an Objective	
Y48	Belmond	Belmond Municipal	Local	1	100%	Not an Objective	
CRZ	Corning	Corning Municipal	Local	8	100%	Not an Objective	
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Local	8	100%	Not an Objective	
IA8	Dyersville	Dyersville Area	Local	4	100%	Not an Objective	
EAG	Eagle Grove	Eagle Grove Municipal	Local	8	100%	Not an Objective	
27P	Eldora	Eldora	Local	2	100%	Not an Objective	
I27	Elkader	Elkader	Local	4	100%	Not an Objective	
6K7	Grundy Center	Grundy Center Municipal	Local	1	100%	Not an Objective	
GCT	Guthrie Center	Guthrie County Regional	Local	12	100%	Not an Objective	
OK7	Humboldt	Humboldt Municipal	Local	14	100%	Not an Objective	

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FAA ID	Associated City	Airport Name	2020 Role	Based Aircraft	Percent of Based Aircraft with Storage	Meets Covered Storage Objective	Improvement Needed to Meet Objective
IDG	Ida Grove	Ida Grove Municipal	Local	5	100%	Not an Objective	
6K9	Keosauqua	Keosauqua Municipal	Local	4	100%	Not an Objective	
0Y6	Lake Mills	Lake Mills Municipal	Local	4	100%	Not an Objective	
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Local	21	100%	Not an Objective	
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Local	9	100%	Not an Objective	
OQW	Maquoketa	Maquoketa Municipal	Local	10	100%	Not an Objective	
4D8	Milford	Milford Municipal – Fuller	Local	15	100%	Not an Objective	
7C3	Monona	Monona Municipal	Local	10	100%	Not an Objective	
7C5	Montezuma	Montezuma Sig Field	Local	3	100%	Not an Objective	
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	Local	22	100%	Not an Objective	
1Y5	New Hampton	New Hampton Municipal	Local	4	100%	Not an Objective	
5D2	Northwood	Northwood Municipal	Local	5	100%	Not an Objective	
D02	Osage	Osage Municipal	Local	10	100%	Not an Objective	
1Y9	Paullina	Paullina Municipal	Local	6	100%	Not an Objective	
8Y8	Ringsted	Peltz Field	Local	1	100%	Not an Objective	
2Y4	Rockwell City	Rockwell City Municipal	Local	10	100%	Not an Objective	
0F3	Spirit Lake	Spirit Lake Municipal	Local	19	100%	Not an Objective	
8C2	Sully	Sully Municipal	Local	0	100%	Not an Objective	
8C4	Tipton	Tipton Municipal - Mathews Memorial	Local	12	100%	Not an Objective	
8C5	Toledo	Toledo Municipal	Local	4	100%	Not an Objective	
8C6	Traer	Traer Municipal	Local	8	100%	Not an Objective	
Y01	Waukon	Waukon Municipal	Local	5	100%	Not an Objective	
3Y4	Woodbine	Woodbine Municipal	Local	3	100%	Not an Objective	

Source: Iowa Airport Managers, Iowa DOT

**Table D-13: Overnight Storage for Business Aircraft**

FAA ID	Associated City	Airport Name	2020 Role	Overnight Storage for Business Aircraft	Meets Overnight Storage for Business Aircraft Objective	Improvement Needed to Meet Objective
Commercial Service Airports						
BRL	Burlington	Southeast Iowa Regional	Commercial	Yes	Yes	
CID	Cedar Rapids	Eastern Iowa	Commercial	Yes	Yes	
DSM	Des Moines	Des Moines International	Commercial	Yes	Yes	
DBQ	Dubuque	Dubuque Regional	Commercial	No	No	Add Overnight Storage
FOD	Fort Dodge	Fort Dodge Regional	Commercial	Yes	Yes	
MCW	Mason City	Mason City Municipal	Commercial	Yes	Yes	
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Commercial	Yes	Yes	
ALO	Waterloo	Waterloo Regional	Commercial	Yes	Yes	
Enhanced Service Airports						
AMW	Ames	Ames Municipal	Enhanced	Yes	Yes	
IKV	Ankeny	Ankeny Regional	Enhanced	Yes	Yes	
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Enhanced	Yes	Yes	
CWI	Clinton	Clinton Municipal	Enhanced	Yes	Yes	
CBF	Council Bluffs	Council Bluffs Municipal	Enhanced	No	No	Add Overnight Storage
DVN	Davenport	Davenport Municipal	Enhanced	Yes	Yes	
FFL	Fairfield	Fairfield Municipal	Enhanced	No	No	Add Overnight Storage
IIB	Independence	Independence Municipal - James H Connell Field	Enhanced	Yes	Yes	
IOW	Iowa City	Iowa City Municipal	Enhanced	Yes	Yes	
EOK	Keokuk	Keokuk Municipal	Enhanced	Yes	Yes	
MIW	Marshalltown	Marshalltown Municipal	Enhanced	Yes	Yes	
SXK	Maurice	Sioux County Regional	Enhanced	Yes	Yes	

## Appendix D, Facility and Service Objectives

FAA ID	Associated City	Airport Name	2020 Role	Overnight Storage for Business Aircraft	Meets Overnight Storage for Business Aircraft Objective	Improvement Needed to Meet Objective
MUT	Muscatine	Muscatine Municipal	Enhanced	Yes	Yes	
TNU	Newton	Newton Municipal-Earl Johnson Field	Enhanced	Yes	Yes	
OTM	Ottumwa	Ottumwa Regional	Enhanced	Yes	Yes	
SPW	Spencer	Spencer Municipal	Enhanced	Yes	Yes	
General Service Airports						
AXA	Algona	Algona Municipal	General	Yes	Yes	
AIO	Atlantic	Atlantic Municipal	General	No	No	Add Overnight Storage
BNW	Boone	Boone Municipal	General	No	No	Add Overnight Storage
TVK	Centerville	Centerville Municipal	General	Yes	Yes	
CCY	Charles City	Northeast Iowa Regional	General	Yes	Yes	
CKP	Cherokee	Cherokee County Regional	General	Yes	Yes	
CSQ	Creston	Creston Municipal	General	Yes	Yes	
DEH	Decorah	Decorah Municipal	General	Yes	Yes	
DNS	Denison	Denison Municipal	General	No	No	Add Overnight Storage
EST	Estherville	Estherville Municipal	General	No	No	Add Overnight Storage
FXY	Forest City	Forest City Municipal	General	No	No	Add Overnight Storage
GGI	Grinnell	Grinnell Regional	General	Yes	Yes	
HPT	Hampton	Hampton Municipal	General	No	No	Add Overnight Storage
HNR	Harlan	Harlan Municipal	General	No	No	Add Overnight Storage
IFA	Iowa Falls	Iowa Falls Municipal	General	Yes	Yes	
OXV	Knoxville	Knoxville Municipal	General	No	No	Add Overnight Storage

FAA ID	Associated City	Airport Name	2020 Role	Overnight Storage for Business Aircraft	Meets Overnight Storage for Business Aircraft Objective	Improvement Needed to Meet Objective
LRJ	Le Mars	Le Mars Municipal	General	Yes	Yes	
MXO	Monticello	Monticello Regional	General	Yes	Yes	
MPZ	Mount Pleasant	Mount Pleasant Municipal	General	Yes	Yes	
OLZ	Oelwein	Oelwein Municipal	General	No	No	Add Overnight Storage
I75	Osceola	Osceola Municipal	General	No	No	Add Overnight Storage
OOA	Oskaloosa	Oskaloosa Municipal	General	Yes	Yes	
PEA	Pella	Pella Municipal	General	No	No	Add Overnight Storage
PRO	Perry	Perry Municipal	General	Yes	Yes	
RDK	Red Oak	Red Oak Municipal	General	No	No	Add Overnight Storage
SHL	Sheldon	Sheldon Regional	General	Yes	Yes	
SDA	Shenandoah	Shenandoah Municipal	General	No	No	Add Overnight Storage
SLB	Storm Lake	Storm Lake Municipal	General	No	No	Add Overnight Storage
VTI	Vinton	Vinton Veterans Memorial Airpark	General	Yes	Yes	
AWG	Washington	Washington Municipal	General	No	No	Add Overnight Storage
EBS	Webster City	Webster City Municipal	General	Yes	Yes	
Basic Service Airports						
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Basic	Yes	Not an Objective	
4K6	Bloomfield	Bloomfield Municipal	Basic	No	Not an Objective	
CNC	Chariton	Chariton Municipal	Basic	Yes	Not an Objective	
ICL	Clarinda	Clarinda Municipal - Schenck Field	Basic	No	Not an Objective	
CAV	Clarion	Clarion Municipal	Basic	Yes	Not an Objective	

**Appendix D, Facility and Service Objectives**

FAA ID	Associated City	Airport Name	2020 Role	Overnight Storage for Business Aircraft	Meets Overnight Storage for Business Aircraft Objective	Improvement Needed to Meet Objective
EGO	Emmetsburg	Emmetsburg Municipal	Basic	Yes	Not an Objective	
FSW	Fort Madison	Fort Madison Municipal	Basic	Yes	Not an Objective	
GFZ	Greenfield	Greenfield Municipal	Basic	No	Not an Objective	
EFW	Jefferson	Jefferson Municipal	Basic	No	Not an Objective	
LWD	Lamoni	Lamoni Municipal	Basic	Yes	Not an Objective	
C27	Manchester	Manchester Municipal	Basic	No	Not an Objective	
C17	Marion	Marion	Basic	No	Not an Objective	
POH	Pocahontas	Pocahontas Municipal	Basic	No	Not an Objective	
RRQ	Rock Rapids	Rock Rapids Municipal	Basic	No	Not an Objective	
SKI	Sac City	Sac City Municipal	Basic	No	Not an Objective	
ISB	Sibley	Sibley Municipal	Basic	Yes	Not an Objective	
C25	Waverly	Waverly Municipal	Basic	Yes	Not an Objective	
3Y2	West Union	West Union Municipal - George L Scott	Basic	Yes	Not an Objective	
3Y3	Winterset	Winterset Municipal	Basic	No	Not an Objective	
Local Service Airports						
4C7	Ackley	Ackley Municipal	Local	No	Not an Objective	
4C8	Albia	Albia Municipal	Local	No	Not an Objective	
K98	Allison	Allison Municipal	Local	No	Not an Objective	
C11	Amana	Amana	Local	No	Not an Objective	
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	Local	No	Not an Objective	
ADU	Audubon	Audubon County	Local	No	Not an Objective	
Y46	Bedford	Bedford Municipal	Local	No	Not an Objective	
Y48	Belmond	Belmond Municipal	Local	No	Not an Objective	
CRZ	Corning	Corning Municipal	Local	No	Not an Objective	

FAA ID	Associated City	Airport Name	2020 Role	Overnight Storage for Business Aircraft	Meets Overnight Storage for Business Aircraft Objective	Improvement Needed to Meet Objective
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Local	No	Not an Objective	
IA8	Dyersville	Dyersville Area	Local	No	Not an Objective	
EAG	Eagle Grove	Eagle Grove Municipal	Local	No	Not an Objective	
27P	Eldora	Eldora	Local	No	Not an Objective	
I27	Elkader	Elkader	Local	No	Not an Objective	
6K7	Grundy Center	Grundy Center Municipal	Local	No	Not an Objective	
GCT	Guthrie Center	Guthrie County Regional	Local	No	Not an Objective	
OK7	Humboldt	Humboldt Municipal	Local	Yes	Not an Objective	
IDG	Ida Grove	Ida Grove Municipal	Local	No	Not an Objective	
6K9	Keosauqua	Keosauqua Municipal	Local	No	Not an Objective	
0Y6	Lake Mills	Lake Mills Municipal	Local	No	Not an Objective	
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Local	No	Not an Objective	
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Local	No	Not an Objective	
OOW	Maquoketa	Maquoketa Municipal	Local	No	Not an Objective	
4D8	Milford	Milford Municipal – Fuller	Local	No	Not an Objective	
7C3	Monona	Monona Municipal	Local	No	Not an Objective	
7C5	Montezuma	Montezuma Sig Field	Local	No	Not an Objective	
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	Local	No	Not an Objective	
1Y5	New Hampton	New Hampton Municipal	Local	No	Not an Objective	
5D2	Northwood	Northwood Municipal	Local	No	Not an Objective	
D02	Osage	Osage Municipal	Local	No	Not an Objective	
1Y9	Paullina	Paullina Municipal	Local	No	Not an Objective	
8Y8	Ringsted	Peltz Field	Local	No	Not an Objective	

**Appendix D, Facility and Service Objectives**

FAA ID	Associated City	Airport Name	2020 Role	Overnight Storage for Business Aircraft	Meets Overnight Storage for Business Aircraft Objective	Improvement Needed to Meet Objective
2Y4	Rockwell City	Rockwell City Municipal	Local	No	Not an Objective	
0F3	Spirit Lake	Spirit Lake Municipal	Local	No	Not an Objective	
8C2	Sully	Sully Municipal	Local	No	Not an Objective	
8C4	Tipton	Tipton Municipal - Mathews Memorial	Local	No	Not an Objective	
8C5	Toledo	Toledo Municipal	Local	No	Not an Objective	
8C6	Traer	Traer Municipal	Local	No	Not an Objective	
Y01	Waukon	Waukon Municipal	Local	No	Not an Objective	
3Y4	Woodbine	Woodbine Municipal	Local	No	Not an Objective	

Source: Iowa Airport Managers, Iowa DOT

**Table D-14: Terminal Building**

FAA ID	Associated City	Airport Name	2020 Role	Terminal Building	Meets Terminal Building Objective	Improvement Needed to Meet Objective
<b>Commercial Service Airports</b>						
BRL	Burlington	Southeast Iowa Regional	Commercial	Yes	Yes	
CID	Cedar Rapids	Eastern Iowa	Commercial	Yes	Yes	
DSM	Des Moines	Des Moines International	Commercial	Yes	Yes	
DBQ	Dubuque	Dubuque Regional	Commercial	Yes	Yes	
FOD	Fort Dodge	Fort Dodge Regional	Commercial	Yes	Yes	
MCW	Mason City	Mason City Municipal	Commercial	Yes	Yes	
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Commercial	Yes	Yes	
ALO	Waterloo	Waterloo Regional	Commercial	Yes	Yes	
<b>Enhanced Service Airports</b>						
AMW	Ames	Ames Municipal	Enhanced	Yes	Yes	
IKV	Ankeny	Ankeny Regional	Enhanced	Yes	Yes	
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Enhanced	Yes	Yes	
CWI	Clinton	Clinton Municipal	Enhanced	Yes	Yes	
CBF	Council Bluffs	Council Bluffs Municipal	Enhanced	Yes	Yes	
DVN	Davenport	Davenport Municipal	Enhanced	Yes	Yes	
FFL	Fairfield	Fairfield Municipal	Enhanced	Yes	Yes	
IIB	Independence	Independence Municipal - James H Connell Field	Enhanced	Yes	Yes	
IOW	Iowa City	Iowa City Municipal	Enhanced	Yes	Yes	
EOK	Keokuk	Keokuk Municipal	Enhanced	Yes	Yes	
MIW	Marshalltown	Marshalltown Municipal	Enhanced	Yes	Yes	
SXK	Maurice	Sioux County Regional	Enhanced	Yes	Yes	
MUT	Muscatine	Muscatine Municipal	Enhanced	Yes	Yes	

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FAA ID	Associated City	Airport Name	2020 Role	Terminal Building	Meets Terminal Building Objective	Improvement Needed to Meet Objective
TNU	Newton	Newton Municipal-Earl Johnson Field	Enhanced	Yes	Yes	
OTM	Ottumwa	Ottumwa Regional	Enhanced	Yes	Yes	
SPW	Spencer	Spencer Municipal	Enhanced	Yes	Yes	
General Service Airports						
AXA	Algona	Algona Municipal	General	Yes	Yes	
AIO	Atlantic	Atlantic Municipal	General	Yes	Yes	
BNW	Boone	Boone Municipal	General	Yes	Yes	
TVK	Centerville	Centerville Municipal	General	Yes	Yes	
CCY	Charles City	Northeast Iowa Regional	General	Yes	Yes	
CKP	Cherokee	Cherokee County Regional	General	Yes	Yes	
CSQ	Creston	Creston Municipal	General	Yes	Yes	
DEH	Decorah	Decorah Municipal	General	Yes	Yes	
DNS	Denison	Denison Municipal	General	Yes	Yes	
EST	Estherville	Estherville Municipal	General	Yes	Yes	
FXY	Forest City	Forest City Municipal	General	Yes	Yes	
GGI	Grinnell	Grinnell Regional	General	Yes	Yes	
HPT	Hampton	Hampton Municipal	General	Yes	Yes	
HNR	Harlan	Harlan Municipal	General	Yes	Yes	
IFA	Iowa Falls	Iowa Falls Municipal	General	Yes	Yes	
OXV	Knoxville	Knoxville Municipal	General	Yes	Yes	
LRJ	Le Mars	Le Mars Municipal	General	Yes	Yes	
MXO	Monticello	Monticello Regional	General	Yes	Yes	
MPZ	Mount Pleasant	Mount Pleasant Municipal	General	Yes	Yes	
OLZ	Oelwein	Oelwein Municipal	General	Yes	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Terminal Building	Meets Terminal Building Objective	Improvement Needed to Meet Objective
I75	Osceola	Osceola Municipal	General	Yes	Yes	
OOA	Oskaloosa	Oskaloosa Municipal	General	Yes	Yes	
PEA	Pella	Pella Municipal	General	Yes	Yes	
PRO	Perry	Perry Municipal	General	Yes	Yes	
RDK	Red Oak	Red Oak Municipal	General	Yes	Yes	
SHL	Sheldon	Sheldon Regional	General	Yes	Yes	
SDA	Shenandoah	Shenandoah Municipal	General	Yes	Yes	
SLB	Storm Lake	Storm Lake Municipal	General	Yes	Yes	
VTI	Vinton	Vinton Veterans Memorial Airpark	General	Yes	Yes	
AWG	Washington	Washington Municipal	General	Yes	Yes	
EBS	Webster City	Webster City Municipal	General	Yes	Yes	
<b>Basic Service Airports</b>						
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Basic	No	No	Construct Terminal Building
4K6	Bloomfield	Bloomfield Municipal	Basic	No	No	Construct Terminal Building
CNC	Chariton	Chariton Municipal	Basic	Yes	Yes	
ICL	Clarinda	Clarinda Municipal - Schenck Field	Basic	Yes	Yes	
CAV	Clarion	Clarion Municipal	Basic	Yes	Yes	
EGQ	Emmetsburg	Emmetsburg Municipal	Basic	Yes	Yes	
FSW	Fort Madison	Fort Madison Municipal	Basic	Yes	Yes	
GFZ	Greenfield	Greenfield Municipal	Basic	Yes	Yes	
EFW	Jefferson	Jefferson Municipal	Basic	Yes	Yes	
LWD	Lamoni	Lamoni Municipal	Basic	Yes	Yes	
C27	Manchester	Manchester Municipal	Basic	Yes	Yes	
C17	Marion	Marion	Basic	Yes	Yes	

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FAA ID	Associated City	Airport Name	2020 Role	Terminal Building	Meets Terminal Building Objective	Improvement Needed to Meet Objective
POH	Pocahontas	Pocahontas Municipal	Basic	Yes	Yes	
RRQ	Rock Rapids	Rock Rapids Municipal	Basic	Yes	Yes	
SKI	Sac City	Sac City Municipal	Basic	Yes	Yes	
ISB	Sibley	Sibley Municipal	Basic	Yes	Yes	
C25	Waverly	Waverly Municipal	Basic	Yes	Yes	
3Y2	West Union	West Union Municipal - George L Scott	Basic	Yes	Yes	
3Y3	Winterset	Winterset Municipal	Basic	Yes	Yes	
Local Service Airports						
4C7	Ackley	Ackley Municipal	Local	No	Not an Objective	
4C8	Albia	Albia Municipal	Local	No	Not an Objective	
K98	Allison	Allison Municipal	Local	Yes	Not an Objective	
C11	Amana	Amana	Local	No	Not an Objective	
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	Local	No	Not an Objective	
ADU	Audubon	Audubon County	Local	Yes	Not an Objective	
Y46	Bedford	Bedford Municipal	Local	Yes	Not an Objective	
Y48	Belmond	Belmond Municipal	Local	No	Not an Objective	
CRZ	Corning	Corning Municipal	Local	Yes	Not an Objective	
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Local	Yes	Not an Objective	
IA8	Dyersville	Dyersville Area	Local	Yes	Not an Objective	
EAG	Eagle Grove	Eagle Grove Municipal	Local	Yes	Not an Objective	
27P	Eldora	Eldora	Local	Yes	Not an Objective	
I27	Elkader	Elkader	Local	No	Not an Objective	
6K7	Grundy Center	Grundy Center Municipal	Local	No	Not an Objective	
GCT	Guthrie Center	Guthrie County Regional	Local	Yes	Not an Objective	

FAA ID	Associated City	Airport Name	2020 Role	Terminal Building	Meets Terminal Building Objective	Improvement Needed to Meet Objective
0K7	Humboldt	Humboldt Municipal	Local	Yes	Not an Objective	
IDG	Ida Grove	Ida Grove Municipal	Local	Yes	Not an Objective	
6K9	Keosauqua	Keosauqua Municipal	Local	Yes	Not an Objective	
0Y6	Lake Mills	Lake Mills Municipal	Local	No	Not an Objective	
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Local	Yes	Not an Objective	
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Local	Yes	Not an Objective	
OQW	Maquoketa	Maquoketa Municipal	Local	Yes	Not an Objective	
4D8	Milford	Milford Municipal – Fuller	Local	Yes	Not an Objective	
7C3	Monona	Monona Municipal	Local	Yes	Not an Objective	
7C5	Montezuma	Montezuma Sig Field	Local	No	Not an Objective	
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	Local	No	Not an Objective	
1Y5	New Hampton	New Hampton Municipal	Local	No	Not an Objective	
5D2	Northwood	Northwood Municipal	Local	Yes	Not an Objective	
D02	Osage	Osage Municipal	Local	Yes	Not an Objective	
1Y9	Paullina	Paullina Municipal	Local	Yes	Not an Objective	
8Y8	Ringsted	Peltz Field	Local	No	Not an Objective	
2Y4	Rockwell City	Rockwell City Municipal	Local	Yes	Not an Objective	
0F3	Spirit Lake	Spirit Lake Municipal	Local	Yes	Not an Objective	
8C2	Sully	Sully Municipal	Local	No	Not an Objective	
8C4	Tipton	Tipton Municipal - Mathews Memorial	Local	Yes	Not an Objective	
8C5	Toledo	Toledo Municipal	Local	No	Not an Objective	
8C6	Traer	Traer Municipal	Local	No	Not an Objective	
Y01	Waukon	Waukon Municipal	Local	No	Not an Objective	
3Y4	Woodbine	Woodbine Municipal	Local	No	Not an Objective	

Source: Iowa Airport Managers, Iowa DOT

Appendix D, Facility and Service Objectives

Table D-15: Paved Entry & Parking

FAA ID	Associated City	Airport Name	2020 Role	Paved Entry and Parking	Meets Paved Entry and Parking Objective	Improvement Needed to Meet Objective
Commercial Service Airports						
BRL	Burlington	Southeast Iowa Regional	Commercial	Entry and Parking	Yes	
CID	Cedar Rapids	Eastern Iowa	Commercial	Entry and Parking	Yes	
DSM	Des Moines	Des Moines International	Commercial	Entry and Parking	Yes	
DBQ	Dubuque	Dubuque Regional	Commercial	Entry and Parking	Yes	
FOD	Fort Dodge	Fort Dodge Regional	Commercial	Entry and Parking	Yes	
MCW	Mason City	Mason City Municipal	Commercial	Entry and Parking	Yes	
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Commercial	Entry and Parking	Yes	
ALO	Waterloo	Waterloo Regional	Commercial	Entry and Parking	Yes	
Enhanced Service Airports						
AMW	Ames	Ames Municipal	Enhanced	Entry and Parking	Yes	
IKV	Ankeny	Ankeny Regional	Enhanced	Entry and Parking	Yes	
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Enhanced	Entry and Parking	Yes	
CWI	Clinton	Clinton Municipal	Enhanced	Entry and Parking	Yes	
CBF	Council Bluffs	Council Bluffs Municipal	Enhanced	Entry and Parking	Yes	
DVN	Davenport	Davenport Municipal	Enhanced	Entry and Parking	Yes	
FFL	Fairfield	Fairfield Municipal	Enhanced	Entry and Parking	Yes	
IIB	Independence	Independence Municipal - James H Connell Field	Enhanced	Entry and Parking	Yes	
IOW	Iowa City	Iowa City Municipal	Enhanced	Entry and Parking	Yes	
EOK	Keokuk	Keokuk Municipal	Enhanced	Entry and Parking	Yes	
MIW	Marshalltown	Marshalltown Municipal	Enhanced	Entry and Parking	Yes	
SXK	Maurice	Sioux County Regional	Enhanced	Entry and Parking	Yes	
MUT	Muscatine	Muscatine Municipal	Enhanced	Entry and Parking	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Paved Entry and Parking	Meets Paved Entry and Parking Objective	Improvement Needed to Meet Objective
TNU	Newton	Newton Municipal-Earl Johnson Field	Enhanced	Entry and Parking	Yes	
OTM	Ottumwa	Ottumwa Regional	Enhanced	Entry and Parking	Yes	
SPW	Spencer	Spencer Municipal	Enhanced	Entry and Parking	Yes	
General Service Airports						
AXA	Algona	Algona Municipal	General	Entry and Parking	Yes	
AIO	Atlantic	Atlantic Municipal	General	Entry and Parking	Yes	
BNW	Boone	Boone Municipal	General	Entry and Parking	Yes	
TVK	Centerville	Centerville Municipal	General	Entry and Parking	Yes	
CCY	Charles City	Northeast Iowa Regional	General	Entry and Parking	Yes	
CKP	Cherokee	Cherokee County Regional	General	No	No	Pave Entry and Parking
CSQ	Creston	Creston Municipal	General	Entry and Parking	Yes	
DEH	Decorah	Decorah Municipal	General	Entry and Parking	Yes	
DNS	Denison	Denison Municipal	General	Entry and Parking	Yes	
EST	Estherville	Estherville Municipal	General	Entry and Parking	Yes	
FXY	Forest City	Forest City Municipal	General	Entry and Parking	Yes	
GGI	Grinnell	Grinnell Regional	General	Entry and Parking	Yes	
HPT	Hampton	Hampton Municipal	General	Entry and Parking	Yes	
HNR	Harlan	Harlan Municipal	General	Entry and Parking	Yes	
IFA	Iowa Falls	Iowa Falls Municipal	General	Entry and Parking	Yes	
OXV	Knoxville	Knoxville Municipal	General	Entry and Parking	Yes	
LRJ	Le Mars	Le Mars Municipal	General	Entry and Parking	Yes	
MXO	Monticello	Monticello Regional	General	Entry and Parking	Yes	
MPZ	Mount Pleasant	Mount Pleasant Municipal	General	Entry and Parking	Yes	
OLZ	Oelwein	Oelwein Municipal	General	Entry and Parking	Yes	

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FAA ID	Associated City	Airport Name	2020 Role	Paved Entry and Parking	Meets Paved Entry and Parking Objective	Improvement Needed to Meet Objective
I75	Osceola	Osceola Municipal	General	Entry and Parking	Yes	
OOA	Oskaloosa	Oskaloosa Municipal	General	Entry and Parking	Yes	
PEA	Pella	Pella Municipal	General	Parking only	No	Pave Entry
PRO	Perry	Perry Municipal	General	Entry and Parking	Yes	
RDK	Red Oak	Red Oak Municipal	General	Entry and Parking	Yes	
SHL	Sheldon	Sheldon Regional	General	Entry and Parking	Yes	
SDA	Shenandoah	Shenandoah Municipal	General	Entry and Parking	Yes	
SLB	Storm Lake	Storm Lake Municipal	General	Entry and Parking	Yes	
VTI	Vinton	Vinton Veterans Memorial Airpark	General	Entry and Parking	Yes	
AWG	Washington	Washington Municipal	General	Entry and Parking	Yes	
EBS	Webster City	Webster City Municipal	General	Entry and Parking	Yes	
<b>Basic Service Airports</b>						
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Basic	Entry and Parking	Not an Objective	
4K6	Bloomfield	Bloomfield Municipal	Basic	Unpaved	Not an Objective	
CNC	Chariton	Chariton Municipal	Basic	Entry and Parking	Not an Objective	
ICL	Clarinda	Clarinda Municipal - Schenck Field	Basic	Entry and Parking	Not an Objective	
CAV	Clarion	Clarion Municipal	Basic	Entry and Parking	Not an Objective	
EGQ	Emmetsburg	Emmetsburg Municipal	Basic	Parking only	Not an Objective	
FSW	Fort Madison	Fort Madison Municipal	Basic	Entry and Parking	Not an Objective	
GFZ	Greenfield	Greenfield Municipal	Basic	Parking only	Not an Objective	
EFW	Jefferson	Jefferson Municipal	Basic	Entry and Parking	Not an Objective	
LWD	Lamoni	Lamoni Municipal	Basic	Unpaved	Not an Objective	
C27	Manchester	Manchester Municipal	Basic	Parking only	Not an Objective	
C17	Marion	Marion	Basic	Parking only	Not an Objective	

FAA ID	Associated City	Airport Name	2020 Role	Paved Entry and Parking	Meets Paved Entry and Parking Objective	Improvement Needed to Meet Objective
POH	Pocahontas	Pocahontas Municipal	Basic	Entry and Parking	Not an Objective	
RRQ	Rock Rapids	Rock Rapids Municipal	Basic	Entry and Parking	Not an Objective	
SKI	Sac City	Sac City Municipal	Basic	Entry and Parking	Not an Objective	
ISB	Sibley	Sibley Municipal	Basic	Unpaved	Not an Objective	
C25	Waverly	Waverly Municipal	Basic	Entry and Parking	Not an Objective	
3Y2	West Union	West Union Municipal - George L Scott	Basic	Entry only	Not an Objective	
3Y3	Winterset	Winterset Municipal	Basic	Parking only	Not an Objective	
Local Service Airports						
4C7	Ackley	Ackley Municipal	Local	Entry and Parking	Not an Objective	
4C8	Albia	Albia Municipal	Local	Entry and Parking	Not an Objective	
K98	Allison	Allison Municipal	Local	Unpaved	Not an Objective	
C11	Amana	Amana	Local	Parking only	Not an Objective	
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	Local	Unpaved	Not an Objective	
ADU	Audubon	Audubon County	Local	Entry and Parking	Not an Objective	
Y46	Bedford	Bedford Municipal	Local	Unpaved	Not an Objective	
Y48	Belmond	Belmond Municipal	Local	Unpaved	Not an Objective	
CRZ	Corning	Corning Municipal	Local	Entry and Parking	Not an Objective	
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Local	Parking only	Not an Objective	
IA8	Dyersville	Dyersville Area	Local	Unpaved	Not an Objective	
EAG	Eagle Grove	Eagle Grove Municipal	Local	Parking only	Not an Objective	
27P	Eldora	Eldora	Local	Unpaved	Not an Objective	
I27	Elkader	Elkader	Local	Unpaved	Not an Objective	
6K7	Grundy Center	Grundy Center Municipal	Local	Unpaved	Not an Objective	
GCT	Guthrie Center	Guthrie County Regional	Local	Entry and Parking	Not an Objective	

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FAA ID	Associated City	Airport Name	2020 Role	Paved Entry and Parking	Meets Paved Entry and Parking Objective	Improvement Needed to Meet Objective
0K7	Humboldt	Humboldt Municipal	Local	Entry and Parking	Not an Objective	
IDG	Ida Grove	Ida Grove Municipal	Local	Entry and Parking	Not an Objective	
6K9	Keosauqua	Keosauqua Municipal	Local	Unpaved	Not an Objective	
0Y6	Lake Mills	Lake Mills Municipal	Local	Unpaved	Not an Objective	
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Local	Entry only	Not an Objective	
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Local	Parking only	Not an Objective	
OQW	Maquoketa	Maquoketa Municipal	Local	Entry and Parking	Not an Objective	
4D8	Milford	Milford Municipal – Fuller	Local	Unpaved	Not an Objective	
7C3	Monona	Monona Municipal	Local	Unpaved	Not an Objective	
7C5	Montezuma	Montezuma Sig Field	Local	Entry only	Not an Objective	
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	Local	Unpaved	Not an Objective	
1Y5	New Hampton	New Hampton Municipal	Local	Entry only	Not an Objective	
5D2	Northwood	Northwood Municipal	Local	Unpaved	Not an Objective	
D02	Osage	Osage Municipal	Local	Unpaved	Not an Objective	
1Y9	Paullina	Paullina Municipal	Local	Unpaved	Not an Objective	
8Y8	Ringsted	Peltz Field	Local	Unpaved	Not an Objective	
2Y4	Rockwell City	Rockwell City Municipal	Local	Unpaved	Not an Objective	
0F3	Spirit Lake	Spirit Lake Municipal	Local	Entry and Parking	Not an Objective	
8C2	Sully	Sully Municipal	Local	Unpaved	Not an Objective	
8C4	Tipton	Tipton Municipal - Mathews Memorial	Local	Entry and Parking	Not an Objective	
8C5	Toledo	Toledo Municipal	Local	Unpaved	Not an Objective	
8C6	Traer	Traer Municipal	Local	Unpaved	Not an Objective	
Y01	Waukon	Waukon Municipal	Local	Entry and Parking	Not an Objective	
3Y4	Woodbine	Woodbine Municipal	Local	Unpaved	Not an Objective	

Source: Iowa Airport Managers, Iowa DOT



**Table D-16: Security**

FAA ID	Associated City	Airport Name	2020 Role	Fencing	Card Access Gate	Visual Barrier	Posted Signs	Meets Fencing Objective	Improvement Needed to Meet Objective
<b>Commercial Service Airports</b>									
BRL	Burlington	Southeast Iowa Regional	Commercial	Full 8-foot Fencing	Card Access Gate	Visual Barrier	Posted Signs	Yes	
CID	Cedar Rapids	Eastern Iowa	Commercial	Full 8-foot Fencing	Card Access Gate	No Visual Barrier	Posted Signs	Yes	
DSM	Des Moines	Des Moines International	Commercial	Full 8-foot Fencing	Card Access Gate	Visual Barrier	Posted Signs	Yes	
DBQ	Dubuque	Dubuque Regional	Commercial	Full 8-foot Fencing	Card Access Gate	Visual Barrier	Posted Signs	Yes	
FOD	Fort Dodge	Fort Dodge Regional	Commercial	Full 8-foot Fencing	Card Access Gate	Visual Barrier	Posted Signs	Yes	
MCW	Mason City	Mason City Municipal	Commercial	Full 8-foot Fencing	Card Access Gate	No Visual Barrier	Posted Signs	Yes	
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Commercial	Full 8-foot Fencing	Card Access Gate	Visual Barrier	Posted Signs	Yes	
ALO	Waterloo	Waterloo Regional	Commercial	Full 8-foot Fencing	Card Access Gate	No Visual Barrier	Posted Signs	Yes	
<b>Enhanced Service Airports</b>									
AMW	Ames	Ames Municipal	Enhanced	No Fencing	No Card Access Gate	Visual Barrier	Posted Signs	No	Install Full 8-foot Fencing
IKV	Ankeny	Ankeny Regional	Enhanced	Full 8-foot Fencing	Card Access Gate	Visual Barrier	Posted Signs	Yes	
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Enhanced	No Fencing	No Card Access Gate	Visual Barrier	Posted Signs	No	Install Full 8-foot Fencing
CWI	Clinton	Clinton Municipal	Enhanced	Partial 8-foot Fencing	Card Access Gate	Visual Barrier	Posted Signs	No	Install Full 8-foot Fencing
CBF	Council Bluffs	Council Bluffs Municipal	Enhanced	Full 8-foot Fencing	Card Access Gate	Visual Barrier	Posted Signs	Yes	
DVN	Davenport	Davenport Municipal	Enhanced	Partial 8-foot Fencing	Card Access Gate	Visual Barrier	Posted Signs	No	Install Full 8-foot Fencing
FFL	Fairfield	Fairfield Municipal	Enhanced	Full 5-foot Fencing	Card Access Gate	Visual Barrier	Posted Signs	No	Install Full 8-foot Fencing

**Appendix D, Facility and Service Objectives**

FAA ID	Associated City	Airport Name	2020 Role	Fencing	Card Access Gate	Visual Barrier	Posted Signs	Meets Fencing Objective	Improvement Needed to Meet Objective
IIB	Independence	Independence Municipal - James H Connell Field	Enhanced	Partial 4-foot Fencing	No Card Access Gate	Visual Barrier	Posted Signs	No	Install Full 8-foot Fencing
IOW	Iowa City	Iowa City Municipal	Enhanced	Partial 8-foot Fencing	No Card Access Gate	Visual Barrier	Posted Signs	No	Install Full 8-foot Fencing
EOK	Keokuk	Keokuk Municipal	Enhanced	Full 8-foot Fencing	Card Access Gate	Visual Barrier	Posted Signs	Yes	
MIW	Marshalltown	Marshalltown Municipal	Enhanced	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	No	Install Full 8-foot Fencing
SXK	Maurice	Sioux County Regional	Enhanced	Partial 8-foot Fencing	Card Access Gate	Visual Barrier	Posted Signs	No	Install Full 8-foot Fencing
MUT	Muscatine	Muscatine Municipal	Enhanced	Full 8-foot Fencing	Card Access Gate	Visual Barrier	Posted Signs	Yes	
TNU	Newton	Newton Municipal-Earl Johnson Field	Enhanced	Partial 8-foot Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	No	Install Full 8-foot Fencing
OTM	Ottumwa	Ottumwa Regional	Enhanced	Full 8-foot Fencing	Card Access Gate	Visual Barrier	Posted Signs	Yes	
SPW	Spencer	Spencer Municipal	Enhanced	Partial 8-foot Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	No	Install Full 8-foot Fencing
General Service Airports									
AXA	Algona	Algona Municipal	General	Partial 4-foot Fencing	No Card Access Gate	Visual Barrier	Posted Signs	Yes	
AIO	Atlantic	Atlantic Municipal	General	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	No	Add Visual Barrier
BNW	Boone	Boone Municipal	General	No Fencing	Card Access Gate	Visual Barrier	Posted Signs	Yes	
TVK	Centerville	Centerville Municipal	General	No Fencing	No Card Access Gate	Visual Barrier	Posted Signs	Yes	
CCY	Charles City	Northeast Iowa Regional	General	Full 5-foot Fencing	No Card Access Gate	Visual Barrier	Posted Signs	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Fencing	Card Access Gate	Visual Barrier	Posted Signs	Meets Fencing Objective	Improvement Needed to Meet Objective
CKP	Cherokee	Cherokee County Regional	General	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	No	Add Visual Barrier
CSQ	Creston	Creston Municipal	General	Partial 8-foot Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	Yes	
DEH	Decorah	Decorah Municipal	General	No Fencing	No Card Access Gate	Visual Barrier	Posted Signs	Yes	
DNS	Denison	Denison Municipal	General	No Fencing	No Card Access Gate	Visual Barrier	Posted Signs	Yes	
EST	Estherville	Estherville Municipal	General	No Fencing	No Card Access Gate	Visual Barrier	Posted Signs	Yes	
FXY	Forest City	Forest City Municipal	General	Full 8-foot Fencing	Card Access Gate	Visual Barrier	Posted Signs	Yes	
GGI	Grinnell	Grinnell Regional	General	Partial 4-foot Fencing	Card Access Gate	Visual Barrier	Posted Signs	Yes	
HPT	Hampton	Hampton Municipal	General	Partial 4-foot Fencing	No Card Access Gate	Visual Barrier	Posted Signs	Yes	
HNR	Harlan	Harlan Municipal	General	No Fencing	No Card Access Gate	Visual Barrier	Posted Signs	Yes	
IFA	Iowa Falls	Iowa Falls Municipal	General	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	No	Add Visual Barrier
OXV	Knoxville	Knoxville Municipal	General	Partial 4-foot Fencing	No Card Access Gate	Visual Barrier	Posted Signs	Yes	
LRJ	Le Mars	Le Mars Municipal	General	Partial 6-foot Fencing	Card Access Gate	Visual Barrier	Posted Signs	Yes	
MXO	Monticello	Monticello Regional	General	No Fencing	No Card Access Gate	Visual Barrier	Posted Signs	Yes	
MPZ	Mount Pleasant	Mount Pleasant Municipal	General	No Fencing	No Card Access Gate	Visual Barrier	Posted Signs	Yes	
OLZ	Oelwein	Oelwein Municipal	General	No Fencing	No Card Access Gate	Visual Barrier	Posted Signs	Yes	
I75	Osceola	Osceola Municipal	General	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	No	Add Visual Barrier
OOA	Oskaloosa	Oskaloosa Municipal	General	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	No	Add Visual Barrier

**Appendix D, Facility and Service Objectives**

FAA ID	Associated City	Airport Name	2020 Role	Fencing	Card Access Gate	Visual Barrier	Posted Signs	Meets Fencing Objective	Improvement Needed to Meet Objective
PEA	Pella	Pella Municipal	General	Full 8-foot Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	Yes	
PRO	Perry	Perry Municipal	General	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	No	Add Visual Barrier
RDK	Red Oak	Red Oak Municipal	General	Partial 8-foot Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	Yes	
SHL	Sheldon	Sheldon Regional	General	Partial 8-foot Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	Yes	
SDA	Shenandoah	Shenandoah Municipal	General	No Fencing	No Card Access Gate	Visual Barrier	Posted Signs	Yes	
SLB	Storm Lake	Storm Lake Municipal	General	Partial 8-foot Fencing	No Card Access Gate	Visual Barrier	Posted Signs	Yes	
VTI	Vinton	Vinton Veterans Memorial Airpark	General	No Fencing	No Card Access Gate	Visual Barrier	Posted Signs	Yes	
AWG	Washington	Washington Municipal	General	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	No	Add Visual Barrier
EBS	Webster City	Webster City Municipal	General	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	No	Add Visual Barrier
Basic Service Airports									
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Basic	No Fencing	No Card Access Gate	Visual Barrier	Posted Signs	Yes	
4K6	Bloomfield	Bloomfield Municipal	Basic	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	No	Add Visual Barrier
CNC	Chariton	Chariton Municipal	Basic	No Fencing	No Card Access Gate	Visual Barrier	Posted Signs	Yes	
ICL	Clarinda	Clarinda Municipal - Schenck Field	Basic	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	No	Add Visual Barrier
CAV	Clarion	Clarion Municipal	Basic	No Fencing	No Card Access Gate	Visual Barrier	Posted Signs	Yes	
EGO	Emmetsburg	Emmetsburg Municipal	Basic	No Fencing	No Card Access Gate	Visual Barrier	Posted Signs	Yes	
FSW	Fort Madison	Fort Madison Municipal	Basic	No Fencing	No Card Access Gate	Visual Barrier	Posted Signs	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Fencing	Card Access Gate	Visual Barrier	Posted Signs	Meets Fencing Objective	Improvement Needed to Meet Objective
GFZ	Greenfield	Greenfield Municipal	Basic	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	No	Add Visual Barrier
EFW	Jefferson	Jefferson Municipal	Basic	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	No	Add Visual Barrier
LWD	Lamoni	Lamoni Municipal	Basic	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	No	Add Visual Barrier
C27	Manchester	Manchester Municipal	Basic	No Fencing	No Card Access Gate	Visual Barrier	Posted Signs	Yes	
C17	Marion	Marion	Basic	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	No	Add Visual Barrier
POH	Pocahontas	Pocahontas Municipal	Basic	No Fencing	No Card Access Gate	Visual Barrier	Posted Signs	Yes	
RRQ	Rock Rapids	Rock Rapids Municipal	Basic	Partial 8-foot Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	Yes	
SKI	Sac City	Sac City Municipal	Basic	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	No	Add Visual Barrier
ISB	Sibley	Sibley Municipal	Basic	No Fencing	No Card Access Gate	Visual Barrier	Posted Signs	Yes	
C25	Waverly	Waverly Municipal	Basic	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	No	Add Visual Barrier
3Y2	West Union	West Union Municipal - George L. Scott	Basic	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	No	Add Visual Barrier
3Y3	Winterset	Winterset Municipal	Basic	Partial 8-foot Fencing	No Card Access Gate	Visual Barrier	Posted Signs	Yes	
Local Service Airports									
4C7	Ackley	Ackley Municipal	Local	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	Yes	
4C8	Albia	Albia Municipal	Local	Low Fence	No Card Access Gate	No Visual Barrier	Posted Signs	Yes	
K98	Allison	Allison Municipal	Local	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	Yes	
C11	Amana	Amana	Local	Partial 3.5-foot Fencing	No Card Access Gate	Visual Barrier	Posted Signs	Yes	

**Appendix D, Facility and Service Objectives**

FAA ID	Associated City	Airport Name	2020 Role	Fencing	Card Access Gate	Visual Barrier	Posted Signs	Meets Fencing Objective	Improvement Needed to Meet Objective
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	Local	No Fencing	No Card Access Gate	No Visual Barrier	No Posted Signs	No	Add Posted Signs
ADU	Audubon	Audubon County	Local	No Fencing	No Card Access Gate	Visual Barrier	Posted Signs	Yes	
Y46	Bedford	Bedford Municipal	Local	Low Fence	No Card Access Gate	No Visual Barrier	Posted Signs	Yes	
Y48	Belmond	Belmond Municipal	Local	Low Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	Yes	
CRZ	Corning	Corning Municipal	Local	No Fencing	No Card Access Gate	Visual Barrier	Posted Signs	Yes	
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Local	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	Yes	
IA8	Dyersville	Dyersville Area	Local	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	Yes	
EAG	Eagle Grove	Eagle Grove Municipal	Local	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	Yes	
27P	Eldora	Eldora	Local	No Fencing	No Card Access Gate	Visual Barrier	Posted Signs	Yes	
I27	Elkader	Elkader	Local	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	Yes	
6K7	Grundy Center	Grundy Center Municipal	Local	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	Yes	
GCT	Guthrie Center	Guthrie County Regional	Local	Full 4-foot Fencing	Card Access Gate	Visual Barrier	Posted Signs	Yes	
0K7	Humboldt	Humboldt Municipal	Local	Partial 4-foot Fencing	Card Access Gate	Visual Barrier	Posted Signs	Yes	
IDG	Ida Grove	Ida Grove Municipal	Local	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	Yes	
6K9	Keosauqua	Keosauqua Municipal	Local	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	Yes	
0Y6	Lake Mills	Lake Mills Municipal	Local	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	Yes	
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Local	No Fencing	No Card Access Gate	No Visual Barrier	No Posted Signs	No	Add Posted Signs

FAA ID	Associated City	Airport Name	2020 Role	Fencing	Card Access Gate	Visual Barrier	Posted Signs	Meets Fencing Objective	Improvement Needed to Meet Objective
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Local	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	Yes	
OQW	Maquoketa	Maquoketa Municipal	Local	No Fencing	No Card Access Gate	Visual Barrier	Posted Signs	Yes	
4D8	Milford	Milford Municipal – Fuller	Local	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	Yes	
7C3	Monona	Monona Municipal	Local	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	Yes	
7C5	Montezuma	Montezuma Sig Field	Local	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	Yes	
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	Local	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	Yes	
1Y5	New Hampton	New Hampton Municipal	Local	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	Yes	
5D2	Northwood	Northwood Municipal	Local	No Fencing	No Card Access Gate	No Visual Barrier	No Posted Signs	No	Add Posted Signs
D02	Osage	Osage Municipal	Local	No Fencing	No Card Access Gate	Visual Barrier	Posted Signs	Yes	
1Y9	Paullina	Paullina Municipal	Local	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	Yes	
8Y8	Ringsted	Peltz Field	Local	No Fencing	No Card Access Gate	No Visual Barrier	No Posted Signs	No	Add Posted Signs
2Y4	Rockwell City	Rockwell City Municipal	Local	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	Yes	
0F3	Spirit Lake	Spirit Lake Municipal	Local	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	Yes	
8C2	Sully	Sully Municipal	Local	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	Yes	
8C4	Tipton	Tipton Municipal - Mathews Memorial	Local	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	Yes	
8C5	Toledo	Toledo Municipal	Local	No Fencing	No Card Access Gate	Visual Barrier	Posted Signs	Yes	
8C6	Traer	Traer Municipal	Local	No Fencing	No Card Access Gate	Visual Barrier	Posted Signs	Yes	

**Appendix D, Facility and Service Objectives**

FAA ID	Associated City	Airport Name	2020 Role	Fencing	Card Access Gate	Visual Barrier	Posted Signs	Meets Fencing Objective	Improvement Needed to Meet Objective
Y01	Waukon	Waukon Municipal	Local	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	Yes	
3Y4	Woodbine	Woodbine Municipal	Local	No Fencing	No Card Access Gate	No Visual Barrier	Posted Signs	Yes	

Source: Iowa Airport Managers, Iowa DOT

**Table D-17: Fixed Base Operator**

FAA ID	Associated City	Airport Name	2020 Role	Fixed-Base Operator	Meets Fixed-Base Operator Objective	Improvement Needed to Meet Objective
<b>Commercial Service Airports</b>						
BRL	Burlington	Southeast Iowa Regional	Commercial	Yes	Yes	
CID	Cedar Rapids	Eastern Iowa	Commercial	Yes	Yes	
DSM	Des Moines	Des Moines International	Commercial	Yes	Yes	
DBQ	Dubuque	Dubuque Regional	Commercial	Yes	Yes	
FOD	Fort Dodge	Fort Dodge Regional	Commercial	Yes	Yes	
MCW	Mason City	Mason City Municipal	Commercial	Yes	Yes	
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Commercial	Yes	Yes	
ALO	Waterloo	Waterloo Regional	Commercial	Yes	Yes	
<b>Enhanced Service Airports</b>						
AMW	Ames	Ames Municipal	Enhanced	Yes	Yes	
IKV	Ankeny	Ankeny Regional	Enhanced	Yes	Yes	
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Enhanced	Yes	Yes	
CWI	Clinton	Clinton Municipal	Enhanced	Yes	Yes	
CBF	Council Bluffs	Council Bluffs Municipal	Enhanced	Yes	Yes	
DVN	Davenport	Davenport Municipal	Enhanced	Yes	Yes	
FFL	Fairfield	Fairfield Municipal	Enhanced	Yes	Yes	
IIB	Independence	Independence Municipal - James H Connell Field	Enhanced	Yes	Yes	
IOW	Iowa City	Iowa City Municipal	Enhanced	Yes	Yes	
EOK	Keokuk	Keokuk Municipal	Enhanced	Yes	Yes	
MIW	Marshalltown	Marshalltown Municipal	Enhanced	Yes	Yes	
SXK	Maurice	Sioux County Regional	Enhanced	Yes	Yes	
MUT	Muscatine	Muscatine Municipal	Enhanced	Yes	Yes	

## Appendix D, Facility and Service Objectives

FAA ID	Associated City	Airport Name	2020 Role	Fixed-Base Operator	Meets Fixed-Base Operator Objective	Improvement Needed to Meet Objective
TNU	Newton	Newton Municipal-Earl Johnson Field	Enhanced	Yes	Yes	
OTM	Ottumwa	Ottumwa Regional	Enhanced	Yes	Yes	
SPW	Spencer	Spencer Municipal	Enhanced	Yes	Yes	
General Service Airports						
AXA	Algona	Algona Municipal	General	Yes	Yes	
AIO	Atlantic	Atlantic Municipal	General	Yes	Yes	
BNW	Boone	Boone Municipal	General	Yes	Yes	
TVK	Centerville	Centerville Municipal	General	Yes	Yes	
CCY	Charles City	Northeast Iowa Regional	General	Yes	Yes	
CKP	Cherokee	Cherokee County Regional	General	Yes	Yes	
CSQ	Creston	Creston Municipal	General	Yes	Yes	
DEH	Decorah	Decorah Municipal	General	Yes	Yes	
DNS	Denison	Denison Municipal	General	Yes	Yes	
EST	Estherville	Estherville Municipal	General	Yes	Yes	
FXY	Forest City	Forest City Municipal	General	Yes	Yes	
GGI	Grinnell	Grinnell Regional	General	Yes	Yes	
HPT	Hampton	Hampton Municipal	General	Yes	Yes	
HNR	Harlan	Harlan Municipal	General	Yes	Yes	
IFA	Iowa Falls	Iowa Falls Municipal	General	Yes	Yes	
OXV	Knoxville	Knoxville Municipal	General	Yes	Yes	
LRJ	Le Mars	Le Mars Municipal	General	Yes	Yes	
MXO	Monticello	Monticello Regional	General	Yes	Yes	
MPZ	Mount Pleasant	Mount Pleasant Municipal	General	Yes	Yes	
OLZ	Oelwein	Oelwein Municipal	General	Yes	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Fixed-Base Operator	Meets Fixed-Base Operator Objective	Improvement Needed to Meet Objective
I75	Osceola	Osceola Municipal	General	Yes	Yes	
OOA	Oskaloosa	Oskaloosa Municipal	General	Yes	Yes	
PEA	Pella	Pella Municipal	General	Yes	Yes	
PRO	Perry	Perry Municipal	General	Yes	Yes	
RDK	Red Oak	Red Oak Municipal	General	Yes	Yes	
SHL	Sheldon	Sheldon Regional	General	Yes	Yes	
SDA	Shenandoah	Shenandoah Municipal	General	Yes	Yes	
SLB	Storm Lake	Storm Lake Municipal	General	Yes	Yes	
VTI	Vinton	Vinton Veterans Memorial Airpark	General	Yes	Yes	
AWG	Washington	Washington Municipal	General	Yes	Yes	
EBS	Webster City	Webster City Municipal	General	Yes	Yes	
<b>Basic Service Airports</b>						
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Basic	No	Not an Objective	
4K6	Bloomfield	Bloomfield Municipal	Basic	Yes	Not an Objective	
CNC	Chariton	Chariton Municipal	Basic	Yes	Not an Objective	
ICL	Clarinda	Clarinda Municipal - Schenck Field	Basic	Yes	Not an Objective	
CAV	Clarion	Clarion Municipal	Basic	No	Not an Objective	
EGQ	Emmetsburg	Emmetsburg Municipal	Basic	No	Not an Objective	
FSW	Fort Madison	Fort Madison Municipal	Basic	No	Not an Objective	
GFZ	Greenfield	Greenfield Municipal	Basic	No	Not an Objective	
EFW	Jefferson	Jefferson Municipal	Basic	No	Not an Objective	
LWD	Lamoni	Lamoni Municipal	Basic	No	Not an Objective	
C27	Manchester	Manchester Municipal	Basic	No	Not an Objective	
C17	Marion	Marion	Basic	Yes	Not an Objective	

**Appendix D, Facility and Service Objectives**

FAA ID	Associated City	Airport Name	2020 Role	Fixed-Base Operator	Meets Fixed-Base Operator Objective	Improvement Needed to Meet Objective
POH	Pocahontas	Pocahontas Municipal	Basic	No	Not an Objective	
RRQ	Rock Rapids	Rock Rapids Municipal	Basic	Yes	Not an Objective	
SKI	Sac City	Sac City Municipal	Basic	Yes	Not an Objective	
ISB	Sibley	Sibley Municipal	Basic	Yes	Not an Objective	
C25	Waverly	Waverly Municipal	Basic	Yes	Not an Objective	
3Y2	West Union	West Union Municipal - George L Scott	Basic	No	Not an Objective	
3Y3	Winterset	Winterset Municipal	Basic	Yes	Not an Objective	
Local Service Airports						
4C7	Ackley	Ackley Municipal	Local	No	Not an Objective	
4C8	Albia	Albia Municipal	Local	No	Not an Objective	
K98	Allison	Allison Municipal	Local	No	Not an Objective	
C11	Amana	Amana	Local	Yes	Not an Objective	
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	Local	No	Not an Objective	
ADU	Audubon	Audubon County	Local	No	Not an Objective	
Y46	Bedford	Bedford Municipal	Local	No	Not an Objective	
Y48	Belmond	Belmond Municipal	Local	No	Not an Objective	
CRZ	Corning	Corning Municipal	Local	No	Not an Objective	
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Local	No	Not an Objective	
IA8	Dyersville	Dyersville Area	Local	No	Not an Objective	
EAG	Eagle Grove	Eagle Grove Municipal	Local	No	Not an Objective	
27P	Eldora	Eldora	Local	No	Not an Objective	
I27	Elkader	Elkader	Local	No	Not an Objective	
6K7	Grundy Center	Grundy Center Municipal	Local	No	Not an Objective	
GCT	Guthrie Center	Guthrie County Regional	Local	No	Not an Objective	

FAA ID	Associated City	Airport Name	2020 Role	Fixed-Base Operator	Meets Fixed-Base Operator Objective	Improvement Needed to Meet Objective
0K7	Humboldt	Humboldt Municipal	Local	No	Not an Objective	
IDG	Ida Grove	Ida Grove Municipal	Local	No	Not an Objective	
6K9	Keosauqua	Keosauqua Municipal	Local	Yes	Not an Objective	
0Y6	Lake Mills	Lake Mills Municipal	Local	No	Not an Objective	
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Local	No	Not an Objective	
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Local	Yes	Not an Objective	
OQW	Maquoketa	Maquoketa Municipal	Local	Yes	Not an Objective	
4D8	Milford	Milford Municipal – Fuller	Local	Yes	Not an Objective	
7C3	Monona	Monona Municipal	Local	No	Not an Objective	
7C5	Montezuma	Montezuma Sig Field	Local	No	Not an Objective	
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	Local	No	Not an Objective	
1Y5	New Hampton	New Hampton Municipal	Local	No	Not an Objective	
5D2	Northwood	Northwood Municipal	Local	No	Not an Objective	
D02	Osage	Osage Municipal	Local	No	Not an Objective	
1Y9	Paullina	Paullina Municipal	Local	No	Not an Objective	
8Y8	Ringsted	Peltz Field	Local	No	Not an Objective	
2Y4	Rockwell City	Rockwell City Municipal	Local	No	Not an Objective	
0F3	Spirit Lake	Spirit Lake Municipal	Local	No	Not an Objective	
8C2	Sully	Sully Municipal	Local	No	Not an Objective	
8C4	Tipton	Tipton Municipal - Mathews Memorial	Local	No	Not an Objective	
8C5	Toledo	Toledo Municipal	Local	No	Not an Objective	
8C6	Traer	Traer Municipal	Local	No	Not an Objective	
Y01	Waukon	Waukon Municipal	Local	No	Not an Objective	
3Y4	Woodbine	Woodbine Municipal	Local	No	Not an Objective	

Source: Iowa Airport Managers, Iowa DOT

Appendix D, Facility and Service Objectives

Table A-18: Fueling

FAA ID	Associated City	Airport Name	2020 Role	Fuel	Meets Fuel Objective	Improvement Needed to Meet Objective
Commercial Service Airports						
BRL	Burlington	Southeast Iowa Regional	Commercial	Full Service - 24/7	Yes	
CID	Cedar Rapids	Eastern Iowa	Commercial	Full Service - 24/7	Yes	
DSM	Des Moines	Des Moines International	Commercial	Full Service - 24/7	Yes	
DBQ	Dubuque	Dubuque Regional	Commercial	Full Service - 24/7	Yes	
FOD	Fort Dodge	Fort Dodge Regional	Commercial	Full Service - 24/7	Yes	
MCW	Mason City	Mason City Municipal	Commercial	Full Service - 24/7	Yes	
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Commercial	Full Service - 24/7	Yes	
ALO	Waterloo	Waterloo Regional	Commercial	Full Service - 24/7	Yes	
Enhanced Service Airports						
AMW	Ames	Ames Municipal	Enhanced	Full Service - 24/7	Yes	
IKV	Ankeny	Ankeny Regional	Enhanced	Full Service - 24/7	Yes	
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Enhanced	Full Service - 24/7	Yes	
CWI	Clinton	Clinton Municipal	Enhanced	Full Service - 24/7	Yes	
CBF	Council Bluffs	Council Bluffs Municipal	Enhanced	Full Service - 24/7	Yes	
DVN	Davenport	Davenport Municipal	Enhanced	Full Service - 24/7	Yes	
FFL	Fairfield	Fairfield Municipal	Enhanced	Full Service - 24/7	Yes	
IIB	Independence	Independence Municipal - James H Connell Field	Enhanced	Full Service - 24/7	Yes	
IOW	Iowa City	Iowa City Municipal	Enhanced	Full Service - 24/7	Yes	
EOK	Keokuk	Keokuk Municipal	Enhanced	100LL & Jet A	No	Add 24/7 Access
MIW	Marshalltown	Marshalltown Municipal	Enhanced	Full Service - 24/7	Yes	
SXK	Maurice	Sioux County Regional	Enhanced	Full Service - 24/7	Yes	
MUT	Muscatine	Muscatine Municipal	Enhanced	Full Service - 24/7	Yes	
TNU	Newton	Newton Municipal-Earl Johnson Field	Enhanced	Full Service - 24/7	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Fuel	Meets Fuel Objective	Improvement Needed to Meet Objective
OTM	Ottumwa	Ottumwa Regional	Enhanced	Full Service - 24/7	Yes	
SPW	Spencer	Spencer Municipal	Enhanced	100LL & Jet A	No	Add 24/7 Access
General Service Airports						
AXA	Algona	Algona Municipal	General	100LL & Jet A	Yes	
AIO	Atlantic	Atlantic Municipal	General	Full Service - 24/7	Yes	
BNW	Boone	Boone Municipal	General	Full Service - 24/7	Yes	
TVK	Centerville	Centerville Municipal	General	100LL & Jet A	Yes	
CCY	Charles City	Northeast Iowa Regional	General	Full Service - 24/7	Yes	
CKP	Cherokee	Cherokee County Regional	General	100LL & Jet A	Yes	
CSQ	Creston	Creston Municipal	General	Full Service - 24/7	Yes	
DEH	Decorah	Decorah Municipal	General	Full Service - 24/7	Yes	
DNS	Denison	Denison Municipal	General	100LL & Jet A	Yes	
EST	Estherville	Estherville Municipal	General	100LL & Jet A	Yes	
FXY	Forest City	Forest City Municipal	General	100LL & Jet A	Yes	
GGI	Grinnell	Grinnell Regional	General	100LL & Jet A	Yes	
HPT	Hampton	Hampton Municipal	General	100LL & Jet A	Yes	
HNR	Harlan	Harlan Municipal	General	100LL & Jet A	Yes	
IFA	Iowa Falls	Iowa Falls Municipal	General	100LL & Jet A	Yes	
OXV	Knoxville	Knoxville Municipal	General	Full Service - 24/7	Yes	
LRJ	Le Mars	Le Mars Municipal	General	Full Service - 24/7	Yes	
MXO	Monticello	Monticello Regional	General	Full Service - 24/7	Yes	
MPZ	Mount Pleasant	Mount Pleasant Municipal	General	Full Service - 24/7	Yes	
OLZ	Oelwein	Oelwein Municipal	General	100LL & Jet A	Yes	
I75	Osceola	Osceola Municipal	General	100LL & Jet A	Yes	

## Appendix D, Facility and Service Objectives

FAA ID	Associated City	Airport Name	2020 Role	Fuel	Meets Fuel Objective	Improvement Needed to Meet Objective
OOA	Oskaloosa	Oskaloosa Municipal	General	100LL & Jet A	Yes	
PEA	Pella	Pella Municipal	General	100LL & Jet A	Yes	
PRO	Perry	Perry Municipal	General	100LL & Jet A	Yes	
RDK	Red Oak	Red Oak Municipal	General	100LL & Jet A	Yes	
SHL	Sheldon	Sheldon Regional	General	100LL & Jet A	Yes	
SDA	Shenandoah	Shenandoah Municipal	General	100LL & Jet A	Yes	
SLB	Storm Lake	Storm Lake Municipal	General	100LL & Jet A	Yes	
VTI	Vinton	Vinton Veterans Memorial Airpark	General	100LL & Jet A	Yes	
AWG	Washington	Washington Municipal	General	100LL & Jet A	Yes	
EBS	Webster City	Webster City Municipal	General	Full Service - 24/7	Yes	
Basic Service Airports						
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Basic	100LL	Yes	
4K6	Bloomfield	Bloomfield Municipal	Basic	100LL	Yes	
CNC	Chariton	Chariton Municipal	Basic	100LL	Yes	
ICL	Clarinda	Clarinda Municipal - Schenck Field	Basic	100LL & Jet A	Yes	
CAV	Clarion	Clarion Municipal	Basic	100LL & Jet A	Yes	
EGO	Emmetsburg	Emmetsburg Municipal	Basic	100LL	Yes	
FSW	Fort Madison	Fort Madison Municipal	Basic	100LL	Yes	
GFZ	Greenfield	Greenfield Municipal	Basic	100LL	Yes	
EFW	Jefferson	Jefferson Municipal	Basic	100LL	Yes	
LWD	Lamoni	Lamoni Municipal	Basic	100LL & Jet A	Yes	
C27	Manchester	Manchester Municipal	Basic	100LL	Yes	
C17	Marion	Marion	Basic	100LL & Jet A	Yes	
POH	Pocahontas	Pocahontas Municipal	Basic	100LL	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Fuel	Meets Fuel Objective	Improvement Needed to Meet Objective
RRQ	Rock Rapids	Rock Rapids Municipal	Basic	100LL	Yes	
SKI	Sac City	Sac City Municipal	Basic	100LL	Yes	
ISB	Sibley	Sibley Municipal	Basic	100LL	Yes	
C25	Waverly	Waverly Municipal	Basic	100LL & Jet A	Yes	
3Y2	West Union	West Union Municipal - George L Scott	Basic	100LL & Jet A	Yes	
3Y3	Winterset	Winterset Municipal	Basic	100LL & Jet A	Yes	
Local Service Airports						
4C7	Ackley	Ackley Municipal	Local	No Fuel	Not an Objective	
4C8	Albia	Albia Municipal	Local	No Fuel	Not an Objective	
K98	Allison	Allison Municipal	Local	No Fuel	Not an Objective	
C11	Amana	Amana	Local	No Fuel	Not an Objective	
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	Local	No Fuel	Not an Objective	
ADU	Audubon	Audubon County	Local	100LL & Jet A	Not an Objective	
Y46	Bedford	Bedford Municipal	Local	No Fuel	Not an Objective	
Y48	Belmond	Belmond Municipal	Local	No Fuel	Not an Objective	
CRZ	Corning	Corning Municipal	Local	100LL	Not an Objective	
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Local	No Fuel	Not an Objective	
IA8	Dyersville	Dyersville Area	Local	No Fuel	Not an Objective	
EAG	Eagle Grove	Eagle Grove Municipal	Local	100LL	Not an Objective	
27P	Eldora	Eldora	Local	No Fuel	Not an Objective	
I27	Elkader	Elkader	Local	No Fuel	Not an Objective	
6K7	Grundy Center	Grundy Center Municipal	Local	No Fuel	Not an Objective	
GCT	Guthrie Center	Guthrie County Regional	Local	100LL	Not an Objective	
OK7	Humboldt	Humboldt Municipal	Local	100LL	Not an Objective	

## Appendix D, Facility and Service Objectives

FAA ID	Associated City	Airport Name	2020 Role	Fuel	Meets Fuel Objective	Improvement Needed to Meet Objective
IDG	Ida Grove	Ida Grove Municipal	Local	No Fuel	Not an Objective	
6K9	Keosauqua	Keosauqua Municipal	Local	No Fuel	Not an Objective	
0Y6	Lake Mills	Lake Mills Municipal	Local	No Fuel	Not an Objective	
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Local	100LL	Not an Objective	
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Local	100LL	Not an Objective	
OQW	Maquoketa	Maquoketa Municipal	Local	100LL	Not an Objective	
4D8	Milford	Milford Municipal – Fuller	Local	100LL	Not an Objective	
7C3	Monona	Monona Municipal	Local	100LL	Not an Objective	
7C5	Montezuma	Montezuma Sig Field	Local	No Fuel	Not an Objective	
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	Local	No Fuel	Not an Objective	
1Y5	New Hampton	New Hampton Municipal	Local	No Fuel	Not an Objective	
5D2	Northwood	Northwood Municipal	Local	No Fuel	Not an Objective	
D02	Osage	Osage Municipal	Local	No Fuel	Not an Objective	
1Y9	Paullina	Paullina Municipal	Local	100LL	Not an Objective	
8Y8	Ringsted	Peltz Field	Local	No Fuel	Not an Objective	
2Y4	Rockwell City	Rockwell City Municipal	Local	100LL	Not an Objective	
0F3	Spirit Lake	Spirit Lake Municipal	Local	No Fuel	Not an Objective	
8C2	Sully	Sully Municipal	Local	No Fuel	Not an Objective	
8C4	Tipton	Tipton Municipal - Mathews Memorial	Local	100LL	Not an Objective	
8C5	Toledo	Toledo Municipal	Local	No Fuel	Not an Objective	
8C6	Traer	Traer Municipal	Local	No Fuel	Not an Objective	
Y01	Waukon	Waukon Municipal	Local	100LL	Not an Objective	
3Y4	Woodbine	Woodbine Municipal	Local	No Fuel	Not an Objective	

Source: Iowa Airport Managers, Iowa DOT

**Table D-19: Attendance**

FAA ID	Associated City	Airport Name	2020 Role	Attendance	Meets Attendance Objective	Improvement Needed to Meet Objective
Commercial Service Airports						
BRL	Burlington	Southeast Iowa Regional	Commercial	Mon-Sun 7 to 7	Yes	
CID	Cedar Rapids	Eastern Iowa	Commercial	Mon-Sun 4 to 11	Yes	
DSM	Des Moines	Des Moines International	Commercial	Mon-Sun 24/7	Yes	
DBQ	Dubuque	Dubuque Regional	Commercial	Mon-Sun 5 to 10, On Call	Yes	
FOD	Fort Dodge	Fort Dodge Regional	Commercial	Mon-Fri 7 to 6, Sat-Sun 8 to 4	Yes	
MCW	Mason City	Mason City Municipal	Commercial	Mon-Sun 7 to 7	Yes	
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Commercial	Mon-Sun 5 to 10:30	Yes	
ALO	Waterloo	Waterloo Regional	Commercial	Mon-Fri 5 to 8, Sat-Sun 7 to 8	Yes	
Enhanced Service Airports						
AMW	Ames	Ames Municipal	Enhanced	Mon-Fri 6 to 7, Sat-Sun 7 to 7	Yes	
IKV	Ankeny	Ankeny Regional	Enhanced	Mon-Fri 6-10, Sat-Sun 7-8	Yes	
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Enhanced	Mon-Fri 8 to 5, On Call	Yes	
CWI	Clinton	Clinton Municipal	Enhanced	Mon-Fri 8 to 5, Sat 10 to 2	Yes	
CBF	Council Bluffs	Council Bluffs Municipal	Enhanced	Mon-Sun 8 to 8	Yes	
DVN	Davenport	Davenport Municipal	Enhanced	Mon-Fri 7 to 8, Sat-Sun 8 to 6	Yes	
FFL	Fairfield	Fairfield Municipal	Enhanced	Mon-Fri 7 to 5, Sat-Sun On Call	Yes	
IIB	Independence	Independence Municipal - James H Connell Field	Enhanced	Mon-Sun 8 to 4	Yes	
IOW	Iowa City	Iowa City Municipal	Enhanced	Mon-Fri 6:30 to 8:30, Sat-Sun 7 to 7	Yes	
EOK	Keokuk	Keokuk Municipal	Enhanced	Mon-Sun 8 to 5	Yes	
MIW	Marshalltown	Marshalltown Municipal	Enhanced	Mon-Sun 8 to 6	Yes	
SXX	Maurice	Sioux County Regional	Enhanced	Mon-Fri 6 to 7, Sat 8 to 5	Yes	
MUT	Muscatine	Muscatine Municipal	Enhanced	Mon-Sun 7 to 6	Yes	

## Appendix D, Facility and Service Objectives

FAA ID	Associated City	Airport Name	2020 Role	Attendance	Meets Attendance Objective	Improvement Needed to Meet Objective
TNU	Newton	Newton Municipal-Earl Johnson Field	Enhanced	Mon-Fri 7:30 to 6, Sat-Sun 8 to 5 (Winter), Mon-Fri 7:30 to 7, Sat-Sun 8 to 6 (Summer)	Yes	
OTM	Ottumwa	Ottumwa Regional	Enhanced	Mon-Fri 7 to 7, Sat-Sun 8 to 6	Yes	
SPW	Spencer	Spencer Municipal	Enhanced	Mon-Fri 7 to 7, Sat-Sun 8 to 5 (Summer), Mon-Fri 7 to 6, Sat 8 to 5 (Winter)	Yes	
General Service Airports						
AXA	Algona	Algona Municipal	General	Mon-Fri 8 to 5, Sat 8 to 12, On Call	Yes	
AIO	Atlantic	Atlantic Municipal	General	Mon-Fri 8 to 5, Sat 8 to 12	Yes	
BNW	Boone	Boone Municipal	General	Mon-Sun 8 to 5	Yes	
TVK	Centerville	Centerville Municipal	General	Mon-Fri 8 to 4:30	Yes	
CCY	Charles City	Northeast Iowa Regional	General	Mon-Fri 7 to 5, Sat 7 to 3, Sun 8 to 3	Yes	
CKP	Cherokee	Cherokee County Regional	General	Mon-Fri 8 to 5	Yes	
CSQ	Creston	Creston Municipal	General	Mon-Fri 8 to 5, On Call	Yes	
DEH	Decorah	Decorah Municipal	General	Dawn to Dusk, On Call	Yes	
DNS	Denison	Denison Municipal	General	Mon-Fri 8 to 5, On Call	Yes	
EST	Estherville	Estherville Municipal	General	Dawn to Dusk	Yes	
FXY	Forest City	Forest City Municipal	General	Mon-Fri 8 to 5:30	Yes	
GGI	Grinnell	Grinnell Regional	General	Mon-Fri 8 to 5, Sat 8 to 12, On Call	Yes	
HPT	Hampton	Hampton Municipal	General	Mon-Fri 8 to 5	Yes	
HNR	Harlan	Harlan Municipal	General	Mon-Fri 8 to 5 (APR-SEP), Mon-Fri 8 to 2 (OCT-MAR)	Yes	
IFA	Iowa Falls	Iowa Falls Municipal	General	Mon-Fri 8 to 5, On Call	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Attendance	Meets Attendance Objective	Improvement Needed to Meet Objective
OXV	Knoxville	Knoxville Municipal	General	Dawn to Dusk, On Call	Yes	
LRJ	Le Mars	Le Mars Municipal	General	Mon-Fri 7:30 to 5:30, Sat 7:30 to 12, On Call	Yes	
MXO	Monticello	Monticello Regional	General	Mon-Fri 8 to 5, On Call	Yes	
MPZ	Mount Pleasant	Mount Pleasant Municipal	General	Mon-Fri 8 to 5, On Call	Yes	
OLZ	Oelwein	Oelwein Municipal	General	Mon-Fri 8 to 5	Yes	
I75	Osceola	Osceola Municipal	General	Mon-Fri 8 to 5	Yes	
OOA	Oskaloosa	Oskaloosa Municipal	General	Mon-Sat 8 to 6, Sun 12 to 5 (MAY-OCT), Mon-Sat 8 to 5, Sun 12 to 5 (NOV-APR)	Yes	
PEA	Pella	Pella Municipal	General	Mon-Sat 7 to Dusk, Sun 8 to 5	Yes	
PRO	Perry	Perry Municipal	General	Mon-Fri 8 to 5, Sat-Sun 9 to 4	Yes	
RDK	Red Oak	Red Oak Municipal	General	Mon-Fri 8 to 5, On Call	Yes	
SHL	Sheldon	Sheldon Regional	General	Mon-Fri 7:30 to 5, Sat-Sun On Call	Yes	
SDA	Shenandoah	Shenandoah Municipal	General	Mon-Fri 8 to 5, On Call	Yes	
SLB	Storm Lake	Storm Lake Municipal	General	Mon-Fri 9 to 5	Yes	
VTI	Vinton	Vinton Veterans Memorial Airpark	General	Mon-Sun 9 to 6	Yes	
AWG	Washington	Washington Municipal	General	Mon-Thu 7 to 4	No	Attendance on Friday
EBS	Webster City	Webster City Municipal	General	Mon-Fri 8 to 5, On Call	Yes	
Basic Service Airports						
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Basic	Unattended	No	On Call
4K6	Bloomfield	Bloomfield Municipal	Basic	Mon-Fri 8 to 5, Sat 9-12, On Call	Yes	
CNC	Chariton	Chariton Municipal	Basic	On Call	Yes	
ICL	Clarinda	Clarinda Municipal - Schenck Field	Basic	Mon-Fri 8 to 5	Yes	
CAV	Clarion	Clarion Municipal	Basic	Unattended	No	On Call

## Appendix D, Facility and Service Objectives

FAA ID	Associated City	Airport Name	2020 Role	Attendance	Meets Attendance Objective	Improvement Needed to Meet Objective
EGO	Emmetsburg	Emmetsburg Municipal	Basic	Irregular	No	On Call
FSW	Fort Madison	Fort Madison Municipal	Basic	On Call	Yes	
GFZ	Greenfield	Greenfield Municipal	Basic	Unattended	No	On Call
EFW	Jefferson	Jefferson Municipal	Basic	Unattended	No	On Call
LWD	Lamoni	Lamoni Municipal	Basic	On Call	Yes	
C27	Manchester	Manchester Municipal	Basic	On Call	Yes	
C17	Marion	Marion	Basic	Mon-Fri 8 to 4:30	Yes	
POH	Pocahontas	Pocahontas Municipal	Basic	Unattended	No	On Call
RRO	Rock Rapids	Rock Rapids Municipal	Basic	Mon-Fri 8 to 5, Sat 9 to 12	Yes	
SKI	Sac City	Sac City Municipal	Basic	Mon-Fri 8 to 4	Yes	
ISB	Sibley	Sibley Municipal	Basic	Mon-Fri 6 to 6	Yes	
C25	Waverly	Waverly Municipal	Basic	Mon-Sat 8 to 5, Sun 12 to 5	Yes	
3Y2	West Union	West Union Municipal - George L Scott	Basic	Unattended	No	On Call
3Y3	Winterset	Winterset Municipal	Basic	Mon-Fri 8 to 5	Yes	
<b>Local Service Airports</b>						
4C7	Ackley	Ackley Municipal	Local	Unattended	Not an Objective	
4C8	Albia	Albia Municipal	Local	Unattended	Not an Objective	
K98	Allison	Allison Municipal	Local	Unattended	Not an Objective	
C11	Amana	Amana	Local	Irregular	Not an Objective	
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	Local	Unattended	Not an Objective	
ADU	Audubon	Audubon County	Local	Unattended	Not an Objective	
Y46	Bedford	Bedford Municipal	Local	Unattended	Not an Objective	
Y48	Belmond	Belmond Municipal	Local	Unattended	Not an Objective	
CRZ	Corning	Corning Municipal	Local	Unattended	Not an Objective	

FAA ID	Associated City	Airport Name	2020 Role	Attendance	Meets Attendance Objective	Improvement Needed to Meet Objective
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Local	Unattended	Not an Objective	
IA8	Dyersville	Dyersville Area	Local	Unattended	Not an Objective	
EAG	Eagle Grove	Eagle Grove Municipal	Local	Unattended	Not an Objective	
27P	Eldora	Eldora	Local	Unattended	Not an Objective	
I27	Elkader	Elkader	Local	Irregular	Not an Objective	
6K7	Grundy Center	Grundy Center Municipal	Local	Unattended	Not an Objective	
GCT	Guthrie Center	Guthrie County Regional	Local	Unattended	Not an Objective	
OK7	Humboldt	Humboldt Municipal	Local	Unattended	Not an Objective	
IDG	Ida Grove	Ida Grove Municipal	Local	On Call	Not an Objective	
6K9	Keosauqua	Keosauqua Municipal	Local	Mon-Fri 9 to 5, Sat-Sun 9 to 1	Not an Objective	
OY6	Lake Mills	Lake Mills Municipal	Local	Unattended	Not an Objective	
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Local	On Call	Not an Objective	
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Local	Mon-Fri 8 to 5	Not an Objective	
OOW	Maquoketa	Maquoketa Municipal	Local	Unattended	Not an Objective	
4D8	Milford	Milford Municipal – Fuller	Local	Unattended	Not an Objective	
7C3	Monona	Monona Municipal	Local	Unattended	Not an Objective	
7C5	Montezuma	Montezuma Sig Field	Local	Unattended	Not an Objective	
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	Local	Unattended	Not an Objective	
1Y5	New Hampton	New Hampton Municipal	Local	Unattended	Not an Objective	
5D2	Northwood	Northwood Municipal	Local	Unattended	Not an Objective	
D02	Osage	Osage Municipal	Local	Unattended	Not an Objective	
1Y9	Paullina	Paullina Municipal	Local	Unattended	Not an Objective	
8Y8	Ringsted	Peltz Field	Local	Unattended	Not an Objective	
2Y4	Rockwell City	Rockwell City Municipal	Local	Unattended	Not an Objective	

**Appendix D, Facility and Service Objectives**

FAA ID	Associated City	Airport Name	2020 Role	Attendance	Meets Attendance Objective	Improvement Needed to Meet Objective
0F3	Spirit Lake	Spirit Lake Municipal	Local	Irregular	Not an Objective	
8C2	Sully	Sully Municipal	Local	Unattended	Not an Objective	
8C4	Tipton	Tipton Municipal - Mathews Memorial	Local	Unattended	Not an Objective	
8C5	Toledo	Toledo Municipal	Local	Unattended	Not an Objective	
8C6	Traer	Traer Municipal	Local	Unattended	Not an Objective	
Y01	Waukon	Waukon Municipal	Local	Unattended	Not an Objective	
3Y4	Woodbine	Woodbine Municipal	Local	Unattended	Not an Objective	

Source: Iowa Airport Managers, Iowa DOT

**Table D-20: Ground Transportation**

FAA ID	Associated City	Airport Name	2020 Role	Ground Transportation	Meets Ground Transportation Objective	Improvement Needed to Meet Objective
<b>Commercial Service Airports</b>						
BRL	Burlington	Southeast Iowa Regional	Commercial	Yes	Yes	
CID	Cedar Rapids	Eastern Iowa	Commercial	Yes	Yes	
DSM	Des Moines	Des Moines International	Commercial	Yes	Yes	
DBQ	Dubuque	Dubuque Regional	Commercial	Yes	Yes	
FOD	Fort Dodge	Fort Dodge Regional	Commercial	Yes	Yes	
MCW	Mason City	Mason City Municipal	Commercial	Yes	Yes	
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Commercial	Yes	Yes	
ALO	Waterloo	Waterloo Regional	Commercial	Yes	Yes	
<b>Enhanced Service Airports</b>						
AMW	Ames	Ames Municipal	Enhanced	Yes	Yes	
IKV	Ankeny	Ankeny Regional	Enhanced	Yes	Yes	
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Enhanced	Yes	Yes	
CWI	Clinton	Clinton Municipal	Enhanced	Yes	Yes	
CBF	Council Bluffs	Council Bluffs Municipal	Enhanced	Yes	Yes	
DVN	Davenport	Davenport Municipal	Enhanced	Yes	Yes	
FFL	Fairfield	Fairfield Municipal	Enhanced	Yes	Yes	
IIB	Independence	Independence Municipal - James H Connell Field	Enhanced	Yes	Yes	
IOW	Iowa City	Iowa City Municipal	Enhanced	Yes	Yes	
EOK	Keokuk	Keokuk Municipal	Enhanced	Yes	Yes	
MIW	Marshalltown	Marshalltown Municipal	Enhanced	Yes	Yes	
SXK	Maurice	Sioux County Regional	Enhanced	Yes	Yes	
MUT	Muscatine	Muscatine Municipal	Enhanced	Yes	Yes	
TNU	Newton	Newton Municipal-Earl Johnson Field	Enhanced	Yes	Yes	

## Appendix D, Facility and Service Objectives

FAA ID	Associated City	Airport Name	2020 Role	Ground Transportation	Meets Ground Transportation Objective	Improvement Needed to Meet Objective
OTM	Ottumwa	Ottumwa Regional	Enhanced	Yes	Yes	
SPW	Spencer	Spencer Municipal	Enhanced	Yes	Yes	
General Service Airports						
AXA	Algona	Algona Municipal	General	Yes	Yes	
AIO	Atlantic	Atlantic Municipal	General	Yes	Yes	
BNW	Boone	Boone Municipal	General	Yes	Yes	
TVK	Centerville	Centerville Municipal	General	Yes	Yes	
CCY	Charles City	Northeast Iowa Regional	General	Yes	Yes	
CKP	Cherokee	Cherokee County Regional	General	Yes	Yes	
CSQ	Creston	Creston Municipal	General	Yes	Yes	
DEH	Decorah	Decorah Municipal	General	Yes	Yes	
DNS	Denison	Denison Municipal	General	Yes	Yes	
EST	Estherville	Estherville Municipal	General	Yes	Yes	
FXY	Forest City	Forest City Municipal	General	Yes	Yes	
GGI	Grinnell	Grinnell Regional	General	Yes	Yes	
HPT	Hampton	Hampton Municipal	General	Yes	Yes	
HNR	Harlan	Harlan Municipal	General	Yes	Yes	
IFA	Iowa Falls	Iowa Falls Municipal	General	Yes	Yes	
OXV	Knoxville	Knoxville Municipal	General	Yes	Yes	
LRJ	Le Mars	Le Mars Municipal	General	Yes	Yes	
MXO	Monticello	Monticello Regional	General	Yes	Yes	
MPZ	Mount Pleasant	Mount Pleasant Municipal	General	Yes	Yes	
OLZ	Oelwein	Oelwein Municipal	General	Yes	Yes	
I75	Osceola	Osceola Municipal	General	Yes	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Ground Transportation	Meets Ground Transportation Objective	Improvement Needed to Meet Objective
OOA	Oskaloosa	Oskaloosa Municipal	General	Yes	Yes	
PEA	Pella	Pella Municipal	General	Yes	Yes	
PRO	Perry	Perry Municipal	General	Yes	Yes	
RDK	Red Oak	Red Oak Municipal	General	Yes	Yes	
SHL	Sheldon	Sheldon Regional	General	Yes	Yes	
SDA	Shenandoah	Shenandoah Municipal	General	Yes	Yes	
SLB	Storm Lake	Storm Lake Municipal	General	Yes	Yes	
VTI	Vinton	Vinton Veterans Memorial Airpark	General	Yes	Yes	
AWG	Washington	Washington Municipal	General	Yes	Yes	
EBS	Webster City	Webster City Municipal	General	Yes	Yes	
Basic Service Airports						
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Basic	No	Not an Objective	
4K6	Bloomfield	Bloomfield Municipal	Basic	No	Not an Objective	
CNC	Chariton	Chariton Municipal	Basic	Yes	Not an Objective	
ICL	Clarinda	Clarinda Municipal - Schenck Field	Basic	Yes	Not an Objective	
CAV	Clarion	Clarion Municipal	Basic	Yes	Not an Objective	
EGQ	Emmetsburg	Emmetsburg Municipal	Basic	Yes	Not an Objective	
FSW	Fort Madison	Fort Madison Municipal	Basic	No	Not an Objective	
GFZ	Greenfield	Greenfield Municipal	Basic	No	Not an Objective	
EFW	Jefferson	Jefferson Municipal	Basic	Yes	Not an Objective	
LWD	Lamoni	Lamoni Municipal	Basic	Yes	Not an Objective	
C27	Manchester	Manchester Municipal	Basic	Yes	Not an Objective	
C17	Marion	Marion	Basic	No	Not an Objective	
POH	Pocahontas	Pocahontas Municipal	Basic	Yes	Not an Objective	

## Appendix D, Facility and Service Objectives

FAA ID	Associated City	Airport Name	2020 Role	Ground Transportation	Meets Ground Transportation Objective	Improvement Needed to Meet Objective
RRQ	Rock Rapids	Rock Rapids Municipal	Basic	No	Not an Objective	
SKI	Sac City	Sac City Municipal	Basic	Yes	Not an Objective	
ISB	Sibley	Sibley Municipal	Basic	Yes	Not an Objective	
C25	Waverly	Waverly Municipal	Basic	Yes	Not an Objective	
3Y2	West Union	West Union Municipal - George L. Scott	Basic	Yes	Not an Objective	
3Y3	Winterset	Winterset Municipal	Basic	Yes	Not an Objective	
Local Service Airports						
4C7	Ackley	Ackley Municipal	Local	No	Not an Objective	
4C8	Albia	Albia Municipal	Local	No	Not an Objective	
K98	Allison	Allison Municipal	Local	No	Not an Objective	
C11	Amana	Amana	Local	No	Not an Objective	
Y43	Anita	Anita Municipal - Kevin Burke Memorial Field	Local	No	Not an Objective	
ADU	Audubon	Audubon County	Local	No	Not an Objective	
Y46	Bedford	Bedford Municipal	Local	No	Not an Objective	
Y48	Belmond	Belmond Municipal	Local	No	Not an Objective	
CRZ	Corning	Corning Municipal	Local	No	Not an Objective	
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Local	Yes	Not an Objective	
IA8	Dyersville	Dyersville Area	Local	Yes	Not an Objective	
EAG	Eagle Grove	Eagle Grove Municipal	Local	No	Not an Objective	
27P	Eldora	Eldora	Local	Yes	Not an Objective	
I27	Elkader	Elkader	Local	No	Not an Objective	
6K7	Grundy Center	Grundy Center Municipal	Local	No	Not an Objective	
GCT	Guthrie Center	Guthrie County Regional	Local	Yes	Not an Objective	
OK7	Humboldt	Humboldt Municipal	Local	Yes	Not an Objective	

FAA ID	Associated City	Airport Name	2020 Role	Ground Transportation	Meets Ground Transportation Objective	Improvement Needed to Meet Objective
IDG	Ida Grove	Ida Grove Municipal	Local	No	Not an Objective	
6K9	Keosauqua	Keosauqua Municipal	Local	Yes	Not an Objective	
0Y6	Lake Mills	Lake Mills Municipal	Local	No	Not an Objective	
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Local	Yes	Not an Objective	
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Local	No	Not an Objective	
OQW	Maquoketa	Maquoketa Municipal	Local	No	Not an Objective	
4D8	Milford	Milford Municipal – Fuller	Local	Yes	Not an Objective	
7C3	Monona	Monona Municipal	Local	No	Not an Objective	
7C5	Montezuma	Montezuma Sig Field	Local	No	Not an Objective	
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	Local	No	Not an Objective	
1Y5	New Hampton	New Hampton Municipal	Local	No	Not an Objective	
5D2	Northwood	Northwood Municipal	Local	No	Not an Objective	
D02	Osage	Osage Municipal	Local	No	Not an Objective	
1Y9	Paullina	Paullina Municipal	Local	No	Not an Objective	
8Y8	Ringsted	Peltz Field	Local	No	Not an Objective	
2Y4	Rockwell City	Rockwell City Municipal	Local	No	Not an Objective	
0F3	Spirit Lake	Spirit Lake Municipal	Local	Yes	Not an Objective	
8C2	Sully	Sully Municipal	Local	No	Not an Objective	
8C4	Tipton	Tipton Municipal - Mathews Memorial	Local	Yes	Not an Objective	
8C5	Toledo	Toledo Municipal	Local	No	Not an Objective	
8C6	Traer	Traer Municipal	Local	No	Not an Objective	
Y01	Waukon	Waukon Municipal	Local	No	Not an Objective	
3Y4	Woodbine	Woodbine Municipal	Local	No	Not an Objective	

Source: Iowa Airport Managers, Iowa DOT

Appendix D, Facility and Service Objectives

Table D-21: WiFi

FAA ID	Associated City	Airport Name	2020 Role	WiFi	Meets WiFi Objective	Improvement Needed to Meet Objective
Commercial Service Airports						
BRL	Burlington	Southeast Iowa Regional	Commercial	Yes	Yes	
CID	Cedar Rapids	Eastern Iowa	Commercial	Yes	Yes	
DSM	Des Moines	Des Moines International	Commercial	Yes	Yes	
DBQ	Dubuque	Dubuque Regional	Commercial	Yes	Yes	
FOD	Fort Dodge	Fort Dodge Regional	Commercial	Yes	Yes	
MCW	Mason City	Mason City Municipal	Commercial	Yes	Yes	
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Commercial	Yes	Yes	
ALO	Waterloo	Waterloo Regional	Commercial	Yes	Yes	
Enhanced Service Airports						
AMW	Ames	Ames Municipal	Enhanced	Yes	Yes	
IKV	Ankeny	Ankeny Regional	Enhanced	Yes	Yes	
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Enhanced	Yes	Yes	
CWI	Clinton	Clinton Municipal	Enhanced	Yes	Yes	
CBF	Council Bluffs	Council Bluffs Municipal	Enhanced	Yes	Yes	
DVN	Davenport	Davenport Municipal	Enhanced	Yes	Yes	
FFL	Fairfield	Fairfield Municipal	Enhanced	Yes	Yes	
IIB	Independence	Independence Municipal - James H Connell Field	Enhanced	Yes	Yes	
IOW	Iowa City	Iowa City Municipal	Enhanced	Yes	Yes	
EOK	Keokuk	Keokuk Municipal	Enhanced	Yes	Yes	
MIW	Marshalltown	Marshalltown Municipal	Enhanced	Yes	Yes	
SXK	Maurice	Sioux County Regional	Enhanced	Yes	Yes	
MUT	Muscatine	Muscatine Municipal	Enhanced	Yes	Yes	
TNU	Newton	Newton Municipal-Earl Johnson Field	Enhanced	Yes	Yes	

FAA ID	Associated City	Airport Name	2020 Role	WiFi	Meets WiFi Objective	Improvement Needed to Meet Objective
OTM	Ottumwa	Ottumwa Regional	Enhanced	Yes	Yes	
SPW	Spencer	Spencer Municipal	Enhanced	Yes	Yes	
General Service Airports						
AXA	Algona	Algona Municipal	General	Yes	Yes	
AIO	Atlantic	Atlantic Municipal	General	Yes	Yes	
BNW	Boone	Boone Municipal	General	Yes	Yes	
TVK	Centerville	Centerville Municipal	General	Yes	Yes	
CCY	Charles City	Northeast Iowa Regional	General	Yes	Yes	
CKP	Cherokee	Cherokee County Regional	General	Yes	Yes	
CSQ	Creston	Creston Municipal	General	Yes	Yes	
DEH	Decorah	Decorah Municipal	General	Yes	Yes	
DNS	Denison	Denison Municipal	General	Yes	Yes	
EST	Estherville	Estherville Municipal	General	Yes	Yes	
FXY	Forest City	Forest City Municipal	General	Yes	Yes	
GGI	Grinnell	Grinnell Regional	General	Yes	Yes	
HPT	Hampton	Hampton Municipal	General	Yes	Yes	
HNR	Harlan	Harlan Municipal	General	Yes	Yes	
IFA	Iowa Falls	Iowa Falls Municipal	General	Yes	Yes	
OXV	Knoxville	Knoxville Municipal	General	Yes	Yes	
LRJ	Le Mars	Le Mars Municipal	General	Yes	Yes	
MXO	Monticello	Monticello Regional	General	Yes	Yes	
MPZ	Mount Pleasant	Mount Pleasant Municipal	General	Yes	Yes	
OLZ	Oelwein	Oelwein Municipal	General	Yes	Yes	
I75	Osceola	Osceola Municipal	General	Yes	Yes	

## Appendix D, Facility and Service Objectives

FAA ID	Associated City	Airport Name	2020 Role	WiFi	Meets WiFi Objective	Improvement Needed to Meet Objective
OOA	Oskaloosa	Oskaloosa Municipal	General	Yes	Yes	
PEA	Pella	Pella Municipal	General	Yes	Yes	
PRO	Perry	Perry Municipal	General	Yes	Yes	
RDK	Red Oak	Red Oak Municipal	General	Yes	Yes	
SHL	Sheldon	Sheldon Regional	General	Yes	Yes	
SDA	Shenandoah	Shenandoah Municipal	General	Yes	Yes	
SLB	Storm Lake	Storm Lake Municipal	General	Yes	Yes	
VTI	Vinton	Vinton Veterans Memorial Airpark	General	Yes	Yes	
AWG	Washington	Washington Municipal	General	Yes	Yes	
EBS	Webster City	Webster City Municipal	General	Yes	Yes	
Basic Service Airports						
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Basic	Yes	Not an Objective	
4K6	Bloomfield	Bloomfield Municipal	Basic	Yes	Not an Objective	
CNC	Chariton	Chariton Municipal	Basic	Yes	Not an Objective	
ICL	Clarinda	Clarinda Municipal - Schenck Field	Basic	Yes	Not an Objective	
CAV	Clarion	Clarion Municipal	Basic	Yes	Not an Objective	
EGQ	Emmetsburg	Emmetsburg Municipal	Basic	Yes	Not an Objective	
FSW	Fort Madison	Fort Madison Municipal	Basic	No	Not an Objective	
GFZ	Greenfield	Greenfield Municipal	Basic	No	Not an Objective	
EFW	Jefferson	Jefferson Municipal	Basic	Yes	Not an Objective	
LWD	Lamoni	Lamoni Municipal	Basic	Yes	Not an Objective	
C27	Manchester	Manchester Municipal	Basic	Yes	Not an Objective	
C17	Marion	Marion	Basic	Yes	Not an Objective	
POH	Pocahontas	Pocahontas Municipal	Basic	Yes	Not an Objective	

FAA ID	Associated City	Airport Name	2020 Role	WiFi	Meets WiFi Objective	Improvement Needed to Meet Objective
RRQ	Rock Rapids	Rock Rapids Municipal	Basic	Yes	Not an Objective	
SKI	Sac City	Sac City Municipal	Basic	Yes	Not an Objective	
ISB	Sibley	Sibley Municipal	Basic	No	Not an Objective	
C25	Waverly	Waverly Municipal	Basic	No	Not an Objective	
3Y2	West Union	West Union Municipal - George L Scott	Basic	Yes	Not an Objective	
3Y3	Winterset	Winterset Municipal	Basic	Yes	Not an Objective	
Local Service Airports						
4C7	Ackley	Ackley Municipal	Local	No	Not an Objective	
4C8	Albia	Albia Municipal	Local	No	Not an Objective	
K98	Allison	Allison Municipal	Local	No	Not an Objective	
C11	Amana	Amana	Local	No	Not an Objective	
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	Local	No	Not an Objective	
ADU	Audubon	Audubon County	Local	No	Not an Objective	
Y46	Bedford	Bedford Municipal	Local	No	Not an Objective	
Y48	Belmond	Belmond Municipal	Local	No	Not an Objective	
CRZ	Corning	Corning Municipal	Local	No	Not an Objective	
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Local	No	Not an Objective	
IA8	Dyersville	Dyersville Area	Local	Yes	Not an Objective	
EAG	Eagle Grove	Eagle Grove Municipal	Local	No	Not an Objective	
27P	Eldora	Eldora	Local	No	Not an Objective	
I27	Elkader	Elkader	Local	No	Not an Objective	
6K7	Grundy Center	Grundy Center Municipal	Local	No	Not an Objective	
GCT	Guthrie Center	Guthrie County Regional	Local	No	Not an Objective	
OK7	Humboldt	Humboldt Municipal	Local	Yes	Not an Objective	

**Appendix D, Facility and Service Objectives**

FAA ID	Associated City	Airport Name	2020 Role	WiFi	Meets WiFi Objective	Improvement Needed to Meet Objective
IDG	Ida Grove	Ida Grove Municipal	Local	No	Not an Objective	
6K9	Keosauqua	Keosauqua Municipal	Local	Yes	Not an Objective	
0Y6	Lake Mills	Lake Mills Municipal	Local	No	Not an Objective	
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Local	No	Not an Objective	
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Local	No	Not an Objective	
OQW	Maquoketa	Maquoketa Municipal	Local	No	Not an Objective	
4D8	Milford	Milford Municipal – Fuller	Local	No	Not an Objective	
7C3	Monona	Monona Municipal	Local	No	Not an Objective	
7C5	Montezuma	Montezuma Sig Field	Local	No	Not an Objective	
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	Local	No	Not an Objective	
1Y5	New Hampton	New Hampton Municipal	Local	No	Not an Objective	
5D2	Northwood	Northwood Municipal	Local	No	Not an Objective	
D02	Osage	Osage Municipal	Local	No	Not an Objective	
1Y9	Paullina	Paullina Municipal	Local	Yes	Not an Objective	
8Y8	Ringsted	Peltz Field	Local	No	Not an Objective	
2Y4	Rockwell City	Rockwell City Municipal	Local	No	Not an Objective	
0F3	Spirit Lake	Spirit Lake Municipal	Local	No	Not an Objective	
8C2	Sully	Sully Municipal	Local	No	Not an Objective	
8C4	Tipton	Tipton Municipal - Mathews Memorial	Local	Yes	Not an Objective	
8C5	Toledo	Toledo Municipal	Local	No	Not an Objective	
8C6	Traer	Traer Municipal	Local	No	Not an Objective	
Y01	Waukon	Waukon Municipal	Local	No	Not an Objective	
3Y4	Woodbine	Woodbine Municipal	Local	No	Not an Objective	

Source: Iowa Airport Managers, Iowa DOT

**Table D-22: Restrooms (24/7 or Key Code Access)**

FAA ID	Associated City	Airport Name	2020 Role	Restroom (24/7 or key code)	Meets Restroom (24/7 or key code) Objective	Improvement Needed to Meet Objective
Commercial Service Airports						
BRL	Burlington	Southeast Iowa Regional	Commercial	Yes	Yes	
CID	Cedar Rapids	Eastern Iowa	Commercial	Yes	Yes	
DSM	Des Moines	Des Moines International	Commercial	Yes	Yes	
DBQ	Dubuque	Dubuque Regional	Commercial	Yes	Yes	
FOD	Fort Dodge	Fort Dodge Regional	Commercial	Yes	Yes	
MCW	Mason City	Mason City Municipal	Commercial	Yes	Yes	
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Commercial	No	No	Add Restroom Access
ALO	Waterloo	Waterloo Regional	Commercial	Yes	Yes	
Enhanced Service Airports						
AMW	Ames	Ames Municipal	Enhanced	Yes	Yes	
IKV	Ankeny	Ankeny Regional	Enhanced	Yes	Yes	
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Enhanced	Yes	Yes	
CWI	Clinton	Clinton Municipal	Enhanced	Yes	Yes	
CBF	Council Bluffs	Council Bluffs Municipal	Enhanced	Yes	Yes	
DVN	Davenport	Davenport Municipal	Enhanced	Yes	Yes	
FFL	Fairfield	Fairfield Municipal	Enhanced	Yes	Yes	
IIB	Independence	Independence Municipal - James H Connell Field	Enhanced	Yes	Yes	
IOW	Iowa City	Iowa City Municipal	Enhanced	Yes	Yes	
EOK	Keokuk	Keokuk Municipal	Enhanced	Yes	Yes	
MIW	Marshalltown	Marshalltown Municipal	Enhanced	No	No	Add Restroom Access
SXK	Maurice	Sioux County Regional	Enhanced	Yes	Yes	

## Appendix D, Facility and Service Objectives

FAA ID	Associated City	Airport Name	2020 Role	Restroom (24/7 or key code)	Meets Restroom (24/7 or key code) Objective	Improvement Needed to Meet Objective
MUT	Muscatine	Muscatine Municipal	Enhanced	Yes	Yes	
TNU	Newton	Newton Municipal-Earl Johnson Field	Enhanced	No	No	Add Restroom Access
OTM	Ottumwa	Ottumwa Regional	Enhanced	Yes	Yes	
SPW	Spencer	Spencer Municipal	Enhanced	Yes	Yes	
General Service Airports						
AXA	Algona	Algona Municipal	General	Yes	Yes	
AIO	Atlantic	Atlantic Municipal	General	Yes	Yes	
BNW	Boone	Boone Municipal	General	Yes	Yes	
TVK	Centerville	Centerville Municipal	General	Yes	Yes	
CCY	Charles City	Northeast Iowa Regional	General	Yes	Yes	
CKP	Cherokee	Cherokee County Regional	General	Yes	Yes	
CSQ	Creston	Creston Municipal	General	Yes	Yes	
DEH	Decorah	Decorah Municipal	General	Yes	Yes	
DNS	Denison	Denison Municipal	General	Yes	Yes	
EST	Estherville	Estherville Municipal	General	No	No	Add Restroom Access
FXY	Forest City	Forest City Municipal	General	Yes	Yes	
GGI	Grinnell	Grinnell Regional	General	Yes	Yes	
HPT	Hampton	Hampton Municipal	General	Yes	Yes	
HNR	Harlan	Harlan Municipal	General	Yes	Yes	
IFA	Iowa Falls	Iowa Falls Municipal	General	Yes	Yes	
OXV	Knoxville	Knoxville Municipal	General	Yes	Yes	
LRJ	Le Mars	Le Mars Municipal	General	Yes	Yes	
MXO	Monticello	Monticello Regional	General	Yes	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Restroom (24/7 or key code)	Meets Restroom (24/7 or key code) Objective	Improvement Needed to Meet Objective
MPZ	Mount Pleasant	Mount Pleasant Municipal	General	Yes	Yes	
OLZ	Oelwein	Oelwein Municipal	General	Yes	Yes	
I75	Osceola	Osceola Municipal	General	Yes	Yes	
OOA	Oskaloosa	Oskaloosa Municipal	General	Yes	Yes	
PEA	Pella	Pella Municipal	General	No	No	Add Restroom Access
PRO	Perry	Perry Municipal	General	Yes	Yes	
RDK	Red Oak	Red Oak Municipal	General	Yes	Yes	
SHL	Sheldon	Sheldon Regional	General	Yes	Yes	
SDA	Shenandoah	Shenandoah Municipal	General	Yes	Yes	
SLB	Storm Lake	Storm Lake Municipal	General	Yes	Yes	
VTI	Vinton	Vinton Veterans Memorial Airpark	General	Yes	Yes	
AWG	Washington	Washington Municipal	General	Yes	Yes	
EBS	Webster City	Webster City Municipal	General	Yes	Yes	
Basic Service Airports						
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Basic	Yes	Yes	
4K6	Bloomfield	Bloomfield Municipal	Basic	Yes	Yes	
CNC	Chariton	Chariton Municipal	Basic	Yes	Yes	
ICL	Clarinda	Clarinda Municipal - Schenck Field	Basic	Yes	Yes	
CAV	Clarion	Clarion Municipal	Basic	Yes	Yes	
EGQ	Emmetsburg	Emmetsburg Municipal	Basic	Yes	Yes	
FSW	Fort Madison	Fort Madison Municipal	Basic	Yes	Yes	
GFZ	Greenfield	Greenfield Municipal	Basic	Yes	Yes	
EFW	Jefferson	Jefferson Municipal	Basic	Yes	Yes	

**Appendix D, Facility and Service Objectives**

FAA ID	Associated City	Airport Name	2020 Role	Restroom (24/7 or key code)	Meets Restroom (24/7 or key code) Objective	Improvement Needed to Meet Objective
LWD	Lamoni	Lamoni Municipal	Basic	Yes	Yes	
C27	Manchester	Manchester Municipal	Basic	Yes	Yes	
C17	Marion	Marion	Basic	No	No	Add Restroom Access
POH	Pocahontas	Pocahontas Municipal	Basic	Yes	Yes	
RRQ	Rock Rapids	Rock Rapids Municipal	Basic	Yes	Yes	
SKI	Sac City	Sac City Municipal	Basic	Yes	Yes	
ISB	Sibley	Sibley Municipal	Basic	No	No	Add Restroom Access
C25	Waverly	Waverly Municipal	Basic	No	No	Add Restroom Access
3Y2	West Union	West Union Municipal - George L Scott	Basic	Yes	Yes	
3Y3	Winterset	Winterset Municipal	Basic	Yes	Yes	
Local Service Airports						
4C7	Ackley	Ackley Municipal	Local	No	Not an Objective	
4C8	Albia	Albia Municipal	Local	No	Not an Objective	
K98	Allison	Allison Municipal	Local	No	Not an Objective	
C11	Amana	Amana	Local	No	Not an Objective	
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	Local	No	Not an Objective	
ADU	Audubon	Audubon County	Local	No	Not an Objective	
Y46	Bedford	Bedford Municipal	Local	Yes	Not an Objective	
Y48	Belmond	Belmond Municipal	Local	No	Not an Objective	
CRZ	Corning	Corning Municipal	Local	No	Not an Objective	
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Local	Yes	Not an Objective	
IA8	Dyersville	Dyersville Area	Local	Yes	Not an Objective	
EAG	Eagle Grove	Eagle Grove Municipal	Local	Yes	Not an Objective	

FAA ID	Associated City	Airport Name	2020 Role	Restroom (24/7 or key code)	Meets Restroom (24/7 or key code) Objective	Improvement Needed to Meet Objective
27P	Eldora	Eldora	Local	Yes	Not an Objective	
I27	Elkader	Elkader	Local	No	Not an Objective	
6K7	Grundy Center	Grundy Center Municipal	Local	No	Not an Objective	
GCT	Guthrie Center	Guthrie County Regional	Local	Yes	Not an Objective	
0K7	Humboldt	Humboldt Municipal	Local	Yes	Not an Objective	
IDG	Ida Grove	Ida Grove Municipal	Local	Yes	Not an Objective	
6K9	Keosauqua	Keosauqua Municipal	Local	Yes	Not an Objective	
0Y6	Lake Mills	Lake Mills Municipal	Local	No	Not an Objective	
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Local	Yes	Not an Objective	
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Local	Yes	Not an Objective	
OQW	Maquoketa	Maquoketa Municipal	Local	No	Not an Objective	
4D8	Milford	Milford Municipal – Fuller	Local	Yes	Not an Objective	
7C3	Monona	Monona Municipal	Local	Yes	Not an Objective	
7C5	Montezuma	Montezuma Sig Field	Local	No	Not an Objective	
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	Local	No	Not an Objective	
1Y5	New Hampton	New Hampton Municipal	Local	No	Not an Objective	
5D2	Northwood	Northwood Municipal	Local	Yes	Not an Objective	
D02	Osage	Osage Municipal	Local	No	Not an Objective	
1Y9	Paullina	Paullina Municipal	Local	Yes	Not an Objective	
8Y8	Ringsted	Peltz Field	Local	No	Not an Objective	
2Y4	Rockwell City	Rockwell City Municipal	Local	No	Not an Objective	
0F3	Spirit Lake	Spirit Lake Municipal	Local	Yes	Not an Objective	
8C2	Sully	Sully Municipal	Local	No	Not an Objective	

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FAA ID	Associated City	Airport Name	2020 Role	Restroom (24/7 or key code)	Meets Restroom (24/7 or key code) Objective	Improvement Needed to Meet Objective
8C4	Tipton	Tipton Municipal - Mathews Memorial	Local	Yes	Not an Objective	
8C5	Toledo	Toledo Municipal	Local	No	Not an Objective	
8C6	Traer	Traer Municipal	Local	No	Not an Objective	
Y01	Waukon	Waukon Municipal	Local	No	Not an Objective	
3Y4	Woodbine	Woodbine Municipal	Local	No	Not an Objective	

Source: Iowa Airport Managers, Iowa DOT

**Table D-23: Snow Removal**

FAA ID	Associated City	Airport Name	2020 Role	Snow Removal	Meets Snow Removal Objective	Improvement Needed to Meet Objective
Commercial Service Airports						
BRL	Burlington	Southeast Iowa Regional	Commercial	On-Airport Equipment	Yes	
CID	Cedar Rapids	Eastern Iowa	Commercial	On-Airport Equipment	Yes	
DSM	Des Moines	Des Moines International	Commercial	On-Airport Equipment	Yes	
DBQ	Dubuque	Dubuque Regional	Commercial	On-Airport Equipment	Yes	
FOD	Fort Dodge	Fort Dodge Regional	Commercial	On-Airport Equipment	Yes	
MCW	Mason City	Mason City Municipal	Commercial	On-Airport Equipment	Yes	
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Commercial	On-Airport Equipment	Yes	
ALO	Waterloo	Waterloo Regional	Commercial	On-Airport Equipment	Yes	
Enhanced Service Airports						
AMW	Ames	Ames Municipal	Enhanced	Shared Equipment	No	Add On-Airport Equipment
IKV	Ankeny	Ankeny Regional	Enhanced	On-Airport Equipment	Yes	
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Enhanced	On-Airport Equipment	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Snow Removal	Meets Snow Removal Objective	Improvement Needed to Meet Objective
CWI	Clinton	Clinton Municipal	Enhanced	On-Airport Equipment	Yes	
CBF	Council Bluffs	Council Bluffs Municipal	Enhanced	On-Airport Equipment	Yes	
DVN	Davenport	Davenport Municipal	Enhanced	On-Airport Equipment	Yes	
FFL	Fairfield	Fairfield Municipal	Enhanced	On-Airport Equipment	Yes	
IIB	Independence	Independence Municipal - James H Connell Field	Enhanced	On-Airport Equipment	Yes	
IOW	Iowa City	Iowa City Municipal	Enhanced	On-Airport Equipment	Yes	
EOK	Keokuk	Keokuk Municipal	Enhanced	On-Airport Equipment	Yes	
MIW	Marshalltown	Marshalltown Municipal	Enhanced	On-Airport Equipment	Yes	
SXK	Maurice	Sioux County Regional	Enhanced	On-Airport Equipment	Yes	
MUT	Muscatine	Muscatine Municipal	Enhanced	On-Airport Equipment	Yes	
TNU	Newton	Newton Municipal-Earl Johnson Field	Enhanced	On-Airport Equipment	Yes	
OTM	Ottumwa	Ottumwa Regional	Enhanced	On-Airport Equipment	Yes	
SPW	Spencer	Spencer Municipal	Enhanced	Shared Equipment	No	Add On-Airport Equipment
<b>General Service Airports</b>						
AXA	Algona	Algona Municipal	General	On-Airport Equipment	Yes	
AIO	Atlantic	Atlantic Municipal	General	On-Airport Equipment	Yes	
BNW	Boone	Boone Municipal	General	Contracted Removal	Yes	
TVK	Centerville	Centerville Municipal	General	Shared Equipment	Yes	
CCY	Charles City	Northeast Iowa Regional	General	On-Airport Equipment	Yes	
CKP	Cherokee	Cherokee County Regional	General	On-Airport Equipment	Yes	
CSQ	Creston	Creston Municipal	General	On-Airport Equipment	Yes	
DEH	Decorah	Decorah Municipal	General	On-Airport Equipment	Yes	
DNS	Denison	Denison Municipal	General	On-Airport Equipment	Yes	

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FAA ID	Associated City	Airport Name	2020 Role	Snow Removal	Meets Snow Removal Objective	Improvement Needed to Meet Objective
EST	Estherville	Estherville Municipal	General	On-Airport Equipment	Yes	
FXY	Forest City	Forest City Municipal	General	On-Airport Equipment	Yes	
GGI	Grinnell	Grinnell Regional	General	On-Airport Equipment	Yes	
HPT	Hampton	Hampton Municipal	General	On-Airport Equipment	Yes	
HNR	Harlan	Harlan Municipal	General	On-Airport Equipment	Yes	
IFA	Iowa Falls	Iowa Falls Municipal	General	On-Airport Equipment	Yes	
OXV	Knoxville	Knoxville Municipal	General	On-Airport Equipment	Yes	
LRJ	Le Mars	Le Mars Municipal	General	On-Airport Equipment	Yes	
MXO	Monticello	Monticello Regional	General	On-Airport Equipment	Yes	
MPZ	Mount Pleasant	Mount Pleasant Municipal	General	On-Airport Equipment	Yes	
OLZ	Oelwein	Oelwein Municipal	General	On-Airport Equipment	Yes	
I75	Osceola	Osceola Municipal	General	On-Airport Equipment	Yes	
OOA	Oskaloosa	Oskaloosa Municipal	General	On-Airport Equipment	Yes	
PEA	Pella	Pella Municipal	General	On-Airport Equipment	Yes	
PRO	Perry	Perry Municipal	General	On-Airport Equipment	Yes	
RDK	Red Oak	Red Oak Municipal	General	On-Airport Equipment	Yes	
SHL	Sheldon	Sheldon Regional	General	On-Airport Equipment	Yes	
SDA	Shenandoah	Shenandoah Municipal	General	On-Airport Equipment	Yes	
SLB	Storm Lake	Storm Lake Municipal	General	Shared Equipment	Yes	
VTI	Vinton	Vinton Veterans Memorial Airpark	General	On-Airport Equipment	Yes	
AWG	Washington	Washington Municipal	General	Shared Equipment	Yes	
EBS	Webster City	Webster City Municipal	General	On-Airport Equipment	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Snow Removal	Meets Snow Removal Objective	Improvement Needed to Meet Objective
Basic Service Airports						
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Basic	None	No	Add Snow Removal Service
4K6	Bloomfield	Bloomfield Municipal	Basic	Shared Equipment	Yes	
CNC	Chariton	Chariton Municipal	Basic	Shared Equipment	Yes	
ICL	Clarinda	Clarinda Municipal - Schenck Field	Basic	On-Airport Equipment	Yes	
CAV	Clarion	Clarion Municipal	Basic	On-Airport Equipment	Yes	
EGO	Emmetsburg	Emmetsburg Municipal	Basic	Shared Equipment	Yes	
FSW	Fort Madison	Fort Madison Municipal	Basic	On-Airport Equipment	Yes	
GFZ	Greenfield	Greenfield Municipal	Basic	Shared Equipment	Yes	
EFW	Jefferson	Jefferson Municipal	Basic	On-Airport Equipment	Yes	
LWD	Lamoni	Lamoni Municipal	Basic	Shared Equipment	Yes	
C27	Manchester	Manchester Municipal	Basic	Shared Equipment	Yes	
C17	Marion	Marion	Basic	Contracted Removal	Yes	
POH	Pocahontas	Pocahontas Municipal	Basic	On-Airport Equipment	Yes	
RRO	Rock Rapids	Rock Rapids Municipal	Basic	On-Airport Equipment	Yes	
SKI	Sac City	Sac City Municipal	Basic	On-Airport Equipment	Yes	
ISB	Sibley	Sibley Municipal	Basic	On-Airport Equipment	Yes	
C25	Waverly	Waverly Municipal	Basic	Shared Equipment	Yes	
3Y2	West Union	West Union Municipal - George L Scott	Basic	On-Airport Equipment	Yes	
3Y3	Winterset	Winterset Municipal	Basic	None	No	Add Snow Removal Service
Local Service Airports						
4C7	Ackley	Ackley Municipal	Local	None	Not an Objective	
4C8	Albia	Albia Municipal	Local	On-Airport Equipment	Not an Objective	

## Appendix D, Facility and Service Objectives

FAA ID	Associated City	Airport Name	2020 Role	Snow Removal	Meets Snow Removal Objective	Improvement Needed to Meet Objective
K98	Allison	Allison Municipal	Local	None	Not an Objective	
C11	Amana	Amana	Local	None	Not an Objective	
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	Local	Shared Equipment	Not an Objective	
ADU	Audubon	Audubon County	Local	Shared Equipment	Not an Objective	
Y46	Bedford	Bedford Municipal	Local	None	Not an Objective	
Y48	Belmond	Belmond Municipal	Local	None	Not an Objective	
CRZ	Corning	Corning Municipal	Local	Shared Equipment	Not an Objective	
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Local	Shared Equipment	Not an Objective	
IA8	Dyersville	Dyersville Area	Local	None	Not an Objective	
EAG	Eagle Grove	Eagle Grove Municipal	Local	Shared Equipment	Not an Objective	
27P	Eldora	Eldora	Local	None	Not an Objective	
I27	Elkader	Elkader	Local	None	Not an Objective	
6K7	Grundy Center	Grundy Center Municipal	Local	None	Not an Objective	
GCT	Guthrie Center	Guthrie County Regional	Local	On-Airport Equipment	Not an Objective	
OK7	Humboldt	Humboldt Municipal	Local	On-Airport Equipment	Not an Objective	
IDG	Ida Grove	Ida Grove Municipal	Local	Shared Equipment	Not an Objective	
6K9	Keosauqua	Keosauqua Municipal	Local	Shared Equipment	Not an Objective	
0Y6	Lake Mills	Lake Mills Municipal	Local	None	Not an Objective	
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Local	None	Not an Objective	
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Local	Shared Equipment	Not an Objective	
OOW	Maquoketa	Maquoketa Municipal	Local	None	Not an Objective	
4D8	Milford	Milford Municipal – Fuller	Local	Shared Equipment	Not an Objective	
7C3	Monona	Monona Municipal	Local	None	Not an Objective	

FAA ID	Associated City	Airport Name	2020 Role	Snow Removal	Meets Snow Removal Objective	Improvement Needed to Meet Objective
7C5	Montezuma	Montezuma Sig Field	Local	None	Not an Objective	
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	Local	Shared Equipment	Not an Objective	
1Y5	New Hampton	New Hampton Municipal	Local	Shared Equipment	Not an Objective	
5D2	Northwood	Northwood Municipal	Local	Contracted Removal	Not an Objective	
D02	Osage	Osage Municipal	Local	Shared Equipment	Not an Objective	
1Y9	Paullina	Paullina Municipal	Local	Shared Equipment	Not an Objective	
8Y8	Ringsted	Peltz Field	Local	None	Not an Objective	
2Y4	Rockwell City	Rockwell City Municipal	Local	Shared Equipment	Not an Objective	
0F3	Spirit Lake	Spirit Lake Municipal	Local	Shared Equipment	Not an Objective	
8C2	Sully	Sully Municipal	Local	None	Not an Objective	
8C4	Tipton	Tipton Municipal - Mathews Memorial	Local	Shared Equipment	Not an Objective	
8C5	Toledo	Toledo Municipal	Local	None	Not an Objective	
8C6	Traer	Traer Municipal	Local	Shared Equipment	Not an Objective	
Y01	Waukon	Waukon Municipal	Local	Shared Equipment	Not an Objective	
3Y4	Woodbine	Woodbine Municipal	Local	Shared Equipment	Not an Objective	

Source: Iowa Airport Managers, Iowa DOT

Appendix D, Facility and Service Objectives

Table D-24: Aircraft Maintenance

FAA ID	Associated City	Airport Name	2020 Role	Aircraft Maintenance	Meets Aircraft Maintenance Objective	Improvement Needed to Meet Objective
Commercial Service Airports						
BRL	Burlington	Southeast Iowa Regional	Commercial	Based	Yes	
CID	Cedar Rapids	Eastern Iowa	Commercial	Based	Yes	
DSM	Des Moines	Des Moines International	Commercial	Based	Yes	
DBQ	Dubuque	Dubuque Regional	Commercial	Based	Yes	
FOD	Fort Dodge	Fort Dodge Regional	Commercial	Based	Yes	
MCW	Mason City	Mason City Municipal	Commercial	Based	Yes	
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Commercial	Based	Yes	
ALO	Waterloo	Waterloo Regional	Commercial	Based	Yes	
Enhanced Service Airports						
AMW	Ames	Ames Municipal	Enhanced	Based	Yes	
IKV	Ankeny	Ankeny Regional	Enhanced	Based	Yes	
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Enhanced	Based	Yes	
CWI	Clinton	Clinton Municipal	Enhanced	No Maintenance	No	Add Aircraft Maintenance
CBF	Council Bluffs	Council Bluffs Municipal	Enhanced	Based	Yes	
DVN	Davenport	Davenport Municipal	Enhanced	Based	Yes	
FFL	Fairfield	Fairfield Municipal	Enhanced	Based	Yes	
IIB	Independence	Independence Municipal - James H Connell Field	Enhanced	Based	Yes	
IOW	Iowa City	Iowa City Municipal	Enhanced	Based	Yes	
EOK	Keokuk	Keokuk Municipal	Enhanced	Based	Yes	
MIW	Marshalltown	Marshalltown Municipal	Enhanced	Based	Yes	
SXK	Maurice	Sioux County Regional	Enhanced	Based	Yes	
MUT	Muscatine	Muscatine Municipal	Enhanced	No Maintenance	No	Add Aircraft Maintenance

FAA ID	Associated City	Airport Name	2020 Role	Aircraft Maintenance	Meets Aircraft Maintenance Objective	Improvement Needed to Meet Objective
TNU	Newton	Newton Municipal-Earl Johnson Field	Enhanced	Based	Yes	
OTM	Ottumwa	Ottumwa Regional	Enhanced	Based	Yes	
SPW	Spencer	Spencer Municipal	Enhanced	Based	Yes	
General Service Airports						
AXA	Algona	Algona Municipal	General	Based	Yes	
AIO	Atlantic	Atlantic Municipal	General	Based	Yes	
BNW	Boone	Boone Municipal	General	Based	Yes	
TVK	Centerville	Centerville Municipal	General	Based	Yes	
CCY	Charles City	Northeast Iowa Regional	General	Based	Yes	
CKP	Cherokee	Cherokee County Regional	General	Based	Yes	
CSQ	Creston	Creston Municipal	General	Based	Yes	
DEH	Decorah	Decorah Municipal	General	Based	Yes	
DNS	Denison	Denison Municipal	General	No Maintenance	No	Add Aircraft Maintenance
EST	Estherville	Estherville Municipal	General	Based	Yes	
FXY	Forest City	Forest City Municipal	General	Based	Yes	
GGI	Grinnell	Grinnell Regional	General	Based	Yes	
HPT	Hampton	Hampton Municipal	General	Based	Yes	
HNR	Harlan	Harlan Municipal	General	Based	Yes	
IFA	Iowa Falls	Iowa Falls Municipal	General	No Maintenance	No	Add Aircraft Maintenance
OXV	Knoxville	Knoxville Municipal	General	Based	Yes	
LRJ	Le Mars	Le Mars Municipal	General	Based	Yes	
MXO	Monticello	Monticello Regional	General	Based	Yes	
MPZ	Mount Pleasant	Mount Pleasant Municipal	General	Based	Yes	
OLZ	Oelwein	Oelwein Municipal	General	Based	Yes	

## Appendix D, Facility and Service Objectives

FAA ID	Associated City	Airport Name	2020 Role	Aircraft Maintenance	Meets Aircraft Maintenance Objective	Improvement Needed to Meet Objective
I75	Osceola	Osceola Municipal	General	Based	Yes	
OOA	Oskaloosa	Oskaloosa Municipal	General	Based	Yes	
PEA	Pella	Pella Municipal	General	Based	Yes	
PRO	Perry	Perry Municipal	General	No Maintenance	No	Add Aircraft Maintenance
RDK	Red Oak	Red Oak Municipal	General	No Maintenance	No	Add Aircraft Maintenance
SHL	Sheldon	Sheldon Regional	General	Based	Yes	
SDA	Shenandoah	Shenandoah Municipal	General	Based	Yes	
SLB	Storm Lake	Storm Lake Municipal	General	Based	Yes	
VTI	Vinton	Vinton Veterans Memorial Airpark	General	Based	Yes	
AWG	Washington	Washington Municipal	General	Based	Yes	
EBS	Webster City	Webster City Municipal	General	Based	Yes	
<b>Basic Service Airports</b>						
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Basic	No Maintenance	Not an Objective	
4K6	Bloomfield	Bloomfield Municipal	Basic	Based	Not an Objective	
CNC	Chariton	Chariton Municipal	Basic	No Maintenance	Not an Objective	
ICL	Clarinda	Clarinda Municipal - Schenck Field	Basic	Based	Not an Objective	
CAV	Clarion	Clarion Municipal	Basic	No Maintenance	Not an Objective	
EGQ	Emmetsburg	Emmetsburg Municipal	Basic	No Maintenance	Not an Objective	
FSW	Fort Madison	Fort Madison Municipal	Basic	No Maintenance	Not an Objective	
GFZ	Greenfield	Greenfield Municipal	Basic	No Maintenance	Not an Objective	
EFW	Jefferson	Jefferson Municipal	Basic	Based	Not an Objective	
LWD	Lamoni	Lamoni Municipal	Basic	Based	Not an Objective	
C27	Manchester	Manchester Municipal	Basic	No Maintenance	Not an Objective	
C17	Marion	Marion	Basic	Based	Not an Objective	

FAA ID	Associated City	Airport Name	2020 Role	Aircraft Maintenance	Meets Aircraft Maintenance Objective	Improvement Needed to Meet Objective
POH	Pocahontas	Pocahontas Municipal	Basic	No Maintenance	Not an Objective	
RRO	Rock Rapids	Rock Rapids Municipal	Basic	Based	Not an Objective	
SKI	Sac City	Sac City Municipal	Basic	Based	Not an Objective	
ISB	Sibley	Sibley Municipal	Basic	Based	Not an Objective	
C25	Waverly	Waverly Municipal	Basic	Based	Not an Objective	
3Y2	West Union	West Union Municipal - George L Scott	Basic	No Maintenance	Not an Objective	
3Y3	Winterset	Winterset Municipal	Basic	Based	Not an Objective	
Local Service Airports						
4C7	Ackley	Ackley Municipal	Local	No Maintenance	Not an Objective	
4C8	Albia	Albia Municipal	Local	No Maintenance	Not an Objective	
K98	Allison	Allison Municipal	Local	No Maintenance	Not an Objective	
C11	Amana	Amana	Local	Based	Not an Objective	
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	Local	No Maintenance	Not an Objective	
ADU	Audubon	Audubon County	Local	No Maintenance	Not an Objective	
Y46	Bedford	Bedford Municipal	Local	No Maintenance	Not an Objective	
Y48	Belmond	Belmond Municipal	Local	No Maintenance	Not an Objective	
CRZ	Corning	Corning Municipal	Local	No Maintenance	Not an Objective	
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Local	No Maintenance	Not an Objective	
IA8	Dyersville	Dyersville Area	Local	No Maintenance	Not an Objective	
EAG	Eagle Grove	Eagle Grove Municipal	Local	No Maintenance	Not an Objective	
27P	Eldora	Eldora	Local	No Maintenance	Not an Objective	
I27	Elkader	Elkader	Local	No Maintenance	Not an Objective	
6K7	Grundy Center	Grundy Center Municipal	Local	No Maintenance	Not an Objective	
GCT	Guthrie Center	Guthrie County Regional	Local	No Maintenance	Not an Objective	

## Appendix D, Facility and Service Objectives

FAA ID	Associated City	Airport Name	2020 Role	Aircraft Maintenance	Meets Aircraft Maintenance Objective	Improvement Needed to Meet Objective
OK7	Humboldt	Humboldt Municipal	Local	No Maintenance	Not an Objective	
IDG	Ida Grove	Ida Grove Municipal	Local	No Maintenance	Not an Objective	
6K9	Keosauqua	Keosauqua Municipal	Local	Based	Not an Objective	
OY6	Lake Mills	Lake Mills Municipal	Local	No Maintenance	Not an Objective	
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Local	No Maintenance	Not an Objective	
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Local	No Maintenance	Not an Objective	
OOW	Maquoketa	Maquoketa Municipal	Local	No Maintenance	Not an Objective	
4D8	Milford	Milford Municipal – Fuller	Local	No Maintenance	Not an Objective	
7C3	Monona	Monona Municipal	Local	No Maintenance	Not an Objective	
7C5	Montezuma	Montezuma Sig Field	Local	No Maintenance	Not an Objective	
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	Local	No Maintenance	Not an Objective	
1Y5	New Hampton	New Hampton Municipal	Local	No Maintenance	Not an Objective	
5D2	Northwood	Northwood Municipal	Local	No Maintenance	Not an Objective	
D02	Osage	Osage Municipal	Local	No Maintenance	Not an Objective	
1Y9	Paullina	Paullina Municipal	Local	No Maintenance	Not an Objective	
8Y8	Ringsted	Peltz Field	Local	No Maintenance	Not an Objective	
2Y4	Rockwell City	Rockwell City Municipal	Local	No Maintenance	Not an Objective	
0F3	Spirit Lake	Spirit Lake Municipal	Local	No Maintenance	Not an Objective	
8C2	Sully	Sully Municipal	Local	No Maintenance	Not an Objective	
8C4	Tipton	Tipton Municipal - Mathews Memorial	Local	No Maintenance	Not an Objective	
8C5	Toledo	Toledo Municipal	Local	No Maintenance	Not an Objective	
8C6	Traer	Traer Municipal	Local	No Maintenance	Not an Objective	
Y01	Waukon	Waukon Municipal	Local	No Maintenance	Not an Objective	
3Y4	Woodbine	Woodbine Municipal	Local	No Maintenance	Not an Objective	

Source: Iowa Airport Managers, Iowa DOT

**Table D-25: Aircraft Rental**

FAA ID	Associated City	Airport Name	2020 Role	Aircraft Rental	Meets Aircraft Rental Objective	Improvement Needed to Meet Objective
Commercial Service Airports						
BRL	Burlington	Southeast Iowa Regional	Commercial	Based	Yes	
CID	Cedar Rapids	Eastern Iowa	Commercial	Based	Yes	
DSM	Des Moines	Des Moines International	Commercial	Based	Yes	
DBQ	Dubuque	Dubuque Regional	Commercial	No Rental	No	Add Aircraft Rental
FOD	Fort Dodge	Fort Dodge Regional	Commercial	Based	Yes	
MCW	Mason City	Mason City Municipal	Commercial	Based	Yes	
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Commercial	No Rental	No	Add Aircraft Rental
ALO	Waterloo	Waterloo Regional	Commercial	Based	Yes	
Enhanced Service Airports						
AMW	Ames	Ames Municipal	Enhanced	Based	Yes	
IKV	Ankeny	Ankeny Regional	Enhanced	Based	Yes	
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Enhanced	Based	Yes	
CWI	Clinton	Clinton Municipal	Enhanced	Based	Yes	
CBF	Council Bluffs	Council Bluffs Municipal	Enhanced	Based	Yes	
DVN	Davenport	Davenport Municipal	Enhanced	Based	Yes	
FFL	Fairfield	Fairfield Municipal	Enhanced	Based	Yes	
IIB	Independence	Independence Municipal - James H Connell Field	Enhanced	Based	Yes	
IOW	Iowa City	Iowa City Municipal	Enhanced	Based	Yes	
EOK	Keokuk	Keokuk Municipal	Enhanced	Based	Yes	
MIW	Marshalltown	Marshalltown Municipal	Enhanced	Based	Yes	
SXK	Maurice	Sioux County Regional	Enhanced	Based	Yes	
MUT	Muscatine	Muscatine Municipal	Enhanced	Based	Yes	

## Appendix D, Facility and Service Objectives

FAA ID	Associated City	Airport Name	2020 Role	Aircraft Rental	Meets Aircraft Rental Objective	Improvement Needed to Meet Objective
TNU	Newton	Newton Municipal-Earl Johnson Field	Enhanced	Based	Yes	
OTM	Ottumwa	Ottumwa Regional	Enhanced	Based	Yes	
SPW	Spencer	Spencer Municipal	Enhanced	Based	Yes	
General Service Airports						
AXA	Algona	Algona Municipal	General	No Rental	No	Add Aircraft Rental
AIO	Atlantic	Atlantic Municipal	General	Based	Yes	
BNW	Boone	Boone Municipal	General	Based	Yes	
TVK	Centerville	Centerville Municipal	General	Based	Yes	
CCY	Charles City	Northeast Iowa Regional	General	Based	Yes	
CKP	Cherokee	Cherokee County Regional	General	No Rental	No	Add Aircraft Rental
CSQ	Creston	Creston Municipal	General	No Rental	No	Add Aircraft Rental
DEH	Decorah	Decorah Municipal	General	Based	Yes	
DNS	Denison	Denison Municipal	General	No Rental	No	Add Aircraft Rental
EST	Estherville	Estherville Municipal	General	Based	Yes	
FXY	Forest City	Forest City Municipal	General	No Rental	No	Add Aircraft Rental
GGI	Grinnell	Grinnell Regional	General	No Rental	No	Add Aircraft Rental
HPT	Hampton	Hampton Municipal	General	No Rental	No	Add Aircraft Rental
HNR	Harlan	Harlan Municipal	General	Based	Yes	
IFA	Iowa Falls	Iowa Falls Municipal	General	No Rental	No	Add Aircraft Rental
OXV	Knoxville	Knoxville Municipal	General	Based	Yes	
LRJ	Le Mars	Le Mars Municipal	General	Based	Yes	
MXO	Monticello	Monticello Regional	General	Based	Yes	
MPZ	Mount Pleasant	Mount Pleasant Municipal	General	Based	Yes	
OLZ	Oelwein	Oelwein Municipal	General	No Rental	No	Add Aircraft Rental

FAA ID	Associated City	Airport Name	2020 Role	Aircraft Rental	Meets Aircraft Rental Objective	Improvement Needed to Meet Objective
I75	Osceola	Osceola Municipal	General	No Rental	No	Add Aircraft Rental
OOA	Oskaloosa	Oskaloosa Municipal	General	Based	Yes	
PEA	Pella	Pella Municipal	General	Based	Yes	
PRO	Perry	Perry Municipal	General	Based	Yes	
RDK	Red Oak	Red Oak Municipal	General	Based	Yes	
SHL	Sheldon	Sheldon Regional	General	Based	Yes	
SDA	Shenandoah	Shenandoah Municipal	General	Based	Yes	
SLB	Storm Lake	Storm Lake Municipal	General	Based	Yes	
VTI	Vinton	Vinton Veterans Memorial Airpark	General	No Rental	No	Add Aircraft Rental
AWG	Washington	Washington Municipal	General	No Rental	No	Add Aircraft Rental
EBS	Webster City	Webster City Municipal	General	Based	Yes	
<b>Basic Service Airports</b>						
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Basic	No Rental	Not an Objective	
4K6	Bloomfield	Bloomfield Municipal	Basic	Based	Not an Objective	
CNC	Chariton	Chariton Municipal	Basic	No Rental	Not an Objective	
ICL	Clarinda	Clarinda Municipal - Schenck Field	Basic	No Rental	Not an Objective	
CAV	Clarion	Clarion Municipal	Basic	No Rental	Not an Objective	
EGQ	Emmetsburg	Emmetsburg Municipal	Basic	No Rental	Not an Objective	
FSW	Fort Madison	Fort Madison Municipal	Basic	No Rental	Not an Objective	
GFZ	Greenfield	Greenfield Municipal	Basic	No Rental	Not an Objective	
EFW	Jefferson	Jefferson Municipal	Basic	No Rental	Not an Objective	
LWD	Lamoni	Lamoni Municipal	Basic	Based	Not an Objective	
C27	Manchester	Manchester Municipal	Basic	No Rental	Not an Objective	
C17	Marion	Marion	Basic	Based	Not an Objective	

## Appendix D, Facility and Service Objectives

FAA ID	Associated City	Airport Name	2020 Role	Aircraft Rental	Meets Aircraft Rental Objective	Improvement Needed to Meet Objective
POH	Pocahontas	Pocahontas Municipal	Basic	Based	Not an Objective	
RRO	Rock Rapids	Rock Rapids Municipal	Basic	No Rental	Not an Objective	
SKI	Sac City	Sac City Municipal	Basic	No Rental	Not an Objective	
ISB	Sibley	Sibley Municipal	Basic	No Rental	Not an Objective	
C25	Waverly	Waverly Municipal	Basic	Based	Not an Objective	
3Y2	West Union	West Union Municipal - George L Scott	Basic	No Rental	Not an Objective	
3Y3	Winterset	Winterset Municipal	Basic	No Rental	Not an Objective	
Local Service Airports						
4C7	Ackley	Ackley Municipal	Local	No Rental	Not an Objective	
4C8	Albia	Albia Municipal	Local	No Rental	Not an Objective	
K98	Allison	Allison Municipal	Local	No Rental	Not an Objective	
C11	Amana	Amana	Local	No Rental	Not an Objective	
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	Local	No Rental	Not an Objective	
ADU	Audubon	Audubon County	Local	No Rental	Not an Objective	
Y46	Bedford	Bedford Municipal	Local	No Rental	Not an Objective	
Y48	Belmond	Belmond Municipal	Local	No Rental	Not an Objective	
CRZ	Corning	Corning Municipal	Local	No Rental	Not an Objective	
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Local	No Rental	Not an Objective	
IA8	Dyersville	Dyersville Area	Local	No Rental	Not an Objective	
EAG	Eagle Grove	Eagle Grove Municipal	Local	No Rental	Not an Objective	
27P	Eldora	Eldora	Local	No Rental	Not an Objective	
I27	Elkader	Elkader	Local	No Rental	Not an Objective	
6K7	Grundy Center	Grundy Center Municipal	Local	No Rental	Not an Objective	
GCT	Guthrie Center	Guthrie County Regional	Local	No Rental	Not an Objective	

FAA ID	Associated City	Airport Name	2020 Role	Aircraft Rental	Meets Aircraft Rental Objective	Improvement Needed to Meet Objective
OK7	Humboldt	Humboldt Municipal	Local	No Rental	Not an Objective	
IDG	Ida Grove	Ida Grove Municipal	Local	No Rental	Not an Objective	
6K9	Keosauqua	Keosauqua Municipal	Local	No Rental	Not an Objective	
OY6	Lake Mills	Lake Mills Municipal	Local	No Rental	Not an Objective	
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Local	No Rental	Not an Objective	
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Local	No Rental	Not an Objective	
OOW	Maquoketa	Maquoketa Municipal	Local	No Rental	Not an Objective	
4D8	Milford	Milford Municipal – Fuller	Local	No Rental	Not an Objective	
7C3	Monona	Monona Municipal	Local	No Rental	Not an Objective	
7C5	Montezuma	Montezuma Sig Field	Local	No Rental	Not an Objective	
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	Local	No Rental	Not an Objective	
1Y5	New Hampton	New Hampton Municipal	Local	No Rental	Not an Objective	
5D2	Northwood	Northwood Municipal	Local	No Rental	Not an Objective	
D02	Osage	Osage Municipal	Local	No Rental	Not an Objective	
1Y9	Paullina	Paullina Municipal	Local	No Rental	Not an Objective	
8Y8	Ringsted	Peltz Field	Local	No Rental	Not an Objective	
2Y4	Rockwell City	Rockwell City Municipal	Local	No Rental	Not an Objective	
0F3	Spirit Lake	Spirit Lake Municipal	Local	No Rental	Not an Objective	
8C2	Sully	Sully Municipal	Local	No Rental	Not an Objective	
8C4	Tipton	Tipton Municipal - Mathews Memorial	Local	No Rental	Not an Objective	
8C5	Toledo	Toledo Municipal	Local	No Rental	Not an Objective	
8C6	Traer	Traer Municipal	Local	No Rental	Not an Objective	
Y01	Waukon	Waukon Municipal	Local	No Rental	Not an Objective	
3Y4	Woodbine	Woodbine Municipal	Local	No Rental	Not an Objective	

Source: Iowa Airport Managers, Iowa DOT

Appendix D, Facility and Service Objectives

Table D-26: Flight Instruction

FAA ID	Associated City	Airport Name	2020 Role	Flight Instruction	Meets Flight Instruction Objective	Improvement Needed to Meet Objective
Commercial Service Airports						
BRL	Burlington	Southeast Iowa Regional	Commercial	Available	Yes	
CID	Cedar Rapids	Eastern Iowa	Commercial	Available	Yes	
DSM	Des Moines	Des Moines International	Commercial	Available	Yes	
DBQ	Dubuque	Dubuque Regional	Commercial	Not Available	No	Add Flight Instruction
FOD	Fort Dodge	Fort Dodge Regional	Commercial	Available	Yes	
MCW	Mason City	Mason City Municipal	Commercial	Available	Yes	
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Commercial	Available	Yes	
ALO	Waterloo	Waterloo Regional	Commercial	Available	Yes	
Enhanced Service Airports						
AMW	Ames	Ames Municipal	Enhanced	Available	Yes	
IKV	Ankeny	Ankeny Regional	Enhanced	Available	Yes	
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Enhanced	Available	Yes	
CWI	Clinton	Clinton Municipal	Enhanced	Available	Yes	
CBF	Council Bluffs	Council Bluffs Municipal	Enhanced	Available	Yes	
DVN	Davenport	Davenport Municipal	Enhanced	Available	Yes	
FFL	Fairfield	Fairfield Municipal	Enhanced	Available	Yes	
IIB	Independence	Independence Municipal - James H Connell Field	Enhanced	Available	Yes	
IOW	Iowa City	Iowa City Municipal	Enhanced	Available	Yes	
EOK	Keokuk	Keokuk Municipal	Enhanced	Available	Yes	
MIW	Marshalltown	Marshalltown Municipal	Enhanced	Not Available	No	Add Flight Instruction
SXK	Maurice	Sioux County Regional	Enhanced	Available	Yes	
MUT	Muscatine	Muscatine Municipal	Enhanced	Available	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Flight Instruction	Meets Flight Instruction Objective	Improvement Needed to Meet Objective
TNU	Newton	Newton Municipal-Earl Johnson Field	Enhanced	Available	Yes	
OTM	Ottumwa	Ottumwa Regional	Enhanced	Available	Yes	
SPW	Spencer	Spencer Municipal	Enhanced	Available	Yes	
General Service Airports						
AXA	Algona	Algona Municipal	General	Available	Yes	
AIO	Atlantic	Atlantic Municipal	General	Available	Yes	
BNW	Boone	Boone Municipal	General	Available	Yes	
TVK	Centerville	Centerville Municipal	General	Available	Yes	
CCY	Charles City	Northeast Iowa Regional	General	Available	Yes	
CKP	Cherokee	Cherokee County Regional	General	Available	Yes	
CSQ	Creston	Creston Municipal	General	Available	Yes	
DEH	Decorah	Decorah Municipal	General	Available	Yes	
DNS	Denison	Denison Municipal	General	Available	Yes	
EST	Estherville	Estherville Municipal	General	Available	Yes	
FXY	Forest City	Forest City Municipal	General	Not Available	No	Add Flight Instruction
GGI	Grinnell	Grinnell Regional	General	Not Available	No	Add Flight Instruction
HPT	Hampton	Hampton Municipal	General	Available	Yes	
HNR	Harlan	Harlan Municipal	General	Available	Yes	
IFA	Iowa Falls	Iowa Falls Municipal	General	Available	Yes	
OXV	Knoxville	Knoxville Municipal	General	Available	Yes	
LRJ	Le Mars	Le Mars Municipal	General	Available	Yes	
MXO	Monticello	Monticello Regional	General	Available	Yes	
MPZ	Mount Pleasant	Mount Pleasant Municipal	General	Available	Yes	
OLZ	Oelwein	Oelwein Municipal	General	Not Available	No	Add Flight Instruction

## Appendix D, Facility and Service Objectives

FAA ID	Associated City	Airport Name	2020 Role	Flight Instruction	Meets Flight Instruction Objective	Improvement Needed to Meet Objective
I75	Osceola	Osceola Municipal	General	Not Available	No	Add Flight Instruction
OOA	Oskaloosa	Oskaloosa Municipal	General	Available	Yes	
PEA	Pella	Pella Municipal	General	Available	Yes	
PRO	Perry	Perry Municipal	General	Available	Yes	
RDK	Red Oak	Red Oak Municipal	General	Available	Yes	
SHL	Sheldon	Sheldon Regional	General	Available	Yes	
SDA	Shenandoah	Shenandoah Municipal	General	Available	Yes	
SLB	Storm Lake	Storm Lake Municipal	General	Available	Yes	
VTI	Vinton	Vinton Veterans Memorial Airpark	General	Not Available	No	Add Flight Instruction
AWG	Washington	Washington Municipal	General	Available	Yes	
EBS	Webster City	Webster City Municipal	General	Available	Yes	
<b>Basic Service Airports</b>						
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Basic	Not Available	No	Add Flight Instruction
4K6	Bloomfield	Bloomfield Municipal	Basic	Available	Yes	
CNC	Chariton	Chariton Municipal	Basic	Not Available	No	Add Flight Instruction
ICL	Clarinda	Clarinda Municipal - Schenck Field	Basic	Not Available	No	Add Flight Instruction
CAV	Clarion	Clarion Municipal	Basic	Not Available	No	Add Flight Instruction
EGQ	Emmetsburg	Emmetsburg Municipal	Basic	Not Available	No	Add Flight Instruction
FSW	Fort Madison	Fort Madison Municipal	Basic	Not Available	No	Add Flight Instruction
GFZ	Greenfield	Greenfield Municipal	Basic	Not Available	No	Add Flight Instruction
EFW	Jefferson	Jefferson Municipal	Basic	Available	Yes	
LWD	Lamoni	Lamoni Municipal	Basic	Available	Yes	
C27	Manchester	Manchester Municipal	Basic	Not Available	No	Add Flight Instruction
C17	Marion	Marion	Basic	Available	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Flight Instruction	Meets Flight Instruction Objective	Improvement Needed to Meet Objective
POH	Pocahontas	Pocahontas Municipal	Basic	Available	Yes	
RRO	Rock Rapids	Rock Rapids Municipal	Basic	Not Available	No	Add Flight Instruction
SKI	Sac City	Sac City Municipal	Basic	Available	Yes	
ISB	Sibley	Sibley Municipal	Basic	Available	Yes	
C25	Waverly	Waverly Municipal	Basic	Available	Yes	
3Y2	West Union	West Union Municipal - George L Scott	Basic	Not Available	No	Add Flight Instruction
3Y3	Winterset	Winterset Municipal	Basic	Available	Yes	
Local Service Airports						
4C7	Ackley	Ackley Municipal	Local	Not Available	Not an Objective	
4C8	Albia	Albia Municipal	Local	Not Available	Not an Objective	
K98	Allison	Allison Municipal	Local	Not Available	Not an Objective	
C11	Amana	Amana	Local	Available	Not an Objective	
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	Local	Not Available	Not an Objective	
ADU	Audubon	Audubon County	Local	Not Available	Not an Objective	
Y46	Bedford	Bedford Municipal	Local	Not Available	Not an Objective	
Y48	Belmond	Belmond Municipal	Local	Available	Not an Objective	
CRZ	Corning	Corning Municipal	Local	Not Available	Not an Objective	
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Local	Available	Not an Objective	
IA8	Dyersville	Dyersville Area	Local	Not Available	Not an Objective	
EAG	Eagle Grove	Eagle Grove Municipal	Local	Not Available	Not an Objective	
27P	Eldora	Eldora	Local	Not Available	Not an Objective	
I27	Elkader	Elkader	Local	Not Available	Not an Objective	
6K7	Grundy Center	Grundy Center Municipal	Local	Not Available	Not an Objective	
GCT	Guthrie Center	Guthrie County Regional	Local	Not Available	Not an Objective	

## Appendix D, Facility and Service Objectives

FAA ID	Associated City	Airport Name	2020 Role	Flight Instruction	Meets Flight Instruction Objective	Improvement Needed to Meet Objective
OK7	Humboldt	Humboldt Municipal	Local	Available	Not an Objective	
IDG	Ida Grove	Ida Grove Municipal	Local	Not Available	Not an Objective	
6K9	Keosauqua	Keosauqua Municipal	Local	Not Available	Not an Objective	
OY6	Lake Mills	Lake Mills Municipal	Local	Not Available	Not an Objective	
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Local	Not Available	Not an Objective	
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Local	Not Available	Not an Objective	
OOW	Maquoketa	Maquoketa Municipal	Local	Not Available	Not an Objective	
4D8	Milford	Milford Municipal – Fuller	Local	Not Available	Not an Objective	
7C3	Monona	Monona Municipal	Local	Not Available	Not an Objective	
7C5	Montezuma	Montezuma Sig Field	Local	Not Available	Not an Objective	
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	Local	Not Available	Not an Objective	
1Y5	New Hampton	New Hampton Municipal	Local	Not Available	Not an Objective	
5D2	Northwood	Northwood Municipal	Local	Not Available	Not an Objective	
D02	Osage	Osage Municipal	Local	Not Available	Not an Objective	
1Y9	Paullina	Paullina Municipal	Local	Not Available	Not an Objective	
8Y8	Ringsted	Peltz Field	Local	Not Available	Not an Objective	
2Y4	Rockwell City	Rockwell City Municipal	Local	Not Available	Not an Objective	
0F3	Spirit Lake	Spirit Lake Municipal	Local	Not Available	Not an Objective	
8C2	Sully	Sully Municipal	Local	Not Available	Not an Objective	
8C4	Tipton	Tipton Municipal - Mathews Memorial	Local	Not Available	Not an Objective	
8C5	Toledo	Toledo Municipal	Local	Not Available	Not an Objective	
8C6	Traer	Traer Municipal	Local	Not Available	Not an Objective	
Y01	Waukon	Waukon Municipal	Local	Not Available	Not an Objective	
3Y4	Woodbine	Woodbine Municipal	Local	Not Available	Not an Objective	

Source: Iowa Airport Managers, Iowa DOT

**Table D-27: Aircraft Charter**

FAA ID	Associated City	Airport Name	2020 Role	Aircraft Charter	Meets Aircraft Charter Objective	Improvement Needed to Meet Objective
<b>Commercial Service Airports</b>						
BRL	Burlington	Southeast Iowa Regional	Commercial	Based	Yes	
CID	Cedar Rapids	Eastern Iowa	Commercial	No Charter	No	Add Aircraft Charter
DSM	Des Moines	Des Moines International	Commercial	Based	Yes	
DBQ	Dubuque	Dubuque Regional	Commercial	No Charter	No	Add Aircraft Charter
FOD	Fort Dodge	Fort Dodge Regional	Commercial	No Charter	No	Add Aircraft Charter
MCW	Mason City	Mason City Municipal	Commercial	Based	Yes	
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Commercial	No Charter	No	Add Aircraft Charter
ALO	Waterloo	Waterloo Regional	Commercial	No Charter	No	Add Aircraft Charter
<b>Enhanced Service Airports</b>						
AMW	Ames	Ames Municipal	Enhanced	Based	Yes	
IKV	Ankeny	Ankeny Regional	Enhanced	Based	Yes	
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Enhanced	Based	Yes	
CWI	Clinton	Clinton Municipal	Enhanced	Based	Yes	
CBF	Council Bluffs	Council Bluffs Municipal	Enhanced	Based	Yes	
DVN	Davenport	Davenport Municipal	Enhanced	Based	Yes	
FFL	Fairfield	Fairfield Municipal	Enhanced	No Rental	No	Add Aircraft Charter
IIB	Independence	Independence Municipal - James H Connell Field	Enhanced	Based	Yes	
IOW	Iowa City	Iowa City Municipal	Enhanced	Based	Yes	
EOK	Keokuk	Keokuk Municipal	Enhanced	No Rental	No	Add Aircraft Charter
MIW	Marshalltown	Marshalltown Municipal	Enhanced	Based	Yes	
SXK	Maurice	Sioux County Regional	Enhanced	Based	Yes	
MUT	Muscatine	Muscatine Municipal	Enhanced	No Rental	No	Add Aircraft Charter

## Appendix D, Facility and Service Objectives

FAA ID	Associated City	Airport Name	2020 Role	Aircraft Charter	Meets Aircraft Charter Objective	Improvement Needed to Meet Objective
TNU	Newton	Newton Municipal-Earl Johnson Field	Enhanced	Based	Yes	
OTM	Ottumwa	Ottumwa Regional	Enhanced	No Rental	No	Add Aircraft Charter
SPW	Spencer	Spencer Municipal	Enhanced	Based	Yes	
General Service Airports						
AXA	Algona	Algona Municipal	General	No Charter	No	Make Charter Available
AIO	Atlantic	Atlantic Municipal	General	No Charter	No	Make Charter Available
BNW	Boone	Boone Municipal	General	No Charter	No	Make Charter Available
TVK	Centerville	Centerville Municipal	General	No Charter	No	Make Charter Available
CCY	Charles City	Northeast Iowa Regional	General	Based	Yes	
CKP	Cherokee	Cherokee County Regional	General	No Charter	No	Make Charter Available
CSQ	Creston	Creston Municipal	General	No Charter	No	Make Charter Available
DEH	Decorah	Decorah Municipal	General	No Charter	No	Make Charter Available
DNS	Denison	Denison Municipal	General	No Charter	No	Make Charter Available
EST	Estherville	Estherville Municipal	General	No Charter	No	Make Charter Available
FXY	Forest City	Forest City Municipal	General	No Charter	No	Make Charter Available
GGI	Grinnell	Grinnell Regional	General	No Charter	No	Make Charter Available
HPT	Hampton	Hampton Municipal	General	No Charter	No	Make Charter Available
HNR	Harlan	Harlan Municipal	General	No Charter	No	Make Charter Available
IFA	Iowa Falls	Iowa Falls Municipal	General	No Charter	No	Make Charter Available
OXV	Knoxville	Knoxville Municipal	General	No Charter	No	Make Charter Available
LRJ	Le Mars	Le Mars Municipal	General	No Charter	No	Make Charter Available
MXO	Monticello	Monticello Regional	General	No Charter	No	Make Charter Available
MPZ	Mount Pleasant	Mount Pleasant Municipal	General	Based	Yes	
OLZ	Oelwein	Oelwein Municipal	General	No Charter	No	Make Charter Available
I75	Osceola	Osceola Municipal	General	No Charter	No	Make Charter Available

FAA ID	Associated City	Airport Name	2020 Role	Aircraft Charter	Meets Aircraft Charter Objective	Improvement Needed to Meet Objective
OOA	Oskaloosa	Oskaloosa Municipal	General	No Charter	No	Make Charter Available
PEA	Pella	Pella Municipal	General	Based	Yes	
PRO	Perry	Perry Municipal	General	Based	Yes	
RDK	Red Oak	Red Oak Municipal	General	No Charter	No	Make Charter Available
SHL	Sheldon	Sheldon Regional	General	Based	Yes	
SDA	Shenandoah	Shenandoah Municipal	General	No Charter	No	Make Charter Available
SLB	Storm Lake	Storm Lake Municipal	General	No Charter	No	Make Charter Available
VTI	Vinton	Vinton Veterans Memorial Airpark	General	No Charter	No	Make Charter Available
AWG	Washington	Washington Municipal	General	No Charter	No	Make Charter Available
EBS	Webster City	Webster City Municipal	General	Based	Yes	

Basic Service Airports

TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Basic	No Charter	Not an Objective	
4K6	Bloomfield	Bloomfield Municipal	Basic	No Charter	Not an Objective	
CNC	Chariton	Chariton Municipal	Basic	No Charter	Not an Objective	
ICL	Clarinda	Clarinda Municipal - Schenck Field	Basic	No Charter	Not an Objective	
CAV	Clarion	Clarion Municipal	Basic	No Charter	Not an Objective	
EGQ	Emmetsburg	Emmetsburg Municipal	Basic	No Charter	Not an Objective	
FSW	Fort Madison	Fort Madison Municipal	Basic	No Charter	Not an Objective	
GFZ	Greenfield	Greenfield Municipal	Basic	No Charter	Not an Objective	
EFW	Jefferson	Jefferson Municipal	Basic	No Charter	Not an Objective	
LWD	Lamoni	Lamoni Municipal	Basic	No Charter	Not an Objective	
C27	Manchester	Manchester Municipal	Basic	No Charter	Not an Objective	
C17	Marion	Marion	Basic	Available	Not an Objective	
POH	Pocahontas	Pocahontas Municipal	Basic	No Charter	Not an Objective	
RRO	Rock Rapids	Rock Rapids Municipal	Basic	No Charter	Not an Objective	

## Appendix D, Facility and Service Objectives

FAA ID	Associated City	Airport Name	2020 Role	Aircraft Charter	Meets Aircraft Charter Objective	Improvement Needed to Meet Objective
SKI	Sac City	Sac City Municipal	Basic	No Charter	Not an Objective	
ISB	Sibley	Sibley Municipal	Basic	No Charter	Not an Objective	
C25	Waverly	Waverly Municipal	Basic	No Charter	Not an Objective	
3Y2	West Union	West Union Municipal - George L Scott	Basic	No Charter	Not an Objective	
3Y3	Winterset	Winterset Municipal	Basic	No Charter	Not an Objective	
Local Service Airports						
4C7	Ackley	Ackley Municipal	Local	No Charter	Not an Objective	
4C8	Albia	Albia Municipal	Local	No Charter	Not an Objective	
K98	Allison	Allison Municipal	Local	No Charter	Not an Objective	
C11	Amana	Amana	Local	No Charter	Not an Objective	
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	Local	No Charter	Not an Objective	
ADU	Audubon	Audubon County	Local	No Charter	Not an Objective	
Y46	Bedford	Bedford Municipal	Local	No Charter	Not an Objective	
Y48	Belmond	Belmond Municipal	Local	No Charter	Not an Objective	
CRZ	Corning	Corning Municipal	Local	No Charter	Not an Objective	
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Local	No Charter	Not an Objective	
IA8	Dyersville	Dyersville Area	Local	No Charter	Not an Objective	
EAG	Eagle Grove	Eagle Grove Municipal	Local	No Charter	Not an Objective	
27P	Eldora	Eldora	Local	No Charter	Not an Objective	
I27	Elkader	Elkader	Local	No Charter	Not an Objective	
6K7	Grundy Center	Grundy Center Municipal	Local	No Charter	Not an Objective	
GCT	Guthrie Center	Guthrie County Regional	Local	No Charter	Not an Objective	
OK7	Humboldt	Humboldt Municipal	Local	No Charter	Not an Objective	
IDG	Ida Grove	Ida Grove Municipal	Local	No Charter	Not an Objective	
6K9	Keosauqua	Keosauqua Municipal	Local	No Charter	Not an Objective	

FAA ID	Associated City	Airport Name	2020 Role	Aircraft Charter	Meets Aircraft Charter Objective	Improvement Needed to Meet Objective
0Y6	Lake Mills	Lake Mills Municipal	Local	No Charter	Not an Objective	
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Local	No Charter	Not an Objective	
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Local	No Charter	Not an Objective	
OQW	Maquoketa	Maquoketa Municipal	Local	No Charter	Not an Objective	
4D8	Milford	Milford Municipal – Fuller	Local	No Charter	Not an Objective	
7C3	Monona	Monona Municipal	Local	No Charter	Not an Objective	
7C5	Montezuma	Montezuma Sig Field	Local	No Charter	Not an Objective	
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	Local	No Charter	Not an Objective	
1Y5	New Hampton	New Hampton Municipal	Local	No Charter	Not an Objective	
5D2	Northwood	Northwood Municipal	Local	No Charter	Not an Objective	
D02	Osage	Osage Municipal	Local	No Charter	Not an Objective	
1Y9	Paullina	Paullina Municipal	Local	No Charter	Not an Objective	
8Y8	Ringsted	Peltz Field	Local	No Charter	Not an Objective	
2Y4	Rockwell City	Rockwell City Municipal	Local	No Charter	Not an Objective	
0F3	Spirit Lake	Spirit Lake Municipal	Local	No Charter	Not an Objective	
8C2	Sully	Sully Municipal	Local	No Charter	Not an Objective	
8C4	Tipton	Tipton Municipal - Mathews Memorial	Local	No Charter	Not an Objective	
8C5	Toledo	Toledo Municipal	Local	No Charter	Not an Objective	
8C6	Traer	Traer Municipal	Local	No Charter	Not an Objective	
Y01	Waukon	Waukon Municipal	Local	No Charter	Not an Objective	
3Y4	Woodbine	Woodbine Municipal	Local	No Charter	Not an Objective	

Source: Iowa Airport Managers, Iowa DOT

**Table D-28: Weather Reporting**

FAA ID	Associated City	Airport Name	2020 Role	Weather Reporting	Meets Weather Reporting Objective	Improvement Needed to Meet Objective
Commercial Service Airports						
BRL	Burlington	Southeast Iowa Regional	Commercial	ASOS	Yes	
CID	Cedar Rapids	Eastern Iowa	Commercial	ASOS	Yes	
DSM	Des Moines	Des Moines International	Commercial	ASOS	Yes	
DBQ	Dubuque	Dubuque Regional	Commercial	ASOS	Yes	
FOD	Fort Dodge	Fort Dodge Regional	Commercial	AWOS	Yes	
MCW	Mason City	Mason City Municipal	Commercial	ASOS	Yes	
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Commercial	ASOS	Yes	
ALO	Waterloo	Waterloo Regional	Commercial	ASOS	Yes	
Enhanced Service Airports						
AMW	Ames	Ames Municipal	Enhanced	ASOS	Yes	
IKV	Ankeny	Ankeny Regional	Enhanced	AWOS	Yes	
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Enhanced	AWOS	Yes	
CWI	Clinton	Clinton Municipal	Enhanced	AWOS	Yes	
CBF	Council Bluffs	Council Bluffs Municipal	Enhanced	AWOS	Yes	
DVN	Davenport	Davenport Municipal	Enhanced	ASOS	Yes	
FFL	Fairfield	Fairfield Municipal	Enhanced	AWOS	Yes	
IIB	Independence	Independence Municipal - James H Connell Field	Enhanced	AWOS	Yes	
IOW	Iowa City	Iowa City Municipal	Enhanced	ASOS	Yes	
EOK	Keokuk	Keokuk Municipal	Enhanced	AWOS	Yes	
MIW	Marshalltown	Marshalltown Municipal	Enhanced	ASOS	Yes	
SXK	Maurice	Sioux County Regional	Enhanced	AWOS	Yes	
MUT	Muscatine	Muscatine Municipal	Enhanced	AWOS	Yes	
TNU	Newton	Newton Municipal-Earl Johnson Field	Enhanced	AWOS	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Weather Reporting	Meets Weather Reporting Objective	Improvement Needed to Meet Objective
OTM	Ottumwa	Ottumwa Regional	Enhanced	ASOS	Yes	
SPW	Spencer	Spencer Municipal	Enhanced	ASOS	Yes	
General Service Airports						
AXA	Algona	Algona Municipal	General	AWOS	Yes	
AIO	Atlantic	Atlantic Municipal	General	AWOS	Yes	
BNW	Boone	Boone Municipal	General	AWOS	Yes	
TVK	Centerville	Centerville Municipal	General	AWOS	Yes	
CCY	Charles City	Northeast Iowa Regional	General	AWOS	Yes	
CKP	Cherokee	Cherokee County Regional	General	AWOS	Yes	
CSQ	Creston	Creston Municipal	General	AWOS	Yes	
DEH	Decorah	Decorah Municipal	General	AWOS	Yes	
DNS	Denison	Denison Municipal	General	AWOS	Yes	
EST	Estherville	Estherville Municipal	General	ASOS	Yes	
FXY	Forest City	Forest City Municipal	General	AWOS	Yes	
GGI	Grinnell	Grinnell Regional	General	AWOS	Yes	
HPT	Hampton	Hampton Municipal	General	AWOS	Yes	
HNR	Harlan	Harlan Municipal	General	AWOS	Yes	
IFA	Iowa Falls	Iowa Falls Municipal	General	AWOS	Yes	
OXV	Knoxville	Knoxville Municipal	General	AWOS	Yes	
LRJ	Le Mars	Le Mars Municipal	General	AWOS	Yes	
MXO	Monticello	Monticello Regional	General	AWOS	Yes	
MPZ	Mount Pleasant	Mount Pleasant Municipal	General	AWOS	Yes	
OLZ	Oelwein	Oelwein Municipal	General	AWOS	Yes	
I75	Osceola	Osceola Municipal	General	AWOS	Yes	

## Appendix D, Facility and Service Objectives

FAA ID	Associated City	Airport Name	2020 Role	Weather Reporting	Meets Weather Reporting Objective	Improvement Needed to Meet Objective
OOA	Oskaloosa	Oskaloosa Municipal	General	AWOS	Yes	
PEA	Pella	Pella Municipal	General	AWOS	Yes	
PRO	Perry	Perry Municipal	General	AWOS	Yes	
RDK	Red Oak	Red Oak Municipal	General	AWOS	Yes	
SHL	Sheldon	Sheldon Regional	General	AWOS	Yes	
SDA	Shenandoah	Shenandoah Municipal	General	AWOS	Yes	
SLB	Storm Lake	Storm Lake Municipal	General	AWOS	Yes	
VTI	Vinton	Vinton Veterans Memorial Airpark	General	AWOS	Yes	
AWG	Washington	Washington Municipal	General	AWOS	Yes	
EBS	Webster City	Webster City Municipal	General	AWOS	Yes	
Basic Service Airports						
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Basic	None	Not an Objective	
4K6	Bloomfield	Bloomfield Municipal	Basic	None	Not an Objective	
CNC	Chariton	Chariton Municipal	Basic	AWOS	Not an Objective	
ICL	Clarinda	Clarinda Municipal - Schenck Field	Basic	AWOS	Not an Objective	
CAV	Clarion	Clarion Municipal	Basic	AWOS	Not an Objective	
EGO	Emmetsburg	Emmetsburg Municipal	Basic	None	Not an Objective	
FSW	Fort Madison	Fort Madison Municipal	Basic	AWOS	Not an Objective	
GFZ	Greenfield	Greenfield Municipal	Basic	None	Not an Objective	
EFW	Jefferson	Jefferson Municipal	Basic	None	Not an Objective	
LWD	Lamoni	Lamoni Municipal	Basic	ASOS	Not an Objective	
C27	Manchester	Manchester Municipal	Basic	None	Not an Objective	
C17	Marion	Marion	Basic	None	Not an Objective	
POH	Pocahontas	Pocahontas Municipal	Basic	None	Not an Objective	

FAA ID	Associated City	Airport Name	2020 Role	Weather Reporting	Meets Weather Reporting Objective	Improvement Needed to Meet Objective
RRQ	Rock Rapids	Rock Rapids Municipal	Basic	None	Not an Objective	
SKI	Sac City	Sac City Municipal	Basic	None	Not an Objective	
ISB	Sibley	Sibley Municipal	Basic	None	Not an Objective	
C25	Waverly	Waverly Municipal	Basic	None	Not an Objective	
3Y2	West Union	West Union Municipal - George L. Scott	Basic	None	Not an Objective	
3Y3	Winterset	Winterset Municipal	Basic	None	Not an Objective	
Local Service Airports						
4C7	Ackley	Ackley Municipal	Local	None	Not an Objective	
4C8	Albia	Albia Municipal	Local	None	Not an Objective	
K98	Allison	Allison Municipal	Local	None	Not an Objective	
C11	Amana	Amana	Local	None	Not an Objective	
Y43	Anita	Anita Municipal - Kevin Burke Memorial Field	Local	None	Not an Objective	
ADU	Audubon	Audubon County	Local	AWOS	Not an Objective	
Y46	Bedford	Bedford Municipal	Local	None	Not an Objective	
Y48	Belmond	Belmond Municipal	Local	None	Not an Objective	
CRZ	Corning	Corning Municipal	Local	None	Not an Objective	
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Local	None	Not an Objective	
IA8	Dyersville	Dyersville Area	Local	None	Not an Objective	
EAG	Eagle Grove	Eagle Grove Municipal	Local	None	Not an Objective	
27P	Eldora	Eldora	Local	None	Not an Objective	
I27	Elkader	Elkader	Local	None	Not an Objective	
6K7	Grundy Center	Grundy Center Municipal	Local	None	Not an Objective	
GCT	Guthrie Center	Guthrie County Regional	Local	None	Not an Objective	
OK7	Humboldt	Humboldt Municipal	Local	None	Not an Objective	

## Appendix D, Facility and Service Objectives

FAA ID	Associated City	Airport Name	2020 Role	Weather Reporting	Meets Weather Reporting Objective	Improvement Needed to Meet Objective
IDG	Ida Grove	Ida Grove Municipal	Local	None	Not an Objective	
6K9	Keosauqua	Keosauqua Municipal	Local	None	Not an Objective	
0Y6	Lake Mills	Lake Mills Municipal	Local	None	Not an Objective	
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Local	None	Not an Objective	
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Local	None	Not an Objective	
OQW	Maquoketa	Maquoketa Municipal	Local	None	Not an Objective	
4D8	Milford	Milford Municipal – Fuller	Local	None	Not an Objective	
7C3	Monona	Monona Municipal	Local	None	Not an Objective	
7C5	Montezuma	Montezuma Sig Field	Local	None	Not an Objective	
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	Local	None	Not an Objective	
1Y5	New Hampton	New Hampton Municipal	Local	None	Not an Objective	
5D2	Northwood	Northwood Municipal	Local	None	Not an Objective	
D02	Osage	Osage Municipal	Local	None	Not an Objective	
1Y9	Paullina	Paullina Municipal	Local	None	Not an Objective	
8Y8	Ringsted	Peltz Field	Local	None	Not an Objective	
2Y4	Rockwell City	Rockwell City Municipal	Local	None	Not an Objective	
0F3	Spirit Lake	Spirit Lake Municipal	Local	None	Not an Objective	
8C2	Sully	Sully Municipal	Local	None	Not an Objective	
8C4	Tipton	Tipton Municipal - Mathews Memorial	Local	None	Not an Objective	
8C5	Toledo	Toledo Municipal	Local	None	Not an Objective	
8C6	Traer	Traer Municipal	Local	None	Not an Objective	
Y01	Waukon	Waukon Municipal	Local	None	Not an Objective	
3Y4	Woodbine	Woodbine Municipal	Local	None	Not an Objective	

Source: Iowa Airport Managers, Iowa DOT

**Table D-29: Land Use Planning**

FAA ID	Associated City	Airport Name	2020 Role	Land Use Planning	Meets Land Use Planning Objective	Improvement Needed to Meet Objective
Commercial Service Airports						
BRL	Burlington	Southeast Iowa Regional	Commercial	Land Use Code	Yes	
CID	Cedar Rapids	Eastern Iowa	Commercial	Land Use Code	Yes	
DSM	Des Moines	Des Moines International	Commercial	Land Use Code	Yes	
DBQ	Dubuque	Dubuque Regional	Commercial	Land Use Code	Yes	
FOD	Fort Dodge	Fort Dodge Regional	Commercial	Land Use Code	Yes	
MCW	Mason City	Mason City Municipal	Commercial	Land Use Code	Yes	
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Commercial	Land Use Code	Yes	
ALO	Waterloo	Waterloo Regional	Commercial	Land Use Code	Yes	
Enhanced Service Airports						
AMW	Ames	Ames Municipal	Enhanced	Land Use Code	Yes	
IKV	Ankeny	Ankeny Regional	Enhanced	Land Use Code	Yes	
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Enhanced	Land Use Code	Yes	
CWI	Clinton	Clinton Municipal	Enhanced	Land Use Code	Yes	
CBF	Council Bluffs	Council Bluffs Municipal	Enhanced	Land Use Code	Yes	
DVN	Davenport	Davenport Municipal	Enhanced	Land Use Code	Yes	
FFL	Fairfield	Fairfield Municipal	Enhanced	Land Use Code	Yes	
IIB	Independence	Independence Municipal - James H Connell Field	Enhanced	Land Use Code	Yes	
IOW	Iowa City	Iowa City Municipal	Enhanced	Land Use Code	Yes	
EOK	Keokuk	Keokuk Municipal	Enhanced	Land Use Code	Yes	
MIW	Marshalltown	Marshalltown Municipal	Enhanced	Land Use Code	Yes	
SXK	Maurice	Sioux County Regional	Enhanced	Land Use Code	Yes	
MUT	Muscatine	Muscatine Municipal	Enhanced	Land Use Code	Yes	

**Appendix D, Facility and Service Objectives**

FAA ID	Associated City	Airport Name	2020 Role	Land Use Planning	Meets Land Use Planning Objective	Improvement Needed to Meet Objective
TNU	Newton	Newton Municipal-Earl Johnson Field	Enhanced	Land Use Code	Yes	
OTM	Ottumwa	Ottumwa Regional	Enhanced	Land Use Code	Yes	
SPW	Spencer	Spencer Municipal	Enhanced	Land Use Code	Yes	
General Service Airports						
AXA	Algona	Algona Municipal	General	No Restrictions	No	Implement Land Use Code
AIO	Atlantic	Atlantic Municipal	General	No Restrictions	No	Implement Land Use Code
BNW	Boone	Boone Municipal	General	Land Use Code	Yes	
TVK	Centerville	Centerville Municipal	General	Land Use Code	Yes	
CCY	Charles City	Northeast Iowa Regional	General	Land Use Code	Yes	
CKP	Cherokee	Cherokee County Regional	General	Land Use Code	Yes	
CSQ	Creston	Creston Municipal	General	Land Use Code	Yes	
DEH	Decorah	Decorah Municipal	General	Land Use Code	Yes	
DNS	Denison	Denison Municipal	General	Land Use Code	Yes	
EST	Estherville	Estherville Municipal	General	Land Use Code	Yes	
FXY	Forest City	Forest City Municipal	General	Land Use Code	Yes	
GGI	Grinnell	Grinnell Regional	General	Land Use Code	Yes	
HPT	Hampton	Hampton Municipal	General	Land Use Code	Yes	
HNR	Harlan	Harlan Municipal	General	Land Use Code	Yes	
IFA	Iowa Falls	Iowa Falls Municipal	General	Land Use Code	Yes	
OXV	Knoxville	Knoxville Municipal	General	Land Use Code	Yes	
LRJ	Le Mars	Le Mars Municipal	General	Land Use Code	Yes	
MXO	Monticello	Monticello Regional	General	Land Use Code	Yes	
MPZ	Mount Pleasant	Mount Pleasant Municipal	General	Land Use Code	Yes	
OLZ	Oelwein	Oelwein Municipal	General	Land Use Code	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Land Use Planning	Meets Land Use Planning Objective	Improvement Needed to Meet Objective
I75	Osceola	Osceola Municipal	General	No Restrictions	No	Implement Land Use Code
OOA	Oskaloosa	Oskaloosa Municipal	General	Land Use Code	Yes	
PEA	Pella	Pella Municipal	General	Land Use Code	Yes	
PRO	Perry	Perry Municipal	General	No Restrictions	No	Implement Land Use Code
RDK	Red Oak	Red Oak Municipal	General	Land Use Code	Yes	
SHL	Sheldon	Sheldon Regional	General	Land Use Code	Yes	
SDA	Shenandoah	Shenandoah Municipal	General	No Restrictions	No	Implement Land Use Code
SLB	Storm Lake	Storm Lake Municipal	General	No Restrictions	No	Implement Land Use Code
VTI	Vinton	Vinton Veterans Memorial Airpark	General	No Restrictions	No	Implement Land Use Code
AWG	Washington	Washington Municipal	General	Land Use Code	Yes	
EBS	Webster City	Webster City Municipal	General	Land Use Code	Yes	
<b>Basic Service Airports</b>						
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Basic	No Restrictions	No	Implement Land Use Code
4K6	Bloomfield	Bloomfield Municipal	Basic	No Restrictions	No	Implement Land Use Code
CNC	Chariton	Chariton Municipal	Basic	No Restrictions	No	Implement Land Use Code
ICL	Clarinda	Clarinda Municipal - Schenck Field	Basic	Land Use Code	Yes	
CAV	Clarion	Clarion Municipal	Basic	Land Use Code	Yes	
EGO	Emmetsburg	Emmetsburg Municipal	Basic	No Restrictions	No	Implement Land Use Code
FSW	Fort Madison	Fort Madison Municipal	Basic	No Restrictions	No	Implement Land Use Code
GFZ	Greenfield	Greenfield Municipal	Basic	Land Use Code	Yes	
EFW	Jefferson	Jefferson Municipal	Basic	Land Use Code	Yes	

## Appendix D, Facility and Service Objectives

FAA ID	Associated City	Airport Name	2020 Role	Land Use Planning	Meets Land Use Planning Objective	Improvement Needed to Meet Objective
LWD	Lamoni	Lamoni Municipal	Basic	Land Use Code	Yes	
C27	Manchester	Manchester Municipal	Basic	Land Use Code	Yes	
C17	Marion	Marion	Basic	Land Use Code	Yes	
POH	Pocahontas	Pocahontas Municipal	Basic	Land Use Code	Yes	
RRO	Rock Rapids	Rock Rapids Municipal	Basic	Land Use Code	Yes	
SKI	Sac City	Sac City Municipal	Basic	Land Use Code	Yes	
ISB	Sibley	Sibley Municipal	Basic	Land Use Code	Yes	
C25	Waverly	Waverly Municipal	Basic	No Restrictions	No	Implement Land Use Code
3Y2	West Union	West Union Municipal - George L Scott	Basic	No Restrictions	No	Implement Land Use Code
3Y3	Winterset	Winterset Municipal	Basic	Land Use Code	Yes	
Local Service Airports						
\	Ackley	Ackley Municipal	Local	No Restrictions	No	Implement Land Use Code
4C8	Albia	Albia Municipal	Local	Land Use Code	Yes	
K98	Allison	Allison Municipal	Local	No Restrictions	No	Implement Land Use Code
C11	Amana	Amana	Local	Land Use Code	Yes	
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	Local	No Restrictions	No	Implement Land Use Code
ADU	Audubon	Audubon County	Local	No Restrictions	No	Implement Land Use Code
Y46	Bedford	Bedford Municipal	Local	No Restrictions	No	Implement Land Use Code
Y48	Belmond	Belmond Municipal	Local	No Restrictions	No	Implement Land Use Code
CRZ	Corning	Corning Municipal	Local	No Restrictions	No	Implement Land Use Code
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Local	Land Use Code	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Land Use Planning	Meets Land Use Planning Objective	Improvement Needed to Meet Objective
IA8	Dyersville	Dyersville Area	Local	No Restrictions	No	Implement Land Use Code
EAG	Eagle Grove	Eagle Grove Municipal	Local	No Restrictions	No	Implement Land Use Code
27P	Eldora	Eldora	Local	Land Use Code	Yes	
I27	Elkader	Elkader	Local	No Restrictions	No	Implement Land Use Code
6K7	Grundy Center	Grundy Center Municipal	Local	Land Use Code	Yes	
GCT	Guthrie Center	Guthrie County Regional	Local	No Restrictions	No	Implement Land Use Code
0K7	Humboldt	Humboldt Municipal	Local	No Restrictions	No	Implement Land Use Code
IDG	Ida Grove	Ida Grove Municipal	Local	No Restrictions	No	Implement Land Use Code
6K9	Keosauqua	Keosauqua Municipal	Local	No Restrictions	No	Implement Land Use Code
0Y6	Lake Mills	Lake Mills Municipal	Local	Land Use Code	Yes	
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Local	No Restrictions	No	Implement Land Use Code
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Local	Land Use Code	Yes	
OQW	Maquoketa	Maquoketa Municipal	Local	No Restrictions	No	Implement Land Use Code
4D8	Milford	Milford Municipal – Fuller	Local	No Restrictions	No	Implement Land Use Code
7C3	Monona	Monona Municipal	Local	No Restrictions	No	Implement Land Use Code
7C5	Montezuma	Montezuma Sig Field	Local	No Restrictions	No	Implement Land Use Code
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	Local	Land Use Code	Yes	
1Y5	New Hampton	New Hampton Municipal	Local	Land Use Code	Yes	
5D2	Northwood	Northwood Municipal	Local	No Restrictions	No	Implement Land Use Code
D02	Osage	Osage Municipal	Local	Land Use Code	Yes	

**Appendix D, Facility and Service Objectives**

FAA ID	Associated City	Airport Name	2020 Role	Land Use Planning	Meets Land Use Planning Objective	Improvement Needed to Meet Objective
1Y9	Paullina	Paullina Municipal	Local	Land Use Code	Yes	
8Y8	Ringsted	Peltz Field	Local	No Restrictions	No	Implement Land Use Code
2Y4	Rockwell City	Rockwell City Municipal	Local	No Restrictions	No	Implement Land Use Code
0F3	Spirit Lake	Spirit Lake Municipal	Local	No Restrictions	No	Implement Land Use Code
8C2	Sully	Sully Municipal	Local	Land Use Code	Yes	
8C4	Tipton	Tipton Municipal - Mathews Memorial	Local	No Restrictions	No	Implement Land Use Code
8C5	Toledo	Toledo Municipal	Local	No Restrictions	No	Implement Land Use Code
8C6	Traer	Traer Municipal	Local	No Restrictions	No	Implement Land Use Code
Y01	Waukon	Waukon Municipal	Local	Land Use Code	Yes	
3Y4	Woodbine	Woodbine Municipal	Local	No Restrictions	No	Implement Land Use Code

Source: Iowa Airport Managers, Iowa DOT

**Table D-30: Height Zoning**

FAA ID	Associated City	Airport Name	2020 Role	Height Zoning	Meets Height Zoning Objective	Improvement Needed to Meet Objective
Commercial Service Airports						
BRL	Burlington	Southeast Iowa Regional	Commercial	Height Code	Yes	
CID	Cedar Rapids	Eastern Iowa	Commercial	Height Code	Yes	
DSM	Des Moines	Des Moines International	Commercial	Height Code	Yes	
DBQ	Dubuque	Dubuque Regional	Commercial	Height Code	Yes	
FOD	Fort Dodge	Fort Dodge Regional	Commercial	Height Code	Yes	
MCW	Mason City	Mason City Municipal	Commercial	Height Code	Yes	
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Commercial	Height Code	Yes	
ALO	Waterloo	Waterloo Regional	Commercial	Height Code	Yes	
Enhanced Service Airports						
AMW	Ames	Ames Municipal	Enhanced	Height Code	Yes	
IKV	Ankeny	Ankeny Regional	Enhanced	Height Code	Yes	
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Enhanced	Height Code	Yes	
CWI	Clinton	Clinton Municipal	Enhanced	Height Code	Yes	
CBF	Council Bluffs	Council Bluffs Municipal	Enhanced	Height Code	Yes	
DVN	Davenport	Davenport Municipal	Enhanced	Height Code	Yes	
FFL	Fairfield	Fairfield Municipal	Enhanced	Height Code	Yes	
IIB	Independence	Independence Municipal - James H Connell Field	Enhanced	Height Code	Yes	
IOW	Iowa City	Iowa City Municipal	Enhanced	Height Code	Yes	
EOK	Keokuk	Keokuk Municipal	Enhanced	Height Code	Yes	
MIW	Marshalltown	Marshalltown Municipal	Enhanced	Height Code	Yes	
SXK	Maurice	Sioux County Regional	Enhanced	Height Code	Yes	
MUT	Muscatine	Muscatine Municipal	Enhanced	Height Code	Yes	
TNU	Newton	Newton Municipal-Earl Johnson Field	Enhanced	Height Code	Yes	

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FAA ID	Associated City	Airport Name	2020 Role	Height Zoning	Meets Height Zoning Objective	Improvement Needed to Meet Objective
OTM	Ottumwa	Ottumwa Regional	Enhanced	Height Code	Yes	
SPW	Spencer	Spencer Municipal	Enhanced	Height Code	Yes	
General Service Airports						
AXA	Algona	Algona Municipal	General	Height Code	Yes	
AIO	Atlantic	Atlantic Municipal	General	Height Code	Yes	
BNW	Boone	Boone Municipal	General	Height Code	Yes	
TVK	Centerville	Centerville Municipal	General	Height Code	Yes	
CCY	Charles City	Northeast Iowa Regional	General	Height Code	Yes	
CKP	Cherokee	Cherokee County Regional	General	Height Code	Yes	
CSQ	Creston	Creston Municipal	General	Height Code	Yes	
DEH	Decorah	Decorah Municipal	General	Height Code	Yes	
DNS	Denison	Denison Municipal	General	Height Code	Yes	
EST	Estherville	Estherville Municipal	General	Height Code	Yes	
FXY	Forest City	Forest City Municipal	General	Height Code	Yes	
GGI	Grinnell	Grinnell Regional	General	Height Code	Yes	
HPT	Hampton	Hampton Municipal	General	Height Code	Yes	
HNR	Harlan	Harlan Municipal	General	Height Code	Yes	
IFA	Iowa Falls	Iowa Falls Municipal	General	Height Code	Yes	
OXV	Knoxville	Knoxville Municipal	General	Height Code	Yes	
LRJ	Le Mars	Le Mars Municipal	General	Height Code	Yes	
MXO	Monticello	Monticello Regional	General	Height Code	Yes	
MPZ	Mount Pleasant	Mount Pleasant Municipal	General	Height Code	Yes	
OLZ	Oelwein	Oelwein Municipal	General	Height Code	Yes	
I75	Osceola	Osceola Municipal	General	Height Code	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Height Zoning	Meets Height Zoning Objective	Improvement Needed to Meet Objective
OOA	Oskaloosa	Oskaloosa Municipal	General	Height Code	Yes	
PEA	Pella	Pella Municipal	General	Height Code	Yes	
PRO	Perry	Perry Municipal	General	Height Code	Yes	
RDK	Red Oak	Red Oak Municipal	General	Height Code	Yes	
SHL	Sheldon	Sheldon Regional	General	Height Code	Yes	
SDA	Shenandoah	Shenandoah Municipal	General	Height Code	Yes	
SLB	Storm Lake	Storm Lake Municipal	General	Height Code	Yes	
VTI	Vinton	Vinton Veterans Memorial Airpark	General	Height Code	Yes	
AWG	Washington	Washington Municipal	General	Height Code	Yes	
EBS	Webster City	Webster City Municipal	General	Height Code	Yes	

Basic Service Airports

TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Basic	Height Code	Yes	
4K6	Bloomfield	Bloomfield Municipal	Basic	Height Code	Yes	
CNC	Chariton	Chariton Municipal	Basic	Height Code	Yes	
ICL	Clarinda	Clarinda Municipal - Schenck Field	Basic	Height Code	Yes	
CAV	Clarion	Clarion Municipal	Basic	Height Code	Yes	
EGQ	Emmetsburg	Emmetsburg Municipal	Basic	Height Code	Yes	
FSW	Fort Madison	Fort Madison Municipal	Basic	Height Code	Yes	
GFZ	Greenfield	Greenfield Municipal	Basic	Height Code	Yes	
EFW	Jefferson	Jefferson Municipal	Basic	Height Code	Yes	
LWD	Lamoni	Lamoni Municipal	Basic	Height Code	Yes	
C27	Manchester	Manchester Municipal	Basic	Height Code	Yes	
C17	Marion	Marion	Basic	Height Code	Yes	
POH	Pocahontas	Pocahontas Municipal	Basic	Height Code	Yes	

## Appendix D, Facility and Service Objectives

FAA ID	Associated City	Airport Name	2020 Role	Height Zoning	Meets Height Zoning Objective	Improvement Needed to Meet Objective
RRQ	Rock Rapids	Rock Rapids Municipal	Basic	Height Code	Yes	
SKI	Sac City	Sac City Municipal	Basic	Height Code	Yes	
ISB	Sibley	Sibley Municipal	Basic	Height Code	Yes	
C25	Waverly	Waverly Municipal	Basic	Height Code	Yes	
3Y2	West Union	West Union Municipal - George L Scott	Basic	Height Code	Yes	
3Y3	Winterset	Winterset Municipal	Basic	Height Code	Yes	
Local Service Airports						
4C7	Ackley	Ackley Municipal	Local	No Restrictions	No	Implement Height Code
4C8	Albia	Albia Municipal	Local	Height Code	Yes	
K98	Allison	Allison Municipal	Local	No Restrictions	No	Implement Height Code
C11	Amana	Amana	Local	No Restrictions	No	Implement Height Code
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	Local	No Restrictions	No	Implement Height Code
ADU	Audubon	Audubon County	Local	No Restrictions	No	Implement Height Code
Y46	Bedford	Bedford Municipal	Local	No Restrictions	No	Implement Height Code
Y48	Belmond	Belmond Municipal	Local	No Restrictions	No	Implement Height Code
CRZ	Corning	Corning Municipal	Local	Height Code	Yes	
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Local	Height Code	Yes	
IA8	Dyersville	Dyersville Area	Local	No Restrictions	No	Implement Height Code
EAG	Eagle Grove	Eagle Grove Municipal	Local	No Restrictions	No	Implement Height Code
27P	Eldora	Eldora	Local	Height Code	Yes	
I27	Elkader	Elkader	Local	No Restrictions	No	Implement Height Code
6K7	Grundy Center	Grundy Center Municipal	Local	Height Code	Yes	
GCT	Guthrie Center	Guthrie County Regional	Local	Height Code	Yes	
OK7	Humboldt	Humboldt Municipal	Local	Height Code	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Height Zoning	Meets Height Zoning Objective	Improvement Needed to Meet Objective
IDG	Ida Grove	Ida Grove Municipal	Local	No Restrictions	No	Implement Height Code
6K9	Keosauqua	Keosauqua Municipal	Local	No Restrictions	No	Implement Height Code
0Y6	Lake Mills	Lake Mills Municipal	Local	Height Code	Yes	
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Local	No Restrictions	No	Implement Height Code
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Local	Height Code	Yes	
OQW	Maquoketa	Maquoketa Municipal	Local	Height Code	Yes	
4D8	Milford	Milford Municipal – Fuller	Local	Height Code	Yes	
7C3	Monona	Monona Municipal	Local	No Restrictions	No	Implement Height Code
7C5	Montezuma	Montezuma Sig Field	Local	No Restrictions	No	Implement Height Code
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	Local	Height Code	Yes	
1Y5	New Hampton	New Hampton Municipal	Local	Height Code	Yes	
5D2	Northwood	Northwood Municipal	Local	No Restrictions	No	Implement Height Code
D02	Osage	Osage Municipal	Local	Height Code	Yes	
1Y9	Paullina	Paullina Municipal	Local	Height Code	Yes	
8Y8	Ringsted	Peltz Field	Local	No Restrictions	No	Implement Height Code
2Y4	Rockwell City	Rockwell City Municipal	Local	Height Code	Yes	
0F3	Spirit Lake	Spirit Lake Municipal	Local	Height Code	Yes	
8C2	Sully	Sully Municipal	Local	Height Code	Yes	
8C4	Tipton	Tipton Municipal - Mathews Memorial	Local	No Restrictions	No	Implement Height Code
8C5	Toledo	Toledo Municipal	Local	No Restrictions	No	Implement Height Code
8C6	Traer	Traer Municipal	Local	No Restrictions	No	Implement Height Code
Y01	Waukon	Waukon Municipal	Local	Height Code	Yes	
3Y4	Woodbine	Woodbine Municipal	Local	Height Code	Yes	

Source: Iowa Airport Managers, Iowa DOT

Appendix D, Facility and Service Objectives

Table D-31: Airport Layout Plan

FAA ID	Associated City	Airport Name	2020 Role	Airport Layout Plan	Meets Airport Layout Plan Objective	Improvement Needed to Meet Objective
Commercial Service Airports						
BRL	Burlington	Southeast Iowa Regional	Commercial	2010	Yes	
CID	Cedar Rapids	Eastern Iowa	Commercial	2011	Yes	
DSM	Des Moines	Des Moines International	Commercial	2010	Yes	
DBQ	Dubuque	Dubuque Regional	Commercial	2019	Yes	
FOD	Fort Dodge	Fort Dodge Regional	Commercial	2010	Yes	
MCW	Mason City	Mason City Municipal	Commercial	2016	Yes	
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Commercial	2011	Yes	
ALO	Waterloo	Waterloo Regional	Commercial	2010	Yes	
Enhanced Service Airports						
AMW	Ames	Ames Municipal	Enhanced	2018	Yes	
IKV	Ankeny	Ankeny Regional	Enhanced	2012	Yes	
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Enhanced	ALP	No	Update ALP
CWI	Clinton	Clinton Municipal	Enhanced	2012	Yes	
CBF	Council Bluffs	Council Bluffs Municipal	Enhanced	2010	Yes	
DVN	Davenport	Davenport Municipal	Enhanced	2010	Yes	
FFL	Fairfield	Fairfield Municipal	Enhanced	2010	Yes	
IIB	Independence	Independence Municipal - James H Connell Field	Enhanced	2014	Yes	
IOW	Iowa City	Iowa City Municipal	Enhanced	2014	Yes	
EOK	Keokuk	Keokuk Municipal	Enhanced	2011	Yes	
MIW	Marshalltown	Marshalltown Municipal	Enhanced	2010	Yes	
SXK	Maurice	Sioux County Regional	Enhanced	Opened in 2018	Yes	
MUT	Muscatine	Muscatine Municipal	Enhanced	2016	Yes	
TNU	Newton	Newton Municipal-Earl Johnson Field	Enhanced	2016	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Airport Layout Plan	Meets Airport Layout Plan Objective	Improvement Needed to Meet Objective
OTM	Ottumwa	Ottumwa Regional	Enhanced	ALP	No	Update ALP
SPW	Spencer	Spencer Municipal	Enhanced	2019	Yes	
General Service Airports						
AXA	Algona	Algona Municipal	General	2015	Yes	
AIO	Atlantic	Atlantic Municipal	General	2010	Yes	
BNW	Boone	Boone Municipal	General	ALP	No	Update ALP
TVK	Centerville	Centerville Municipal	General	2018	Yes	
CCY	Charles City	Northeast Iowa Regional	General	2012	Yes	
CKP	Cherokee	Cherokee County Regional	General	2018	Yes	
CSQ	Creston	Creston Municipal	General	2010	Yes	
DEH	Decorah	Decorah Municipal	General	2014	Yes	
DNS	Denison	Denison Municipal	General	ALP	No	Update ALP
EST	Estherville	Estherville Municipal	General	2016	Yes	
FXY	Forest City	Forest City Municipal	General	2013	Yes	
GGI	Grinnell	Grinnell Regional	General	2010	Yes	
HPT	Hampton	Hampton Municipal	General	2010	Yes	
HNR	Harlan	Harlan Municipal	General	2013	Yes	
IFA	Iowa Falls	Iowa Falls Municipal	General	ALP	No	Update ALP
OXV	Knoxville	Knoxville Municipal	General	ALP	No	Update ALP
LRJ	Le Mars	Le Mars Municipal	General	2012	Yes	
MXO	Monticello	Monticello Regional	General	2018	Yes	
MPZ	Mount Pleasant	Mount Pleasant Municipal	General	2014	Yes	
OLZ	Oelwein	Oelwein Municipal	General	2012	Yes	
I75	Osceola	Osceola Municipal	General	ALP	No	Update ALP

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FAA ID	Associated City	Airport Name	2020 Role	Airport Layout Plan	Meets Airport Layout Plan Objective	Improvement Needed to Meet Objective
OOA	Oskaloosa	Oskaloosa Municipal	General	2010	Yes	
PEA	Pella	Pella Municipal	General	2010	Yes	
PRO	Perry	Perry Municipal	General	2010	Yes	
RDK	Red Oak	Red Oak Municipal	General	2012	Yes	
SHL	Sheldon	Sheldon Regional	General	2010	Yes	
SDA	Shenandoah	Shenandoah Municipal	General	2012	Yes	
SLB	Storm Lake	Storm Lake Municipal	General	2015	Yes	
VTI	Vinton	Vinton Veterans Memorial Airpark	General	ALP	No	Update ALP
AWG	Washington	Washington Municipal	General	ALP	No	Update ALP
EBS	Webster City	Webster City Municipal	General	2011	Yes	
Basic Service Airports						
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Basic	ALP	Yes	
4K6	Bloomfield	Bloomfield Municipal	Basic	ALP	Yes	
CNC	Chariton	Chariton Municipal	Basic	ALP	Yes	
ICL	Clarinda	Clarinda Municipal - Schenck Field	Basic	ALP	Yes	
CAV	Clarion	Clarion Municipal	Basic	ALP	Yes	
EGQ	Emmetsburg	Emmetsburg Municipal	Basic	ALP	Yes	
FSW	Fort Madison	Fort Madison Municipal	Basic	ALP	Yes	
GFZ	Greenfield	Greenfield Municipal	Basic	2011	Yes	
EFW	Jefferson	Jefferson Municipal	Basic	ALP	Yes	
LWD	Lamoni	Lamoni Municipal	Basic	ALP	Yes	
C27	Manchester	Manchester Municipal	Basic	ALP	Yes	
C17	Marion	Marion	Basic	ALP	Yes	
POH	Pocahontas	Pocahontas Municipal	Basic	ALP	Yes	

FAA ID	Associated City	Airport Name	2020 Role	Airport Layout Plan	Meets Airport Layout Plan Objective	Improvement Needed to Meet Objective
RRQ	Rock Rapids	Rock Rapids Municipal	Basic	ALP	Yes	
SKI	Sac City	Sac City Municipal	Basic	2015	Yes	
ISB	Sibley	Sibley Municipal	Basic	ALP	Yes	
C25	Waverly	Waverly Municipal	Basic	ALP	Yes	
3Y2	West Union	West Union Municipal - George L. Scott	Basic	ALP	Yes	
3Y3	Winterset	Winterset Municipal	Basic	ALP	Yes	
Local Service Airports						
4C7	Ackley	Ackley Municipal	Local	No ALP	Not an Objective	
4C8	Albia	Albia Municipal	Local	No ALP	Not an Objective	
K98	Allison	Allison Municipal	Local	No ALP	Not an Objective	
C11	Amana	Amana	Local	No ALP	Not an Objective	
Y43	Anita	Anita Municipal - Kevin Burke Memorial Field	Local	No ALP	Not an Objective	
ADU	Audubon	Audubon County	Local	ALP	Not an Objective	
Y46	Bedford	Bedford Municipal	Local	No ALP	Not an Objective	
Y48	Belmond	Belmond Municipal	Local	No ALP	Not an Objective	
CRZ	Corning	Corning Municipal	Local	No ALP	Not an Objective	
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Local	ALP	Not an Objective	
IA8	Dyersville	Dyersville Area	Local	No ALP	Not an Objective	
EAG	Eagle Grove	Eagle Grove Municipal	Local	No ALP	Not an Objective	
27P	Eldora	Eldora	Local	No ALP	Not an Objective	
I27	Elkader	Elkader	Local	No ALP	Not an Objective	
6K7	Grundy Center	Grundy Center Municipal	Local	No ALP	Not an Objective	
GCT	Guthrie Center	Guthrie County Regional	Local	ALP	Not an Objective	
OK7	Humboldt	Humboldt Municipal	Local	2015	Not an Objective	

## Appendix D, Facility and Service Objectives

FAA ID	Associated City	Airport Name	2020 Role	Airport Layout Plan	Meets Airport Layout Plan Objective	Improvement Needed to Meet Objective
IDG	Ida Grove	Ida Grove Municipal	Local	ALP	Not an Objective	
6K9	Keosauqua	Keosauqua Municipal	Local	No ALP	Not an Objective	
0Y6	Lake Mills	Lake Mills Municipal	Local	No ALP	Not an Objective	
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Local	No ALP	Not an Objective	
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Local	ALP	Not an Objective	
OQW	Maquoketa	Maquoketa Municipal	Local	No ALP	Not an Objective	
4D8	Milford	Milford Municipal – Fuller	Local	No ALP	Not an Objective	
7C3	Monona	Monona Municipal	Local	No ALP	Not an Objective	
7C5	Montezuma	Montezuma Sig Field	Local	No ALP	Not an Objective	
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	Local	No ALP	Not an Objective	
1Y5	New Hampton	New Hampton Municipal	Local	ALP	Not an Objective	
5D2	Northwood	Northwood Municipal	Local	No ALP	Not an Objective	
D02	Osage	Osage Municipal	Local	ALP	Not an Objective	
1Y9	Paullina	Paullina Municipal	Local	No ALP	Not an Objective	
8Y8	Ringsted	Peltz Field	Local	No ALP	Not an Objective	
2Y4	Rockwell City	Rockwell City Municipal	Local	2015	Not an Objective	
0F3	Spirit Lake	Spirit Lake Municipal	Local	No ALP	Not an Objective	
8C2	Sully	Sully Municipal	Local	No ALP	Not an Objective	
8C4	Tipton	Tipton Municipal - Mathews Memorial	Local	ALP	Not an Objective	
8C5	Toledo	Toledo Municipal	Local	No ALP	Not an Objective	
8C6	Traer	Traer Municipal	Local	No ALP	Not an Objective	
Y01	Waukon	Waukon Municipal	Local	No ALP	Not an Objective	
3Y4	Woodbine	Woodbine Municipal	Local	No ALP	Not an Objective	

Source: Iowa Airport Managers, Iowa DOT

## **E. Report Cards**

Report cards were developed for each airport in the Iowa system that include facility and service objectives, current airport performance in meeting each objective, and project cost to meet the objective if applicable. Airports are organized by role, Commercial; Enhanced; General; Basic; and Local, and by associated city within each role.

Commercial Service Role		Southeast Iowa Regional		Burlington	BRL
Facilities	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	C-II	C-II	Yes		
Primary Runway Length	Minimum 5,000 ft	6,701	Yes		
Primary Runway Width	Minimum 100 ft	150	Yes		
Taxiway Type	Full parallel	Full Parallel	Yes		
Approach Type	Vertical guidance	ILS	Yes		
Runway Lighting	MIRL	HIRL	Yes		
Taxiway Lighting	MITL	HITL	Yes		
Visual Guidance Slope Indicator	Both runway ends (or ILS)	ILS	Yes		
Runway End Identifier Lights	Both runway ends (or ILS)	ILS	Yes		
Rotating Beacon	Yes	Yes	Yes		
Lighted Wind Indicator	Yes - multiple as needed	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand	Yes	Yes		
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Yes	Entry and Parking	Yes		
Security	Full 8-foot perimeter fencing	Full 8-foot Fencing	Yes		
<b>Services</b>					
Fixed-Base Operator	Yes	Yes	Yes		
Fuel	100LL & Jet A - 24 hour - single point	Full Service - 24/7	Yes		
Attendance	Standard business hours, after hours on-call	Mon-Sun 7 to 7	Yes		
Ground Transportation	Courtesy car/car rental available	Yes	Yes		
WiFi	Yes	Yes	Yes		
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow Removal	On-Airport Equipment	On-Airport Equipment	Yes		
Aircraft Maintenance	Based	Based	Yes		
Aircraft Rental	Based	Based	Yes		
Flight Instruction	Available	Available	Yes		
Aircraft Charter	Based	Based	Yes		
Weather Reporting	Yes	ASOS	Yes		
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	ALP update within last 10 years	2010	Yes		

Commercial Service Role		Eastern Iowa		Cedar Rapids	CID
Facilities	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	C-II	D-IV	Yes		
Primary Runway Length	Minimum 5,000 ft	8,600	Yes		
Primary Runway Width	Minimum 100 ft	150	Yes		
Taxiway Type	Full parallel	Full Parallel	Yes		
Approach Type	Vertical guidance	ILS	Yes		
Runway Lighting	MIRL	HIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Visual Guidance Slope Indicator	Both runway ends (or ILS)	ILS	Yes		
Runway End Identifier Lights	Both runway ends (or ILS)	ILS	Yes		
Rotating Beacon	Yes	Tip Down	Yes		
Lighted Wind Indicator	Yes - multiple as needed	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand	Yes	Yes		
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Yes	Entry and Parking	Yes		
Security	Full 8-foot perimeter fencing	Full 8-foot Fencing	Yes		
<b>Services</b>					
Fixed-Base Operator	Yes	Yes	Yes		
Fuel	100LL & Jet A - 24 hour - single point	Full Service - 24/7	Yes		
Attendance	Standard business hours, after hours on-call	Mon-Sun 4 to 11	Yes		
Ground Transportation	Courtesy car/car rental available	Yes	Yes		
WiFi	Yes	Yes	Yes		
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow Removal	On-Airport Equipment	On-Airport Equipment	Yes		
Aircraft Maintenance	Based	Based	Yes		
Aircraft Rental	Based	Based	Yes		
Flight Instruction	Available	Available	Yes		
Aircraft Charter	Based	Based	Yes		
Weather Reporting	Yes	ASOS	Yes		
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	ALP update within last 10 years	2011	Yes		

Commercial Service Role		Des Moines International		Des Moines	DSM
Facilities	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	C-II	D-IV	Yes		
Primary Runway Length	Minimum 5,000 ft	9,002	Yes		
Primary Runway Width	Minimum 100 ft	150	Yes		
Taxiway Type	Full parallel	Full Parallel	Yes		
Approach Type	Vertical guidance	ILS	Yes		
Runway Lighting	MIRL	HIRL	Yes		
Taxiway Lighting	MITL	HITL	Yes		
Visual Guidance Slope Indicator	Both runway ends (or ILS)	ILS	Yes		
Runway End Identifier Lights	Both runway ends (or ILS)	ILS	Yes		
Rotating Beacon	Yes	Yes	Yes		
Lighted Wind Indicator	Yes - multiple as needed	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand	Yes	Yes		
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Yes	Entry and Parking	Yes		
Security	Full 8-foot perimeter fencing	Full 8-foot Fencing	Yes		
<b>Services</b>					
Fixed-Base Operator	Yes	Yes	Yes		
Fuel	100LL & Jet A - 24 hour - single point	Full Service - 24/7	Yes		
Attendance	Standard business hours, after hours on-call	Mon-Sun 24/7	Yes		
Ground Transportation	Courtesy car/car rental available	Yes	Yes		
WiFi	Yes	Yes	Yes		
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow Removal	On-Airport Equipment	On-Airport Equipment	Yes		
Aircraft Maintenance	Based	Based	Yes		
Aircraft Rental	Based	Based	Yes		
Flight Instruction	Available	Available	Yes		
Aircraft Charter	Based	Based	Yes		
Weather Reporting	Yes	ASOS	Yes		
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	ALP update within last 10 years	2010	Yes		

Commercial Service Role		Dubuque Regional		Dubuque	DBQ
Facilities	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	C-II	C-II	Yes		
Primary Runway Length	Minimum 5,000 ft	6,502	Yes		
Primary Runway Width	Minimum 100 ft	100	Yes		
Taxiway Type	Full parallel	Full Parallel	Yes		
Approach Type	Vertical guidance	ILS	Yes		
Runway Lighting	MIRL	HIRL	Yes		
Taxiway Lighting	MITL	HITL	Yes		
Visual Guidance Slope Indicator	Both runway ends (or ILS)	ILS	Yes		
Runway End Identifier Lights	Both runway ends (or ILS)	ILS	Yes		
Rotating Beacon	Yes	Yes	Yes		
Lighted Wind Indicator	Yes - multiple as needed	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand	No	No	Add Overnight Storage	\$1,100,000
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Yes	Entry and Parking	Yes		
Security	Full 8-foot perimeter fencing	Full 8-foot Fencing	Yes		
<b>Services</b>					
Fixed-Base Operator	Yes	Yes	Yes		
Fuel	100LL & Jet A - 24 hour - single point	Full Service - 24/7	Yes		
Attendance	Standard business hours, after hours on-call	Mon-Sun 5 to 10, On Call	Yes		
Ground Transportation	Courtesy car/car rental available	Yes	Yes		
WiFi	Yes	Yes	Yes		
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow Removal	On-Airport Equipment	On-Airport Equipment	Yes		
Aircraft Maintenance	Based	Based	Yes		
Aircraft Rental	Based	Based	Yes		
Flight Instruction	Available	Available	Yes		
Aircraft Charter	Based	Based	Yes		
Weather Reporting	Yes	ASOS	Yes		
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	ALP update within last 10 years	2019	Yes		

Commercial Service Role		Fort Dodge Regional		Fort Dodge	FOD
Facilities	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	C-II	C-III	Yes		
Primary Runway Length	Minimum 5,000 ft	6,547	Yes		
Primary Runway Width	Minimum 100 ft	150	Yes		
Taxiway Type	Full parallel	Full Parallel	Yes		
Approach Type	Vertical guidance	ILS	Yes		
Runway Lighting	MIRL	HIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Visual Guidance Slope Indicator	Both runway ends (or ILS)	ILS	Yes		
Runway End Identifier Lights	Both runway ends (or ILS)	ILS	Yes		
Rotating Beacon	Yes	Yes	Yes		
Lighted Wind Indicator	Yes - multiple as needed	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand	Yes	Yes		
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Yes	Entry and Parking	Yes		
Security	Full 8-foot perimeter fencing	Full 8-foot Fencing	Yes		
<b>Services</b>					
Fixed-Base Operator	Yes	Yes	Yes		
Fuel	100LL & Jet A - 24 hour - single point	Full Service - 24/7	Yes		
Attendance	Standard business hours, after hours on-call	Mon-Fri 7 to 6, Sat-Sun 8 to 4	Yes		
Ground Transportation	Courtesy car/car rental available	Yes	Yes		
WiFi	Yes	Yes	Yes		
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow Removal	On-Airport Equipment	On-Airport Equipment	Yes		
Aircraft Maintenance	Based	Based	Yes		
Aircraft Rental	Based	Based	Yes		
Flight Instruction	Available	Available	Yes		
Aircraft Charter	Based	No Charter	No	Add Aircraft Charter	
Weather Reporting	Yes	AWOS	Yes		
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	ALP update within last 10 years	2010	Yes		

Commercial Service Role		Mason City Municipal		Mason City	MCW
Facilities	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	C-II	C-III	Yes		
Primary Runway Length	Minimum 5,000 ft	6,501	Yes		
Primary Runway Width	Minimum 100 ft	150	Yes		
Taxiway Type	Full parallel	Full Parallel	Yes		
Approach Type	Vertical guidance	ILS	Yes		
Runway Lighting	MIRL	HIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Visual Guidance Slope Indicator	Both runway ends (or ILS)	ILS	Yes		
Runway End Identifier Lights	Both runway ends (or ILS)	ILS	Yes		
Rotating Beacon	Yes	Yes	Yes		
Lighted Wind Indicator	Yes - multiple as needed	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand	Yes	Yes		
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Yes	Entry and Parking	Yes		
Security	Full 8-foot perimeter fencing	Full 8-foot Fencing	Yes		
<b>Services</b>					
Fixed-Base Operator	Yes	Yes	Yes		
Fuel	100LL & Jet A - 24 hour - single point	Full Service - 24/7	Yes		
Attendance	Standard business hours, after hours on-call	Mon-Sun 7 to 7	Yes		
Ground Transportation	Courtesy car/car rental available	Yes	Yes		
WiFi	Yes	Yes	Yes		
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow Removal	On-Airport Equipment	On-Airport Equipment	Yes		
Aircraft Maintenance	Based	Based	Yes		
Aircraft Rental	Based	Based	Yes		
Flight Instruction	Available	Available	Yes		
Aircraft Charter	Based	Based	Yes		
Weather Reporting	Yes	ASOS	Yes		
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	ALP update within last 10 years	2016	Yes		

Commercial Service Role		Sioux Gateway/Brig Gen Bud Day Field		Sioux City	SUX
Facilities	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	C-II	D-III	Yes		
Primary Runway Length	Minimum 5,000 ft	9,002	Yes		
Primary Runway Width	Minimum 100 ft	150	Yes		
Taxiway Type	Full parallel	Full Parallel	Yes		
Approach Type	Vertical guidance	ILS	Yes		
Runway Lighting	MIRL	HIRL	Yes		
Taxiway Lighting	MITL	HITL	Yes		
Visual Guidance Slope Indicator	Both runway ends (or ILS)	ILS	Yes		
Runway End Identifier Lights	Both runway ends (or ILS)	ILS	Yes		
Rotating Beacon	Yes	Tip Down	Yes		
Lighted Wind Indicator	Yes - multiple as needed	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand	Yes	Yes		
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Yes	Entry and Parking	Yes		
Security	Full 8-foot perimeter fencing	Full 8-foot Fencing	Yes		
<b>Services</b>					
Fixed-Base Operator	Yes	Yes	Yes		
Fuel	100LL & Jet A - 24 hour - single point	Full Service - 24/7	Yes		
Attendance	Standard business hours, after hours on-call	Mon-Sun 5 to 10:30	Yes		
Ground Transportation	Courtesy car/car rental available	Yes	Yes		
WiFi	Yes	Yes	Yes		
Restroom (24/7 or key code)	Yes	No	No	Add Restroom Access	\$25,000
Snow Removal	On-Airport Equipment	On-Airport Equipment	Yes		
Aircraft Maintenance	Based	Based	Yes		
Aircraft Rental	Based	No Rental	No	Add Aircraft Rental	
Flight Instruction	Available	Available	Yes		
Aircraft Charter	Based	No Charter	No	Add Aircraft Charter	
Weather Reporting	Yes	ASOS	Yes		
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	ALP update within last 10 years	2011	Yes		

Commercial Service Role		Waterloo Regional		Waterloo	ALO
Facilities	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	C-II		D-IV	Yes	
Primary Runway Length	Minimum 5,000 ft		8,399	Yes	
Primary Runway Width	Minimum 100 ft		150	Yes	
Taxiway Type	Full parallel		Full Parallel	Yes	
Approach Type	Vertical guidance		ILS	Yes	
Runway Lighting	MIRL		HIRL	Yes	
Taxiway Lighting	MITL		HITL	Yes	
Visual Guidance Slope Indicator	Both runway ends (or ILS)		ILS	Yes	
Runway End Identifier Lights	Both runway ends (or ILS)		ILS	Yes	
Rotating Beacon	Yes		Tip Down	Yes	
Lighted Wind Indicator	Yes - multiple as needed		Lighted	Yes	
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft		100%	Yes	
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand		Yes	Yes	
Terminal Building	Yes		Yes	Yes	
Paved Entry and Parking	Yes		Entry and Parking	Yes	
Security	Full 8-foot perimeter fencing		Full 8-foot Fencing	Yes	
<b>Services</b>					
Fixed-Base Operator	Yes		Yes	Yes	
Fuel	100LL & Jet A - 24 hour - single point		Full Service - 24/7	Yes	
Attendance	Standard business hours, after hours on-call		Mon-Fri 5 to 8, Sat-Sun 7 to 8	Yes	
Ground Transportation	Courtesy car/car rental available		Yes	Yes	
WiFi	Yes		Yes	Yes	
Restroom (24/7 or key code)	Yes		Yes	Yes	
Snow Removal	On-Airport Equipment		On-Airport Equipment	Yes	
Aircraft Maintenance	Based		Based	Yes	
Aircraft Rental	Based		Based	Yes	
Flight Instruction	Available		Available	Yes	
Aircraft Charter	Based		No Charter	No	Add Aircraft Charter
Weather Reporting	Yes		ASOS	Yes	
<b>Planning</b>					
Land Use Planning	Yes		Yes	Yes	
Height Zoning	Yes		Yes	Yes	
Airport Layout Plan	ALP update within last 10 years		2010	Yes	

Enhanced Service Role		Ames Municipal		Ames	AMW
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	C-II		C-II	Yes	
Primary Runway Length	Minimum 5,000 ft		5,701	Yes	
Primary Runway Width	Minimum 100 ft		100	Yes	
Taxiway Type	Full parallel		Full Parallel	Yes	
Approach Type	Vertical guidance		ILS	Yes	
Runway Lighting	MIRL		MIRL	Yes	
Taxiway Lighting	MITL		HITL	Yes	
Visual Guidance Slope Indicator	Both runway ends (or ILS)		ILS	Yes	
Runway End Identifier Lights	Both runway ends (or ILS)		ILS	Yes	
Rotating Beacon	Yes		Yes	Yes	
Lighted Wind Indicator	Yes - multiple as needed		Lighted	Yes	
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft		100%	Yes	
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand		Yes	Yes	
Terminal Building	Yes		Yes	Yes	
Paved Entry and Parking	Yes		Entry and Parking	Yes	
Security	Full 8-foot perimeter fencing		No Fencing	No	Install Full 8-foot Fencing \$1,562,130
<b>Services</b>					
Fixed-Base Operator	Yes		Yes	Yes	
Fuel	100LL & Jet A - 24 hour - single point		Full Service - 24/7	Yes	
Attendance	Standard business hours, after hours on-call		Mon-Fri 6 to 7, Sat-Sun 7 to 7	Yes	
Ground Transportation	Courtesy car/car rental available		Yes	Yes	
WiFi	Yes		Yes	Yes	
Restroom (24/7 or key code)	Yes		Yes	Yes	
Snow Removal	On-Airport Equipment		Shared Equipment	No	Add On-Airport Equipment \$365,000
Aircraft Maintenance	Based		Based	Yes	
Aircraft Rental	Based		Based	Yes	
Flight Instruction	Available		Available	Yes	
Aircraft Charter	Based		Based	Yes	
Weather Reporting	Yes		ASOS	Yes	
<b>Planning</b>					
Land Use Planning	Yes		Yes	Yes	
Height Zoning	Yes		Yes	Yes	
Airport Layout Plan	ALP update within last 10 years		2018	Yes	

Enhanced Service Role		Ankeny Regional		Ankeny	IKV
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	C-II		C-II	Yes	
Primary Runway Length	Minimum 5,000 ft		5,500	Yes	
Primary Runway Width	Minimum 100 ft		100	Yes	
Taxiway Type	Full parallel		Full Parallel	Yes	
Approach Type	Vertical guidance		ILS	Yes	
Runway Lighting	MIRL		MIRL	Yes	
Taxiway Lighting	MITL		MITL	Yes	
Visual Guidance Slope Indicator	Both runway ends (or ILS)		ILS	Yes	
Runway End Identifier Lights	Both runway ends (or ILS)		ILS	Yes	
Rotating Beacon	Yes		Yes	Yes	
Lighted Wind Indicator	Yes - multiple as needed		Lighted	Yes	
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft		100%	Yes	
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand		Yes	Yes	
Terminal Building	Yes		Yes	Yes	
Paved Entry and Parking	Yes		Entry and Parking	Yes	
Security	Full 8-foot perimeter fencing		Full 8-foot Fencing	Yes	
<b>Services</b>					
Fixed-Base Operator	Yes		Yes	Yes	
Fuel	100LL & Jet A - 24 hour - single point		Full Service - 24/7	Yes	
Attendance	Standard business hours, after hours on-call		Mon-Fri 6-10, Sat-Sun 7-8	Yes	
Ground Transportation	Courtesy car/car rental available		Yes	Yes	
WiFi	Yes		Yes	Yes	
Restroom (24/7 or key code)	Yes		Yes	Yes	
Snow Removal	On-Airport Equipment		On-Airport Equipment	Yes	
Aircraft Maintenance	Based		Based	Yes	
Aircraft Rental	Based		Based	Yes	
Flight Instruction	Available		Available	Yes	
Aircraft Charter	Based		Based	Yes	
Weather Reporting	Yes		AWOS	Yes	
<b>Planning</b>					
Land Use Planning	Yes		Yes	Yes	
Height Zoning	Yes		Yes	Yes	
Airport Layout Plan	ALP update within last 10 years		2012	Yes	

Enhanced Service Role		Carroll Municipal - Arthur N. Neu		Carroll	CIN
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	C-II	C-II	Yes		
Primary Runway Length	Minimum 5,000 ft	5,506	Yes		
Primary Runway Width	Minimum 100 ft	100	Yes		
Taxiway Type	Full parallel	Full Parallel	Yes		
Approach Type	Vertical guidance	LPV	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Visual Guidance Slope Indicator	Both runway ends (or ILS)	P2L / P2L	Yes		
Runway End Identifier Lights	Both runway ends (or ILS)	Both	Yes		
Rotating Beacon	Yes	Yes	Yes		
Lighted Wind Indicator	Yes - multiple as needed	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand	Yes	Yes		
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Yes	Entry and Parking	Yes		
Security	Full 8-foot perimeter fencing	No Fencing	No	Install Full 8-foot Fencing	\$1,053,150
<b>Services</b>					
Fixed-Base Operator	Yes	Yes	Yes		
Fuel	100LL & Jet A - 24 hour - single point	Full Service - 24/7	Yes		
Attendance	Standard business hours, after hours on-call	Mon-Fri 8 to 5, On Call	Yes		
Ground Transportation	Courtesy car/car rental available	Yes	Yes		
WiFi	Yes	Yes	Yes		
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow Removal	On-Airport Equipment	On-Airport Equipment	Yes		
Aircraft Maintenance	Based	Based	Yes		
Aircraft Rental	Based	Based	Yes		
Flight Instruction	Available	Available	Yes		
Aircraft Charter	Based	Based	Yes		
Weather Reporting	Yes	AWOS	Yes		
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	ALP update within last 10 years	ALP	No	Update ALP	Included in ACIP

Enhanced Service Role		Clinton Municipal		Clinton	CWI
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	C-II		C-II	Yes	
Primary Runway Length	Minimum 5,000 ft		5,204	Yes	
Primary Runway Width	Minimum 100 ft		100	Yes	
Taxiway Type	Full parallel		Full Parallel	Yes	
Approach Type	Vertical guidance		ILS	Yes	
Runway Lighting	MIRL		HIRL	Yes	
Taxiway Lighting	MITL		MITL	Yes	
Visual Guidance Slope Indicator	Both runway ends (or ILS)		ILS	Yes	
Runway End Identifier Lights	Both runway ends (or ILS)		ILS	Yes	
Rotating Beacon	Yes		Yes	Yes	
Lighted Wind Indicator	Yes - multiple as needed		Lighted	Yes	
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft		100%	Yes	
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand		Yes	Yes	
Terminal Building	Yes		Yes	Yes	
Paved Entry and Parking	Yes		Entry and Parking	Yes	
Security	Full 8-foot perimeter fencing		Partial 8-foot Fencing	No	Install Full 8-foot Fencing Included in ACIP
<b>Services</b>					
Fixed-Base Operator	Yes		Yes	Yes	
Fuel	100LL & Jet A - 24 hour - single point		Full Service - 24/7	Yes	
Attendance	Standard business hours, after hours on-call		Mon-Fri 8 to 5, Sat 10 to 2	Yes	
Ground Transportation	Courtesy car/car rental available		Yes	Yes	
WiFi	Yes		Yes	Yes	
Restroom (24/7 or key code)	Yes		Yes	Yes	
Snow Removal	On-Airport Equipment		On-Airport Equipment	Yes	
Aircraft Maintenance	Based		No Maintenance	No	Add Aircraft Maintenance
Aircraft Rental	Based		Based	Yes	
Flight Instruction	Available		Available	Yes	
Aircraft Charter	Based		Based	Yes	
Weather Reporting	Yes		AWOS	Yes	
<b>Planning</b>					
Land Use Planning	Yes		Yes	Yes	
Height Zoning	Yes		Yes	Yes	
Airport Layout Plan	ALP update within last 10 years		2012	Yes	

Enhanced Service Role		Council Bluffs Municipal		Council Bluffs	CBF
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	C-II	C-II	Yes		
Primary Runway Length	Minimum 5,000 ft	5,500	Yes		
Primary Runway Width	Minimum 100 ft	100	Yes		
Taxiway Type	Full parallel	Full Parallel	Yes		
Approach Type	Vertical guidance	ILS	Yes		
Runway Lighting	MIRL	HIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Visual Guidance Slope Indicator	Both runway ends (or ILS)	ILS	Yes		
Runway End Identifier Lights	Both runway ends (or ILS)	ILS	Yes		
Rotating Beacon	Yes	Yes	Yes		
Lighted Wind Indicator	Yes - multiple as needed	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand	No	No	Add Overnight Storage	Included in ACIP
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Yes	Entry and Parking	Yes		
Security	Full 8-foot perimeter fencing	Full 8-foot Fencing	Yes		
<b>Services</b>					
Fixed-Base Operator	Yes	Yes	Yes		
Fuel	100LL & Jet A - 24 hour - single point	Full Service - 24/7	Yes		
Attendance	Standard business hours, after hours on-call	Mon-Sun 8 to 8	Yes		
Ground Transportation	Courtesy car/car rental available	Yes	Yes		
WiFi	Yes	Yes	Yes		
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow Removal	On-Airport Equipment	On-Airport Equipment	Yes		
Aircraft Maintenance	Based	Based	Yes		
Aircraft Rental	Based	Based	Yes		
Flight Instruction	Available	Available	Yes		
Aircraft Charter	Based	Based	Yes		
Weather Reporting	Yes	AWOS	Yes		
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	ALP update within last 10 years	2010	Yes		

Enhanced Service Role		Davenport Municipal		Davenport	DVN
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	C-II		C-II	Yes	
Primary Runway Length	Minimum 5,000 ft		5,511	Yes	
Primary Runway Width	Minimum 100 ft		100	Yes	
Taxiway Type	Full parallel		Full Parallel	Yes	
Approach Type	Vertical guidance		ILS	Yes	
Runway Lighting	MIRL		HIRL	Yes	
Taxiway Lighting	MITL		MITL	Yes	
Visual Guidance Slope Indicator	Both runway ends (or ILS)		ILS	Yes	
Runway End Identifier Lights	Both runway ends (or ILS)		ILS	Yes	
Rotating Beacon	Yes		Yes	Yes	
Lighted Wind Indicator	Yes - multiple as needed		Lighted	Yes	
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft		100%	Yes	
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand		Yes	Yes	
Terminal Building	Yes		Yes	Yes	
Paved Entry and Parking	Yes		Entry and Parking	Yes	
Security	Full 8-foot perimeter fencing		Partial 8-foot Fencing	No	Install Full 8-foot Fencing \$1,494,300
<b>Services</b>					
Fixed-Base Operator	Yes		Yes	Yes	
Fuel	100LL & Jet A - 24 hour - single point		Full Service - 24/7	Yes	
Attendance	Standard business hours, after hours on-call		Mon-Fri 7 to 8, Sat-Sun 8 to 6	Yes	
Ground Transportation	Courtesy car/car rental available		Yes	Yes	
WiFi	Yes		Yes	Yes	
Restroom (24/7 or key code)	Yes		Yes	Yes	
Snow Removal	On-Airport Equipment		On-Airport Equipment	Yes	
Aircraft Maintenance	Based		Based	Yes	
Aircraft Rental	Based		Based	Yes	
Flight Instruction	Available		Available	Yes	
Aircraft Charter	Based		Based	Yes	
Weather Reporting	Yes		ASOS	Yes	
<b>Planning</b>					
Land Use Planning	Yes		Yes	Yes	
Height Zoning	Yes		Yes	Yes	
Airport Layout Plan	ALP update within last 10 years		2010	Yes	

Enhanced Service Role		Fairfield Municipal		Fairfield	FFL
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	C-II	C-II	Yes		
Primary Runway Length	Minimum 5,000 ft	5,503	Yes		
Primary Runway Width	Minimum 100 ft	100	Yes		
Taxiway Type	Full parallel	Full Parallel	Yes		
Approach Type	Vertical guidance	LPV	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Visual Guidance Slope Indicator	Both runway ends (or ILS)	P4L / P4L	Yes		
Runway End Identifier Lights	Both runway ends (or ILS)	Both	Yes		
Rotating Beacon	Yes	Yes	Yes		
Lighted Wind Indicator	Yes - multiple as needed	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand	No	No	Add Overnight Storage	\$665,600
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Yes	Entry and Parking	Yes		
Security	Full 8-foot perimeter fencing	Full 5-foot Fencing	No	Install Full 8-foot Fencing	\$1,156,170
<b>Services</b>					
Fixed-Base Operator	Yes	Yes	Yes		
Fuel	100LL & Jet A - 24 hour - single point	Full Service - 24/7	Yes		
Attendance	Standard business hours, after hours on-call	Mon-Fri 7 to 5, Sat-Sun On Call	Yes		
Ground Transportation	Courtesy car/car rental available	Yes	Yes		
WiFi	Yes	Yes	Yes		
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow Removal	On-Airport Equipment	On-Airport Equipment	Yes		
Aircraft Maintenance	Based	Based	Yes		
Aircraft Rental	Based	Based	Yes		
Flight Instruction	Available	Available	Yes		
Aircraft Charter	Based	No Charter	No	Add Aircraft Charter	
Weather Reporting	Yes	AWOS	Yes		
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	ALP update within last 10 years	2010	Yes		

Enhanced Service Role		Independence Municipal - James H Connell Field		Independence	IIB
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	C-II	C-II	Yes		
Primary Runway Length	Minimum 5,000 ft	5,500	Yes		
Primary Runway Width	Minimum 100 ft	100	Yes		
Taxiway Type	Full parallel	Full Parallel	Yes		
Approach Type	Vertical guidance	LPV	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	HITL	Yes		
Visual Guidance Slope Indicator	Both runway ends (or ILS)	P2L / P2L	Yes		
Runway End Identifier Lights	Both runway ends (or ILS)	Both	Yes		
Rotating Beacon	Yes	Yes	Yes		
Lighted Wind Indicator	Yes - multiple as needed	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand	Yes	Yes		
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Yes	Entry and Parking	Yes		
Security	Full 8-foot perimeter fencing	Partial 4-foot Fencing	No	Install Full 8-foot Fencing	\$919,530
<b>Services</b>					
Fixed-Base Operator	Yes	Yes	Yes		
Fuel	100LL & Jet A - 24 hour - single point	Full Service - 24/7	Yes		
Attendance	Standard business hours, after hours on-call	Mon-Sun 8 to 4	Yes		
Ground Transportation	Courtesy car/car rental available	Yes	Yes		
WiFi	Yes	Yes	Yes		
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow Removal	On-Airport Equipment	On-Airport Equipment	Yes		
Aircraft Maintenance	Based	Based	Yes		
Aircraft Rental	Based	Based	Yes		
Flight Instruction	Available	Available	Yes		
Aircraft Charter	Based	Based	Yes		
Weather Reporting	Yes	AWOS	Yes		
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	ALP update within last 10 years	2014	Yes		

Enhanced Service Role		Iowa City Municipal		Iowa City	IOW
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	C-II	B-II	No	Meet C-II Standard	
Primary Runway Length	Minimum 5,000 ft	5,002	Yes		
Primary Runway Width	Minimum 100 ft	100	Yes		
Taxiway Type	Full parallel	Full Parallel	Yes		
Approach Type	Vertical guidance	LPV	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Visual Guidance Slope Indicator	Both runway ends (or ILS)	P4L / P4L	Yes		
Runway End Identifier Lights	Both runway ends (or ILS)	Both	Yes		
Rotating Beacon	Yes	Yes	Yes		
Lighted Wind Indicator	Yes - multiple as needed	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand	Yes	Yes		
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Yes	Entry and Parking	Yes		
Security	Full 8-foot perimeter fencing	Partial 8-foot Fencing	No	Install Full 8-foot Fencing	\$1,288,260
<b>Services</b>					
Fixed-Base Operator	Yes	Yes	Yes		
Fuel	100LL & Jet A - 24 hour - single point	Full Service - 24/7	Yes		
Attendance	Standard business hours, after hours on-call	Mon-Fri 6:30 to 8:30, Sat-Sun 7 to 7	Yes		
Ground Transportation	Courtesy car/car rental available	Yes	Yes		
WiFi	Yes	Yes	Yes		
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow Removal	On-Airport Equipment	On-Airport Equipment	Yes		
Aircraft Maintenance	Based	Based	Yes		
Aircraft Rental	Based	Based	Yes		
Flight Instruction	Available	Available	Yes		
Aircraft Charter	Based	Based	Yes		
Weather Reporting	Yes	ASOS	Yes		
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	ALP update within last 10 years	2014	Yes		

Enhanced Service Role		Keokuk Municipal		Keokuk	EOK
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	C-II	C-II	Yes		
Primary Runway Length	Minimum 5,000 ft	5,500	Yes		
Primary Runway Width	Minimum 100 ft	100	Yes		
Taxiway Type	Full parallel	Full Parallel	Yes		
Approach Type	Vertical guidance	ILS	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Visual Guidance Slope Indicator	Both runway ends (or ILS)	ILS	Yes		
Runway End Identifier Lights	Both runway ends (or ILS)	ILS	Yes		
Rotating Beacon	Yes	Yes	Yes		
Lighted Wind Indicator	Yes - multiple as needed	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand	Yes	Yes		
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Yes	Entry and Parking	Yes		
Security	Full 8-foot perimeter fencing	Full 8-foot Fencing	Yes		
<b>Services</b>					
Fixed-Base Operator	Yes	Yes	Yes		
Fuel	100LL & Jet A - 24 hour - single point	100LL & Jet A	No	Add 24/7 Access	
Attendance	Standard business hours, after hours on-call	Mon-Sun 8 to 5	Yes		
Ground Transportation	Courtesy car/car rental available	Yes	Yes		
WiFi	Yes	Yes	Yes		
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow Removal	On-Airport Equipment	On-Airport Equipment	Yes		
Aircraft Maintenance	Based	Based	Yes		
Aircraft Rental	Based	Based	Yes		
Flight Instruction	Available	Available	Yes		
Aircraft Charter	Based	No Charter	No	Add Aircraft Charter	
Weather Reporting	Yes	AWOS	Yes		
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	ALP update within last 10 years	2011	Yes		

Enhanced Service Role		Marshalltown Municipal		Marshalltown	MIW
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	C-II	C-II	Yes		
Primary Runway Length	Minimum 5,000 ft	5,007	Yes		
Primary Runway Width	Minimum 100 ft	100	Yes		
Taxiway Type	Full parallel	Full Parallel	Yes		
Approach Type	Vertical guidance	LPV	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Visual Guidance Slope Indicator	Both runway ends (or ILS)	V4L / V4L	Yes		
Runway End Identifier Lights	Both runway ends (or ILS)	Both	Yes		
Rotating Beacon	Yes	Yes	Yes		
Lighted Wind Indicator	Yes - multiple as needed	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand	Yes	Yes		
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Yes	Entry and Parking	Yes		
Security	Full 8-foot perimeter fencing	No Fencing	No	Install Full 8-foot Fencing	\$1,221,960
<b>Services</b>					
Fixed-Base Operator	Yes	Yes	Yes		
Fuel	100LL & Jet A - 24 hour - single point	Full Service - 24/7	Yes		
Attendance	Standard business hours, after hours on-call	Mon-Sun 8 to 6	Yes		
Ground Transportation	Courtesy car/car rental available	Yes	Yes		
WiFi	Yes	Yes	Yes		
Restroom (24/7 or key code)	Yes	No	No	Add Restroom Access	\$20,000
Snow Removal	On-Airport Equipment	On-Airport Equipment	Yes		
Aircraft Maintenance	Based	Based	Yes		
Aircraft Rental	Based	Based	Yes		
Flight Instruction	Available	Available	Yes		
Aircraft Charter	Based	Based	Yes		
Weather Reporting	Yes	ASOS	Yes		
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	ALP update within last 10 years	2010	Yes		

Enhanced Service Role		Sioux County Regional		Maurice	SXX
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	C-II	C-II	Yes		
Primary Runway Length	Minimum 5,000 ft	5,500	Yes		
Primary Runway Width	Minimum 100 ft	100	Yes		
Taxiway Type	Full parallel	Full Parallel	Yes		
Approach Type	Vertical guidance	LPV	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Visual Guidance Slope Indicator	Both runway ends (or ILS)	P4L / P4L	Yes		
Runway End Identifier Lights	Both runway ends (or ILS)	Both	Yes		
Rotating Beacon	Yes	Tip Down	Yes		
Lighted Wind Indicator	Yes - multiple as needed	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	90%	No	Add Hangar Storage	\$1,335,000
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand	Yes	Yes		
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Yes	Entry and Parking	Yes		
Security	Full 8-foot perimeter fencing	Partial 8-foot Fencing	No	Install Full 8-foot Fencing	\$1,155,150
<b>Services</b>					
Fixed-Base Operator	Yes	Yes	Yes		
Fuel	100LL & Jet A - 24 hour - single point	Full Service - 24/7	Yes		
Attendance	Standard business hours, after hours on-call	Mon-Fri 6 to 7, Sat 8 to 5	Yes		
Ground Transportation	Courtesy car/car rental available	Yes	Yes		
WiFi	Yes	Yes	Yes		
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow Removal	On-Airport Equipment	On-Airport Equipment	Yes		
Aircraft Maintenance	Based	Based	Yes		
Aircraft Rental	Based	Based	Yes		
Flight Instruction	Available	Available	Yes		
Aircraft Charter	Based	Based	Yes		
Weather Reporting	Yes	AWOS	Yes		
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	ALP update within last 10 years	Opened in 2018	Yes		

Enhanced Service Role		Muscatine Municipal		Muscatine	MUT
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	C-II		C-II	Yes	
Primary Runway Length	Minimum 5,000 ft		5,500	Yes	
Primary Runway Width	Minimum 100 ft		100	Yes	
Taxiway Type	Full parallel		Full Parallel	Yes	
Approach Type	Vertical guidance		ILS	Yes	
Runway Lighting	MIRL		MIRL	Yes	
Taxiway Lighting	MITL		MITL	Yes	
Visual Guidance Slope Indicator	Both runway ends (or ILS)		ILS	Yes	
Runway End Identifier Lights	Both runway ends (or ILS)		ILS	Yes	
Rotating Beacon	Yes		Yes	Yes	
Lighted Wind Indicator	Yes - multiple as needed		Lighted	Yes	
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft		100%	Yes	
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand		Yes	Yes	
Terminal Building	Yes		Yes	Yes	
Paved Entry and Parking	Yes		Entry and Parking	Yes	
Security	Full 8-foot perimeter fencing		Full 8-foot Fencing	Yes	
<b>Services</b>					
Fixed-Base Operator	Yes		Yes	Yes	
Fuel	100LL & Jet A - 24 hour - single point		Full Service - 24/7	Yes	
Attendance	Standard business hours, after hours on-call		Mon-Sun 7 to 6	Yes	
Ground Transportation	Courtesy car/car rental available		Yes	Yes	
WiFi	Yes		Yes	Yes	
Restroom (24/7 or key code)	Yes		Yes	Yes	
Snow Removal	On-Airport Equipment		On-Airport Equipment	Yes	
Aircraft Maintenance	Based		No Maintenance	No	Add Aircraft Maintenance #N/A
Aircraft Rental	Based		Based	Yes	
Flight Instruction	Available		Available	Yes	
Aircraft Charter	Based		Based	Yes	
Weather Reporting	Yes		AWOS	Yes	
<b>Planning</b>					
Land Use Planning	Yes		Yes	Yes	
Height Zoning	Yes		Yes	Yes	
Airport Layout Plan	ALP update within last 10 years		2016	Yes	

Enhanced Service Role		Newton Municipal-Earl Johnson Field		Newton	TNU
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	C-II	B-II	No	Meet C-II Standard	\$5,000,000
Primary Runway Length	Minimum 5,000 ft	5,600	Yes		
Primary Runway Width	Minimum 100 ft	100	Yes		
Taxiway Type	Full parallel	Full Parallel	Yes		
Approach Type	Vertical guidance	ILS	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Visual Guidance Slope Indicator	Both runway ends (or ILS)	ILS	Yes		
Runway End Identifier Lights	Both runway ends (or ILS)	ILS	Yes		
Rotating Beacon	Yes	Yes	Yes		
Lighted Wind Indicator	Yes - multiple as needed	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand	Yes	Yes		
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Yes	Entry and Parking	Yes		
Security	Full 8-foot perimeter fencing	Partial 8-foot Fencing	No	Install Full 8-foot Fencing	\$1,126,590
<b>Services</b>					
Fixed-Base Operator	Yes	Yes	Yes		
Fuel	100LL & Jet A - 24 hour - single point	Full Service - 24/7	Yes		
Attendance	Standard business hours, after hours on-call	Mon-Fri 7:30 to 6, Sat-Sun 8 to 5 (Winter), Mon-Fri 7:30 to 7, Sat-Sun 8 to 6 (Summer)	Yes		
Ground Transportation	Courtesy car/car rental available	Yes	Yes		
WiFi	Yes	Yes	Yes		
Restroom (24/7 or key code)	Yes	No	No	Add Restroom Access	\$20,000
Snow Removal	On-Airport Equipment	On-Airport Equipment	Yes		
Aircraft Maintenance	Based	Based	Yes		
Aircraft Rental	Based	Based	Yes		
Flight Instruction	Available	Available	Yes		
Aircraft Charter	Based	Based	Yes		
Weather Reporting	Yes	AWOS	Yes		
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	ALP update within last 10 years	2016	Yes		

Enhanced Service Role		Ottumwa Regional		Ottumwa	OTM
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	C-II		C-II	Yes	
Primary Runway Length	Minimum 5,000 ft		5,885	Yes	
Primary Runway Width	Minimum 100 ft		150	Yes	
Taxiway Type	Full parallel		Full Parallel	Yes	
Approach Type	Vertical guidance		ILS	Yes	
Runway Lighting	MIRL		HIRL	Yes	
Taxiway Lighting	MITL		MITL	Yes	
Visual Guidance Slope Indicator	Both runway ends (or ILS)		ILS	Yes	
Runway End Identifier Lights	Both runway ends (or ILS)		ILS	Yes	
Rotating Beacon	Yes		Tip Down	Yes	
Lighted Wind Indicator	Yes - multiple as needed		Lighted	Yes	
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft		100%	Yes	
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand		Yes	Yes	
Terminal Building	Yes		Yes	Yes	
Paved Entry and Parking	Yes		Entry and Parking	Yes	
Security	Full 8-foot perimeter fencing		Full 8-foot Fencing	Yes	
<b>Services</b>					
Fixed-Base Operator	Yes		Yes	Yes	
Fuel	100LL & Jet A - 24 hour - single point		Full Service - 24/7	Yes	
Attendance	Standard business hours, after hours on-call		Mon-Fri 7 to 7, Sat-Sun 8 to 6	Yes	
Ground Transportation	Courtesy car/car rental available		Yes	Yes	
WiFi	Yes		Yes	Yes	
Restroom (24/7 or key code)	Yes		Yes	Yes	
Snow Removal	On-Airport Equipment		On-Airport Equipment	Yes	
Aircraft Maintenance	Based		Based	Yes	
Aircraft Rental	Based		Based	Yes	
Flight Instruction	Available		Available	Yes	
Aircraft Charter	Based		No Charter	No	Add Aircraft Charter
Weather Reporting	Yes		ASOS	Yes	
<b>Planning</b>					
Land Use Planning	Yes		Yes	Yes	
Height Zoning	Yes		Yes	Yes	
Airport Layout Plan	ALP update within last 10 years		ALP	No	Update ALP \$200,000

Enhanced Service Role		Spencer Municipal		Spencer	SPW
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	C-II	C-II	Yes		
Primary Runway Length	Minimum 5,000 ft	6,001	Yes		
Primary Runway Width	Minimum 100 ft	100	Yes		
Taxiway Type	Full parallel	Full Parallel	Yes		
Approach Type	Vertical guidance	ILS	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	HITL	Yes		
Visual Guidance Slope Indicator	Both runway ends (or ILS)	ILS	Yes		
Runway End Identifier Lights	Both runway ends (or ILS)	ILS	Yes		
Rotating Beacon	Yes	Yes	Yes		
Lighted Wind Indicator	Yes - multiple as needed	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand	Yes	Yes		
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Yes	Entry and Parking	Yes		
Security	Full 8-foot perimeter fencing	Partial 8-foot Fencing	No	Install Full 8-foot Fencing	\$1,645,770
<b>Services</b>					
Fixed-Base Operator	Yes	Yes	Yes		
Fuel	100LL & Jet A - 24 hour - single point	100LL & Jet A	No	Add 24/7 Access	
Attendance	Standard business hours, after hours on-call	Mon-Fri 7 to 7, Sat-Sun 8 to 5 (Summer), Mon-Fri 7 to 6, Sat 8 to 5 (Winter)	Yes		
Ground Transportation	Courtesy car/car rental available	Yes	Yes		
WiFi	Yes	Yes	Yes		
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow Removal	On-Airport Equipment	Shared Equipment	No	Add On-Airport Equipment	\$365,000
Aircraft Maintenance	Based	Based	Yes		
Aircraft Rental	Based	Based	Yes		
Flight Instruction	Available	Available	Yes		
Aircraft Charter	Based	Based	Yes		
Weather Reporting	Yes	ASOS	Yes		
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	ALP update within last 10 years	2019	Yes		

General Service Role		Algona Municipal		Algona	AXA
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-II	B-II	Yes		
Primary Runway Length	Minimum 4,000 ft	3,960	Yes		
Primary Runway Width	Minimum 75 ft	75	Yes		
Taxiway Type	Turnarounds meet standards (both ends)	Both Runway Ends (Turnarounds Meet Standards)	Yes		
Approach Type	Non-precision	Non-Precision	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Visual Guidance Slope Indicator	Both runway ends	P2L / P2L	Yes		
Runway End Identifier Lights	Both runway ends	Both	Yes		
Rotating Beacon	Yes	Yes	Yes		
Lighted Wind Indicator	Yes	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand	Yes	Yes		
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Yes	Entry and Parking	Yes		
Security	Visual Barrier/Posted Signs	Partial 4-foot Fencing	Yes		
<b>Services</b>					
Fixed-Base Operator	Yes	Yes	Yes		
Fuel	100LL and Jet A	100LL & Jet A	Yes		
Attendance	Standard business hours, after hours on-call	Mon-Fri 8 to 5, Sat 8 to 12, On Call	Yes		
Ground Transportation	Courtesy car/car rental available	Yes	Yes		
WiFi	Yes	Yes	Yes		
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow removal	On-Airport/Shared/Contracted	On-Airport Equipment	Yes		
Aircraft Maintenance	Based	Based	Yes		
Aircraft Rental	Based	No Rental	No	Add Aircraft Rental	
Flight Instruction	Available	Available	Yes		
Aircraft Charter	Available	No Charter	No	Make Charter Available	
Weather Reporting	Yes	AWOS	Yes		
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	ALP update within last 10 years	2015	Yes		

General Service Role		Atlantic Municipal		Atlantic	AIO
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-II	B-II	Yes		
Primary Runway Length	Minimum 4,000 ft	5,000	Yes		
Primary Runway Width	Minimum 75 ft	75	Yes		
Taxiway Type	Turnarounds meet standards (both ends)	Partial Parallel	Yes		
Approach Type	Non-precision	LPV	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Visual Guidance Slope Indicator	Both runway ends	P2L / P2L	Yes		
Runway End Identifier Lights	Both runway ends	Both	Yes		
Rotating Beacon	Yes	Yes	Yes		
Lighted Wind Indicator	Yes	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand	No	No	Add Overnight Storage	Included in ACIP
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Yes	Entry and Parking	Yes		
Security	Visual Barrier/Posted Signs	No Fencing	No	Add Visual Barrier	\$25,500
<b>Services</b>					
Fixed-Base Operator	Yes	Yes	Yes		
Fuel	100LL and Jet A	Full Service - 24/7	Yes		
Attendance	Standard business hours, after hours on-call	Mon-Fri 8 to 5, Sat 8 to 12	Yes		
Ground Transportation	Courtesy car/car rental available	Yes	Yes		
WiFi	Yes	Yes	Yes		
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow removal	On-Airport/Shared/Contracted	On-Airport Equipment	Yes		
Aircraft Maintenance	Based	Based	Yes		
Aircraft Rental	Based	Based	Yes		
Flight Instruction	Available	Available	Yes		
Aircraft Charter	Available	No Charter	No	Make Charter Available	
Weather Reporting	Yes	AWOS	Yes		
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	ALP update within last 10 years	2010	Yes		

General Service Role		Boone Municipal		Boone	BNW	
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost	
<b>Airside Facilities</b>						
Airport Reference Code	B-II		B-II	Yes		
Primary Runway Length	Minimum 4,000 ft		4,808	Yes		
Primary Runway Width	Minimum 75 ft		75	Yes		
Taxiway Type	Turnarounds meet standards (both ends)		Full Parallel	Yes		
Approach Type	Non-precision		LPV	Yes		
Runway Lighting	MIRL		MIRL	Yes		
Taxiway Lighting	MITL		MITL	Yes		
Visual Guidance Slope Indicator	Both runway ends		P2L / P2L	Yes		
Runway End Identifier Lights	Both runway ends		Both	Yes		
Rotating Beacon	Yes		Yes	Yes		
Lighted Wind Indicator	Yes		Lighted	Yes		
<b>Landside Facilities</b>						
Covered Storage	100% of based aircraft		100%	Yes		
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand		No	No	Add Overnight Storage	Included in ACIP
Terminal Building	Yes		Yes	Yes		
Paved Entry and Parking	Yes		Entry and Parking	Yes		
Security	Visual Barrier/Posted Signs		No Fencing	Yes		
<b>Services</b>						
Fixed-Base Operator	Yes		Yes	Yes		
Fuel	100LL and Jet A		Full Service - 24/7	Yes		
Attendance	Standard business hours, after hours on-call		Mon-Sun 8 to 5	Yes		
Ground Transportation	Courtesy car/car rental available		Yes	Yes		
WiFi	Yes		Yes	Yes		
Restroom (24/7 or key code)	Yes		Yes	Yes		
Snow removal	On-Airport/Shared/Contracted		Contracted Removal	Yes		
Aircraft Maintenance	Based		Based	Yes		
Aircraft Rental	Based		Based	Yes		
Flight Instruction	Available		Available	Yes		
Aircraft Charter	Available		No Charter	No	Make Charter Available	
Weather Reporting	Yes		AWOS	Yes		
<b>Planning</b>						
Land Use Planning	Yes		Yes	Yes		
Height Zoning	Yes		Yes	Yes		
Airport Layout Plan	ALP update within last 10 years		ALP	No	Update ALP	\$200,000

General Service Role		Centerville Municipal		Centerville	TVK
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-II		B-II	Yes	
Primary Runway Length	Minimum 4,000 ft		4,099	Yes	
Primary Runway Width	Minimum 75 ft		75	Yes	
Taxiway Type	Turnarounds meet standards (both ends)		Both Runway Ends (Meet Standards)	Yes	
Approach Type	Non-precision		LPV	Yes	
Runway Lighting	MIRL		MIRL	Yes	
Taxiway Lighting	MITL		MITL	Yes	
Visual Guidance Slope Indicator	Both runway ends		P2L / P2L	Yes	
Runway End Identifier Lights	Both runway ends		Both	Yes	
Rotating Beacon	Yes		Yes	Yes	
Lighted Wind Indicator	Yes		Lighted	Yes	
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft		100%	Yes	
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand		Yes	Yes	
Terminal Building	Yes		Yes	Yes	
Paved Entry and Parking	Yes		Entry and Parking	Yes	
Security	Visual Barrier/Posted Signs		No Fencing	Yes	
<b>Services</b>					
Fixed-Base Operator	Yes		Yes	Yes	
Fuel	100LL and Jet A		100LL & Jet A	Yes	
Attendance	Standard business hours, after hours on-call		Mon-Fri 8 to 4:30	Yes	
Ground Transportation	Courtesy car/car rental available		Yes	Yes	
WiFi	Yes		Yes	Yes	
Restroom (24/7 or key code)	Yes		Yes	Yes	
Snow removal	On-Airport/Shared/Contracted		Shared Equipment	Yes	
Aircraft Maintenance	Based		Based	Yes	
Aircraft Rental	Based		Based	Yes	
Flight Instruction	Available		Available	Yes	
Aircraft Charter	Available		No Charter	No	Make Charter Available
Weather Reporting	Yes		AWOS	Yes	
<b>Planning</b>					
Land Use Planning	Yes		Yes	Yes	
Height Zoning	Yes		Yes	Yes	
Airport Layout Plan	ALP update within last 10 years		2018	Yes	

General Service Role		Northeast Iowa Regional		Charles City	CCY
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-II		B-II	Yes	
Primary Runway Length	Minimum 4,000 ft		4,000	Yes	
Primary Runway Width	Minimum 75 ft		75	Yes	
Taxiway Type	Turnarounds meet standards (both ends)		Partial Parallel	Yes	
Approach Type	Non-precision		LPV	Yes	
Runway Lighting	MIRL		MIRL	Yes	
Taxiway Lighting	MITL		MITL	Yes	
Visual Guidance Slope Indicator	Both runway ends		P2L / P2L	Yes	
Runway End Identifier Lights	Both runway ends		Both	Yes	
Rotating Beacon	Yes		Tip Down	Yes	
Lighted Wind Indicator	Yes		Lighted	Yes	
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft		100%	Yes	
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand		Yes	Yes	
Terminal Building	Yes		Yes	Yes	
Paved Entry and Parking	Yes		Entry and Parking	Yes	
Security	Visual Barrier/Posted Signs		Full 5-foot Fencing	Yes	
<b>Services</b>					
Fixed-Base Operator	Yes		Yes	Yes	
Fuel	100LL and Jet A		Full Service - 24/7	Yes	
Attendance	Standard business hours, after hours on-call		Mon-Fri 7 to 5, Sat 7 to 3, Sun 8 to 3	Yes	
Ground Transportation	Courtesy car/car rental available		Yes	Yes	
WiFi	Yes		Yes	Yes	
Restroom (24/7 or key code)	Yes		Yes	Yes	
Snow removal	On-Airport/Shared/Contracted		On-Airport Equipment	Yes	
Aircraft Maintenance	Based		Based	Yes	
Aircraft Rental	Based		Based	Yes	
Flight Instruction	Available		Available	Yes	
Aircraft Charter	Available		Based	Yes	
Weather Reporting	Yes		AWOS	Yes	
<b>Planning</b>					
Land Use Planning	Yes		Yes	Yes	
Height Zoning	Yes		Yes	Yes	
Airport Layout Plan	ALP update within last 10 years		2012	Yes	

General Service Role		Cherokee County Regional		Cherokee	CKP
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-II	B-II	Yes		
Primary Runway Length	Minimum 4,000 ft	4,001	Yes		
Primary Runway Width	Minimum 75 ft	75	Yes		
Taxiway Type	Turnarounds meet standards (both ends)	Partial Parallel	Yes		
Approach Type	Non-precision	LPV	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Visual Guidance Slope Indicator	Both runway ends	P2L / P2R	Yes		
Runway End Identifier Lights	Both runway ends	Both	Yes		
Rotating Beacon	Yes	Tip Down	Yes		
Lighted Wind Indicator	Yes	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand	Yes	Yes		
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Yes	No	No	Pave Entry and Parking	Included in ACIP
Security	Visual Barrier/Posted Signs	No Fencing	No	Add Visual Barrier	\$25,500
<b>Services</b>					
Fixed-Base Operator	Yes	Yes	Yes		
Fuel	100LL and Jet A	100LL & Jet A	Yes		
Attendance	Standard business hours, after hours on-call	Mon-Fri 8 to 5	Yes		
Ground Transportation	Courtesy car/car rental available	Yes	Yes		
WiFi	Yes	Yes	Yes		
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow removal	On-Airport/Shared/Contracted	On-Airport Equipment	Yes		
Aircraft Maintenance	Based	Based	Yes		
Aircraft Rental	Based	No Rental	No	Add Aircraft Rental	
Flight Instruction	Available	Available	Yes		
Aircraft Charter	Available	No Charter	No	Make Charter Available	
Weather Reporting	Yes	AWOS	Yes		
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	ALP update within last 10 years	2018	Yes		

General Service Role		Creston Municipal		Creston	CSQ
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-II		B-II	Yes	
Primary Runway Length	Minimum 4,000 ft		4,901	Yes	
Primary Runway Width	Minimum 75 ft		75	Yes	
Taxiway Type	Turnarounds meet standards (both ends)		Both Runway Ends (Turnarounds Meet Standards)	Yes	
Approach Type	Non-precision		LPV	Yes	
Runway Lighting	MIRL		MIRL	Yes	
Taxiway Lighting	MITL		MITL	Yes	
Visual Guidance Slope Indicator	Both runway ends		P2L / P2L	Yes	
Runway End Identifier Lights	Both runway ends		Both	Yes	
Rotating Beacon	Yes		Yes	Yes	
Lighted Wind Indicator	Yes		Lighted	Yes	
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft		100%	Yes	
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand		Yes	Yes	
Terminal Building	Yes		Yes	Yes	
Paved Entry and Parking	Yes		Entry and Parking	Yes	
Security	Visual Barrier/Posted Signs		Partial 8-foot Fencing	Yes	
<b>Services</b>					
Fixed-Base Operator	Yes		Yes	Yes	
Fuel	100LL and Jet A		Full Service - 24/7	Yes	
Attendance	Standard business hours, after hours on-call		Mon-Fri 8 to 5, On Call	Yes	
Ground Transportation	Courtesy car/car rental available		Yes	Yes	
WiFi	Yes		Yes	Yes	
Restroom (24/7 or key code)	Yes		Yes	Yes	
Snow removal	On-Airport/Shared/Contracted		On-Airport Equipment	Yes	
Aircraft Maintenance	Based		Based	Yes	
Aircraft Rental	Based		No Rental	No	Add Aircraft Rental
Flight Instruction	Available		Available	Yes	
Aircraft Charter	Available		No Charter	No	Make Charter Available
Weather Reporting	Yes		AWOS	Yes	
<b>Planning</b>					
Land Use Planning	Yes		Yes	Yes	
Height Zoning	Yes		Yes	Yes	
Airport Layout Plan	ALP update within last 10 years		2010	Yes	

General Service Role		Decorah Municipal		Decorah	DEH
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-II		B-I	No	Meet B-II Standard \$5,000,000
Primary Runway Length	Minimum 4,000 ft		4,001	Yes	
Primary Runway Width	Minimum 75 ft		75	Yes	
Taxiway Type	Turnarounds meet standards (both ends)		Partial Parallel	Yes	
Approach Type	Non-precision		LPV	Yes	
Runway Lighting	MIRL		MIRL	Yes	
Taxiway Lighting	MITL		MITL	Yes	
Visual Guidance Slope Indicator	Both runway ends		P2L / V4L	Yes	
Runway End Identifier Lights	Both runway ends		Both	Yes	
Rotating Beacon	Yes		Yes	Yes	
Lighted Wind Indicator	Yes		Lighted	Yes	
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft		67%	No	Add Hangar Storage Included in ACIP
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand		Yes	Yes	
Terminal Building	Yes		Yes	Yes	
Paved Entry and Parking	Yes		Entry and Parking	Yes	
Security	Visual Barrier/Posted Signs		No Fencing	Yes	
<b>Services</b>					
Fixed-Base Operator	Yes		Yes	Yes	
Fuel	100LL and Jet A		Full Service - 24/7	Yes	
Attendance	Standard business hours, after hours on-call		Dawn to Dusk, On Call	Yes	
Ground Transportation	Courtesy car/car rental available		Yes	Yes	
WiFi	Yes		Yes	Yes	
Restroom (24/7 or key code)	Yes		Yes	Yes	
Snow removal	On-Airport/Shared/Contracted		On-Airport Equipment	Yes	
Aircraft Maintenance	Based		Based	Yes	
Aircraft Rental	Based		Based	Yes	
Flight Instruction	Available		Available	Yes	
Aircraft Charter	Available		No Charter	No	Make Charter Available
Weather Reporting	Yes		AWOS	Yes	
<b>Planning</b>					
Land Use Planning	Yes		Yes	Yes	
Height Zoning	Yes		Yes	Yes	
Airport Layout Plan	ALP update within last 10 years		2014	Yes	

General Service Role		Denison Municipal		Denison	DNS
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-II	B-II	Yes		
Primary Runway Length	Minimum 4,000 ft	5,000	Yes		
Primary Runway Width	Minimum 75 ft	75	Yes		
Taxiway Type	Turnarounds meet standards (both ends)	Both Runway Ends (Turnarounds Meet Standards)	Yes		
Approach Type	Non-precision	LPV	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Visual Guidance Slope Indicator	Both runway ends	P2L / P2L	Yes		
Runway End Identifier Lights	Both runway ends	Both	Yes		
Rotating Beacon	Yes	Yes	Yes		
Lighted Wind Indicator	Yes	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand	No	No	Add Overnight Storage	\$374,400
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Yes	Entry and Parking	Yes		
Security	Visual Barrier/Posted Signs	No Fencing	Yes		
<b>Services</b>					
Fixed-Base Operator	Yes	Yes	Yes		
Fuel	100LL and Jet A	100LL & Jet A	Yes		
Attendance	Standard business hours, after hours on-call	Mon-Fri 8 to 5, On Call	Yes		
Ground Transportation	Courtesy car/car rental available	Yes	Yes		
WiFi	Yes	Yes	Yes		
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow removal	On-Airport/Shared/Contracted	On-Airport Equipment	Yes		
Aircraft Maintenance	Based	No Maintenance	No	Add Aircraft Maintenance	
Aircraft Rental	Based	No Rental	No	Add Aircraft Rental	
Flight Instruction	Available	Available	Yes		
Aircraft Charter	Available	No Charter	No	Make Charter Available	
Weather Reporting	Yes	AWOS	Yes		
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	ALP update within last 10 years	ALP	No	Update ALP	\$200,000

General Service Role		Estherville Municipal		Estherville	EST
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-II		B-II	Yes	
Primary Runway Length	Minimum 4,000 ft		4,797	Yes	
Primary Runway Width	Minimum 75 ft		75	Yes	
Taxiway Type	Turnarounds meet standards (both ends)		Both Runway Ends (Turnarounds Meet Standards)	Yes	
Approach Type	Non-precision		LPV	Yes	
Runway Lighting	MIRL		MIRL	Yes	
Taxiway Lighting	MITL		MITL	Yes	
Visual Guidance Slope Indicator	Both runway ends		P4L / P4L	Yes	
Runway End Identifier Lights	Both runway ends		Both	Yes	
Rotating Beacon	Yes		Yes	Yes	
Lighted Wind Indicator	Yes		Lighted	Yes	
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft		100%	Yes	
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand		No	No	Add Overnight Storage \$374,400
Terminal Building	Yes		Yes	Yes	
Paved Entry and Parking	Yes		Entry and Parking	Yes	
Security	Visual Barrier/Posted Signs		Visual Barrier/Posted Signs	Yes	
<b>Services</b>					
Fixed-Base Operator	Yes		Yes	Yes	
Fuel	100LL and Jet A		100LL & Jet A	Yes	
Attendance	Standard business hours, after hours on-call		Dawn to Dusk	Yes	
Ground Transportation	Courtesy car/car rental available		Yes	Yes	
WiFi	Yes		Yes	Yes	
Restroom (24/7 or key code)	Yes		No	No	Add Restroom Access \$8,000
Snow removal	On-Airport/Shared/Contracted		On-Airport Equipment	Yes	
Aircraft Maintenance	Based		Based	Yes	
Aircraft Rental	Based		Based	Yes	
Flight Instruction	Available		Available	Yes	
Aircraft Charter	Available		No Charter	No	Make Charter Available
Weather Reporting	Yes		ASOS	Yes	
<b>Planning</b>					
Land Use Planning	Yes		Yes	Yes	
Height Zoning	Yes		Yes	Yes	
Airport Layout Plan	ALP update within last 10 years		2016	Yes	

General Service Role		Forest City Municipal		Forest City	FXY
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-II		C-II	Yes	
Primary Runway Length	Minimum 4,000 ft		5,796	Yes	
Primary Runway Width	Minimum 75 ft		100	Yes	
Taxiway Type	Turnarounds meet standards (both ends)		Partial Parallel	Yes	
Approach Type	Non-precision		LPV	Yes	
Runway Lighting	MIRL		MIRL	Yes	
Taxiway Lighting	MITL		MITL	Yes	
Visual Guidance Slope Indicator	Both runway ends		P2L / P2L	Yes	
Runway End Identifier Lights	Both runway ends		Both	Yes	
Rotating Beacon	Yes		Tip Down	Yes	
Lighted Wind Indicator	Yes		Lighted	Yes	
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft		100%	Yes	
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand		No	No	Add Overnight Storage \$374,400
Terminal Building	Yes		Yes	Yes	
Paved Entry and Parking	Yes		Entry and Parking	Yes	
Security	Visual Barrier/Posted Signs		Full 8-foot Fencing	Yes	
<b>Services</b>					
Fixed-Base Operator	Yes		Yes	Yes	
Fuel	100LL and Jet A		100LL & Jet A	Yes	
Attendance	Standard business hours, after hours on-call		Mon-Fri 8 to 5:30, On-Call	Yes	
Ground Transportation	Courtesy car/car rental available		Yes	Yes	
WiFi	Yes		Yes	Yes	
Restroom (24/7 or key code)	Yes		Yes	Yes	
Snow removal	On-Airport/Shared/Contracted		On-Airport Equipment	Yes	
Aircraft Maintenance	Based		Based	Yes	
Aircraft Rental	Based		Based	Yes	
Flight Instruction	Available		Available	Yes	
Aircraft Charter	Available		No Charter	No	Make Charter Available
Weather Reporting	Yes		AWOS	Yes	
<b>Planning</b>					
Land Use Planning	Yes		Yes	Yes	
Height Zoning	Yes		Yes	Yes	
Airport Layout Plan	ALP update within last 10 years		2013	Yes	

General Service Role		Grinnell Regional		Grinnell	GGI
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-II		B-II	Yes	
Primary Runway Length	Minimum 4,000 ft		5,200	Yes	
Primary Runway Width	Minimum 75 ft		75	Yes	
Taxiway Type	Turnarounds meet standards (both ends)	Runway 31 Meets Standards, Runway 13 Turnaround Does Not Meet Standards		No	Update Runway 13 Turnaround to Meet Standards \$200,000
Approach Type	Non-precision		LPV	Yes	
Runway Lighting	MIRL		MIRL	Yes	
Taxiway Lighting	MITL		MITL	Yes	
Visual Guidance Slope Indicator	Both runway ends		P2L / P2L	Yes	
Runway End Identifier Lights	Both runway ends		Both	Yes	
Rotating Beacon	Yes		Tip Down	Yes	
Lighted Wind Indicator	Yes		Lighted	Yes	
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft		100%	Yes	
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand		Yes	Yes	
Terminal Building	Yes		Yes	Yes	
Paved Entry and Parking	Yes		Entry and Parking	Yes	
Security	Visual Barrier/Posted Signs		Partial 4-foot Fencing	Yes	
<b>Services</b>					
Fixed-Base Operator	Yes		Yes	Yes	
Fuel	100LL and Jet A		100LL & Jet A	Yes	
Attendance	Standard business hours, after hours on-call	Mon-Fri 8 to 5, Sat 8 to 12, On	Call	Yes	
Ground Transportation	Courtesy car/car rental available		Yes	Yes	
WiFi	Yes		Yes	Yes	
Restroom (24/7 or key code)	Yes		Yes	Yes	
Snow removal	On-Airport/Shared/Contracted		On-Airport Equipment	Yes	
Aircraft Maintenance	Based		Based	Yes	
Aircraft Rental	Based		No Rental	No	Add Aircraft Rental
Flight Instruction	Available		Not Available	No	Add Flight Instruction
Aircraft Charter	Available		No Charter	No	Make Charter Available
Weather Reporting	Yes		AWOS	Yes	
<b>Planning</b>					
Land Use Planning	Yes		Yes	Yes	
Height Zoning	Yes		Yes	Yes	
Airport Layout Plan	ALP update within last 10 years		2010	Yes	

General Service Role		Hampton Municipal		Hampton	HPT
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-II	B-II	Yes		
Primary Runway Length	Minimum 4,000 ft	4,020	Yes		
Primary Runway Width	Minimum 75 ft	75	Yes		
Taxiway Type	Turnarounds meet standards (both ends)	Both Runway Ends (Turnarounds Do Not Meet Standards)	No	Update Turnarounds to Meet Standards	\$400,000
Approach Type	Non-precision	LPV	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Visual Guidance Slope Indicator	Both runway ends	P2L / P2L	Yes		
Runway End Identifier Lights	Both runway ends	Both	Yes		
Rotating Beacon	Yes	Yes	Yes		
Lighted Wind Indicator	Yes	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand	No	No	Add Overnight Storage	\$374,400
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Yes	Entry and Parking	Yes		
Security	Visual Barrier/Posted Signs	Partial 4-foot Fencing	Yes		
<b>Services</b>					
Fixed-Base Operator	Yes	Yes	Yes		
Fuel	100LL and Jet A	100LL & Jet A	Yes		
Attendance	Standard business hours, after hours on-call	Mon-Fri 8 to 5	Yes		
Ground Transportation	Courtesy car/car rental available	Yes	Yes		
WiFi	Yes	Yes	Yes		
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow removal	On-Airport/Shared/Contracted	On-Airport Equipment	Yes		
Aircraft Maintenance	Based	Based	Yes		
Aircraft Rental	Based	No Rental	No	Add Aircraft Rental	
Flight Instruction	Available	Available	Yes		
Aircraft Charter	Available	No Charter	No	Make Charter Available	
Weather Reporting	Yes	AWOS	Yes		
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	ALP update within last 10 years	2010	Yes		

General Service Role		Harlan Municipal		Harlan	HNR
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-II		B-II	Yes	
Primary Runway Length	Minimum 4,000 ft		4,100	Yes	
Primary Runway Width	Minimum 75 ft		75	Yes	
Taxiway Type	Turnarounds meet standards (both ends)		Partial Parallel	Yes	
Approach Type	Non-precision		Non-Precision	Yes	
Runway Lighting	MIRL		MIRL	Yes	
Taxiway Lighting	MITL		MITL	Yes	
Visual Guidance Slope Indicator	Both runway ends		P2L / P2L	Yes	
Runway End Identifier Lights	Both runway ends		Both	Yes	
Rotating Beacon	Yes		Yes	Yes	
Lighted Wind Indicator	Yes		Lighted	Yes	
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft		100%	Yes	
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand		No	No	Add Overnight Storage \$374,400
Terminal Building	Yes		Yes	Yes	
Paved Entry and Parking	Yes		Entry and Parking	Yes	
Security	Visual Barrier/Posted Signs		Visual Barrier/Posted Signs	Yes	
<b>Services</b>					
Fixed-Base Operator	Yes		Yes	Yes	
Fuel	100LL and Jet A		100LL & Jet A	Yes	
Attendance	Standard business hours, after hours on-call		Mon-Fri 8 to 5 (APR-SEP), Mon-Fri 8 to 2 (OCT-MAR)	Yes	
Ground Transportation	Courtesy car/car rental available		Yes	Yes	
WiFi	Yes		Yes	Yes	
Restroom (24/7 or key code)	Yes		Yes	Yes	
Snow removal	On-Airport/Shared/Contracted		On-Airport Equipment	Yes	
Aircraft Maintenance	Based		Based	Yes	
Aircraft Rental	Based		Based	Yes	
Flight Instruction	Available		Available	Yes	
Aircraft Charter	Available		No Charter	No	Make Charter Available
Weather Reporting	Yes		AWOS	Yes	
<b>Planning</b>					
Land Use Planning	Yes		Yes	Yes	
Height Zoning	Yes		Yes	Yes	
Airport Layout Plan	ALP update within last 10 years		2013	Yes	

General Service Role		Iowa Falls Municipal		Iowa Falls	IFA
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-II		B-II	Yes	
Primary Runway Length	Minimum 4,000 ft		4,600	Yes	
Primary Runway Width	Minimum 75 ft		75	Yes	
Taxiway Type	Turnarounds meet standards (both ends)		Partial Parallel	Yes	
Approach Type	Non-precision		LPV	Yes	
Runway Lighting	MIRL		MIRL	Yes	
Taxiway Lighting	MITL		MITL	Yes	
Visual Guidance Slope Indicator	Both runway ends		P2L / P2L	Yes	
Runway End Identifier Lights	Both runway ends		Both	Yes	
Rotating Beacon	Yes		Yes	Yes	
Lighted Wind Indicator	Yes		Lighted	Yes	
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft		100%	Yes	
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand		Yes	Yes	
Terminal Building	Yes		Yes	Yes	
Paved Entry and Parking	Yes		Entry and Parking	Yes	
Security	Visual Barrier/Posted Signs	No Visual Barrier/Posted Signs		No	Add Visual Barrier Included in ACIP
<b>Services</b>					
Fixed-Base Operator	Yes		Yes	Yes	
Fuel	100LL and Jet A		100LL & Jet A	Yes	
Attendance	Standard business hours, after hours on-call		Mon-Fri 8 to 5, On Call	Yes	
Ground Transportation	Courtesy car/car rental available		Yes	Yes	
WiFi	Yes		Yes	Yes	
Restroom (24/7 or key code)	Yes		Yes	Yes	
Snow removal	On-Airport/Shared/Contracted		On-Airport Equipment	Yes	
Aircraft Maintenance	Based		No Maintenance	No	Add Aircraft Maintenance
Aircraft Rental	Based		No Rental	No	Add Aircraft Rental
Flight Instruction	Available		Available	Yes	
Aircraft Charter	Available		No Charter	No	Make Charter Available
Weather Reporting	Yes		AWOS	Yes	
<b>Planning</b>					
Land Use Planning	Yes		Yes	Yes	
Height Zoning	Yes		Yes	Yes	
Airport Layout Plan	ALP update within last 10 years		ALP	No	Update ALP Included in ACIP

General Service Role		Knoxville Municipal		Knoxville	OXV
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-II		B-II	Yes	
Primary Runway Length	Minimum 4,000 ft		4,000	Yes	
Primary Runway Width	Minimum 75 ft		75	Yes	
Taxiway Type	Turnarounds meet standards (both ends)		Full Parallel	Yes	
Approach Type	Non-precision		LPV	Yes	
Runway Lighting	MIRL		MIRL	Yes	
Taxiway Lighting	MITL		MITL	Yes	
Visual Guidance Slope Indicator	Both runway ends		P2L / P2L	Yes	
Runway End Identifier Lights	Both runway ends		Both	Yes	
Rotating Beacon	Yes		Tip Down	Yes	
Lighted Wind Indicator	Yes		Lighted	Yes	
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft		100%	Yes	
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand		No	No	Add Overnight Storage Included in ACIP
Terminal Building	Yes		Yes	Yes	
Paved Entry and Parking	Yes		Entry and Parking	Yes	
Security	Visual Barrier/Posted Signs		Partial 4-foot Fencing	Yes	
<b>Services</b>					
Fixed-Base Operator	Yes		Yes	Yes	
Fuel	100LL and Jet A		Full Service - 24/7	Yes	
Attendance	Standard business hours, after hours on-call		Dawn to Dusk, On Call	Yes	
Ground Transportation	Courtesy car/car rental available		Yes	Yes	
WiFi	Yes		Yes	Yes	
Restroom (24/7 or key code)	Yes		Yes	Yes	
Snow removal	On-Airport/Shared/Contracted		On-Airport Equipment	Yes	
Aircraft Maintenance	Based		Based	Yes	
Aircraft Rental	Based		Based	Yes	
Flight Instruction	Available		Available	Yes	
Aircraft Charter	Available		No Charter	No	Make Charter Available
Weather Reporting	Yes		AWOS	Yes	
<b>Planning</b>					
Land Use Planning	Yes		Yes	Yes	
Height Zoning	Yes		Yes	Yes	
Airport Layout Plan	ALP update within last 10 years		ALP	No	Update ALP \$200,000

General Service Role		Le Mars Municipal		Le Mars	LRJ
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-II		B-II	Yes	
Primary Runway Length	Minimum 4,000 ft		5,000	Yes	
Primary Runway Width	Minimum 75 ft		75	Yes	
Taxiway Type	Turnarounds meet standards (both ends)	Both Runway Ends (Turnarounds Do Not Meet Standards)		No	Update Turnarounds to Meet Standards \$400,000
Approach Type	Non-precision		LPV	Yes	
Runway Lighting	MIRL		MIRL	Yes	
Taxiway Lighting	MITL		MITL	Yes	
Visual Guidance Slope Indicator	Both runway ends		P2L / P2R	Yes	
Runway End Identifier Lights	Both runway ends		Both	Yes	
Rotating Beacon	Yes		Yes	Yes	
Lighted Wind Indicator	Yes		Lighted	Yes	
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft		100%	Yes	
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand		Yes	Yes	
Terminal Building	Yes		Yes	Yes	
Paved Entry and Parking	Yes		Entry and Parking	Yes	
Security	Visual Barrier/Posted Signs		Partial 6-foot Fencing	Yes	
<b>Services</b>					
Fixed-Base Operator	Yes		Yes	Yes	
Fuel	100LL and Jet A		Full Service - 24/7	Yes	
Attendance	Standard business hours, after hours on-call		Mon-Fri 7:30 to 5:30, Sat 7:30 to 12, On Call	Yes	
Ground Transportation	Courtesy car/car rental available		Yes	Yes	
WiFi	Yes		Yes	Yes	
Restroom (24/7 or key code)	Yes		Yes	Yes	
Snow removal	On-Airport/Shared/Contracted		On-Airport Equipment	Yes	
Aircraft Maintenance	Based		Based	Yes	
Aircraft Rental	Based		Based	Yes	
Flight Instruction	Available		Available	Yes	
Aircraft Charter	Available		No Charter	No	Make Charter Available
Weather Reporting	Yes		AWOS	Yes	
<b>Planning</b>					
Land Use Planning	Yes		Yes	Yes	
Height Zoning	Yes		Yes	Yes	
Airport Layout Plan	ALP update within last 10 years		2012	Yes	

General Service Role		Monticello Regional		Monticello	MXO
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-II		C-II	Yes	
Primary Runway Length	Minimum 4,000 ft		4,400	Yes	
Primary Runway Width	Minimum 75 ft		75	Yes	
Taxiway Type	Turnarounds meet standards (both ends)		Full Parallel	Yes	
Approach Type	Non-precision		Non-Precision	Yes	
Runway Lighting	MIRL		MIRL	Yes	
Taxiway Lighting	MITL		MITL	Yes	
Visual Guidance Slope Indicator	Both runway ends		P2L / P2L	Yes	
Runway End Identifier Lights	Both runway ends		Both	Yes	
Rotating Beacon	Yes		Yes	Yes	
Lighted Wind Indicator	Yes		Lighted	Yes	
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft		100%	Yes	
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand		Yes	Yes	
Terminal Building	Yes		Yes	Yes	
Paved Entry and Parking	Yes		Entry and Parking	Yes	
Security	Visual Barrier/Posted Signs	Visual Barrier/Posted Signs		Yes	
<b>Services</b>					
Fixed-Base Operator	Yes		Yes	Yes	
Fuel	100LL and Jet A		Full Service - 24/7	Yes	
Attendance	Standard business hours, after hours on-call		Mon-Fri 8 to 5, On Call	Yes	
Ground Transportation	Courtesy car/car rental available		Yes	Yes	
WiFi	Yes		Yes	Yes	
Restroom (24/7 or key code)	Yes		Yes	Yes	
Snow removal	On-Airport/Shared/Contracted		On-Airport Equipment	Yes	
Aircraft Maintenance	Based		Based	Yes	
Aircraft Rental	Based		Based	Yes	
Flight Instruction	Available		Available	Yes	
Aircraft Charter	Available		No Charter	No	Make Charter Available
Weather Reporting	Yes		AWOS	Yes	
<b>Planning</b>					
Land Use Planning	Yes		Yes	Yes	
Height Zoning	Yes		Yes	Yes	
Airport Layout Plan	ALP update within last 10 years		2018	Yes	

General Service Role		Mount Pleasant Municipal		Mount Pleasant	MPZ
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-II		B-II	Yes	
Primary Runway Length	Minimum 4,000 ft		3,997	Yes	
Primary Runway Width	Minimum 75 ft		75	Yes	
		Both Runway Ends			
Taxiway Type	Turnarounds meet standards (both ends)	(Turnarounds Do Not Meet Standards)		No	Update Turnarounds to Meet Standards Included in ACIP
Approach Type	Non-precision		LPV	Yes	
Runway Lighting	MIRL		MIRL	Yes	
Taxiway Lighting	MITL		MITL	Yes	
Visual Guidance Slope Indicator	Both runway ends		P2L / P2L	Yes	
Runway End Identifier Lights	Both runway ends		Both	Yes	
Rotating Beacon	Yes		Yes	Yes	
Lighted Wind Indicator	Yes		Lighted	Yes	
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft		100%	Yes	
	Typical average aircraft/business user demand				
Overnight Storage for Business Aircraft			Yes	Yes	
Terminal Building	Yes		Yes	Yes	
Paved Entry and Parking	Yes		Entry and Parking	Yes	
Security	Visual Barrier/Posted Signs	Visual Barrier/Posted Signs		Yes	
<b>Services</b>					
Fixed-Base Operator	Yes		Yes	Yes	
Fuel	100LL and Jet A		Full Service - 24/7	Yes	
	Standard business hours, after hours on-call				
Attendance		Mon-Fri 8 to 5, On Call		Yes	
Ground Transportation	Courtesy car/car rental available		Yes	Yes	
WiFi	Yes		Yes	Yes	
Restroom (24/7 or key code)	Yes		Yes	Yes	
Snow removal	On-Airport/Shared/Contracted	On-Airport Equipment		Yes	
Aircraft Maintenance	Based		Based	Yes	
Aircraft Rental	Based		Based	Yes	
Flight Instruction	Available		Available	Yes	
Aircraft Charter	Available		Based	Yes	
Weather Reporting	Yes		AWOS	Yes	
<b>Planning</b>					
Land Use Planning	Yes		Yes	Yes	
Height Zoning	Yes		Yes	Yes	
Airport Layout Plan	ALP update within last 10 years		2014	Yes	

General Service Role		Oelwein Municipal		Oelwein	OLZ
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-II	B-II	Yes		
Primary Runway Length	Minimum 4,000 ft	4,000	Yes		
Primary Runway Width	Minimum 75 ft	75	Yes		
Taxiway Type	Turnarounds meet standards (both ends)	Partial Parallel, Runway 13 Turnaround Does Not Meet Standard	No	Update Runway 13 Turnaround to Meet Standards	Included in ACIP
Approach Type	Non-precision	Non-Precision	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Visual Guidance Slope Indicator	Both runway ends	/	No	Install VGSI	\$25,000
Runway End Identifier Lights	Both runway ends	Both	Yes		
Rotating Beacon	Yes	Tip Down	Yes		
Lighted Wind Indicator	Yes	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand	No	No	Add Overnight Storage	Included in ACIP
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Yes	Entry and Parking	Yes		
Security	Visual Barrier/Posted Signs	Visual Barrier/Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Yes	Yes	Yes		
Fuel	100LL and Jet A	100LL & Jet A	Yes		
Attendance	Standard business hours, after hours on-call	Mon-Fri 8 to 5	Yes		
Ground Transportation	Courtesy car/car rental available	Yes	Yes		
WiFi	Yes	Yes	Yes		
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow removal	On-Airport/Shared/Contracted	On-Airport Equipment	Yes		
Aircraft Maintenance	Based	Based	Yes		
Aircraft Rental	Based	No Rental	No	Add Aircraft Rental	
Flight Instruction	Available	Not Available	No	Add Flight Instruction	
Aircraft Charter	Available	No Charter	No	Make Charter Available	
Weather Reporting	Yes	AWOS	Yes		
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	ALP update within last 10 years	2012	Yes		

General Service Role		Osceola Municipal		Osceola	175
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-II	B-II	Yes		
Primary Runway Length	Minimum 4,000 ft	4,001	Yes		
Primary Runway Width	Minimum 75 ft	75	Yes		
Taxiway Type	Turnarounds meet standards (both ends)	Both Runway Ends (Turnarounds Do Not Meet Standards)	No	Update Turnarounds to Meet Standards	Included in ACIP
Approach Type	Non-precision	LPV	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Visual Guidance Slope Indicator	Both runway ends	P2L / P2L	Yes		
Runway End Identifier Lights	Both runway ends	Both	Yes		
Rotating Beacon	Yes	Tip Down	Yes		
Lighted Wind Indicator	Yes	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand	No	No	Add Overnight Storage	Included in ACIP
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Yes	Entry and Parking	Yes		
Security	Visual Barrier/Posted Signs	No Visual Barrier/Posted Signs	No	Add Visual Barrier	\$25,500
<b>Services</b>					
Fixed-Base Operator	Yes	Yes	Yes		
Fuel	100LL and Jet A	100LL & Jet A	Yes		
Attendance	Standard business hours, after hours on-call	Mon-Fri 8 to 5	Yes		
Ground Transportation	Courtesy car/car rental available	Yes	Yes		
WiFi	Yes	Yes	Yes		
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow removal	On-Airport/Shared/Contracted	On-Airport Equipment	Yes		
Aircraft Maintenance	Based	Based	Yes		
Aircraft Rental	Based	No Rental	No	Add Aircraft Rental	
Flight Instruction	Available	Not Available	No	Add Flight Instruction	
Aircraft Charter	Available	No Charter	No	Make Charter Available	
Weather Reporting	Yes	AWOS	Yes		
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	ALP update within last 10 years	ALP	No	Update ALP	Included in ACIP

General Service Role		Oskaloosa Municipal		Oskaloosa	OOA
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-II		B-II	Yes	
Primary Runway Length	Minimum 4,000 ft		4,012	Yes	
Primary Runway Width	Minimum 75 ft		75	Yes	
Taxiway Type	Turnarounds meet standards (both ends)		Full Parallel	Yes	
Approach Type	Non-precision		LPV	Yes	
Runway Lighting	MIRL		MIRL	Yes	
Taxiway Lighting	MITL		MITL	Yes	
Visual Guidance Slope Indicator	Both runway ends		P2L / P2L	Yes	
Runway End Identifier Lights	Both runway ends		Both	Yes	
Rotating Beacon	Yes		Yes	Yes	
Lighted Wind Indicator	Yes		Lighted	Yes	
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft		100%	Yes	
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand		Yes	Yes	
Terminal Building	Yes		Yes	Yes	
Paved Entry and Parking	Yes		Entry and Parking	Yes	
Security	Visual Barrier/Posted Signs	No Visual Barrier/Posted Signs		No	Add Visual Barrier \$25,500
<b>Services</b>					
Fixed-Base Operator	Yes		Yes	Yes	
Fuel	100LL and Jet A		100LL & Jet A	Yes	
Attendance	Standard business hours, after hours on-call		Mon-Sat 8 to 6, Sun 12 to 5 (MAY-OCT), Mon-Sat 8 to 5,	Yes	
Ground Transportation	Courtesy car/car rental available		Yes	Yes	
WiFi	Yes		Yes	Yes	
Restroom (24/7 or key code)	Yes		Yes	Yes	
Snow removal	On-Airport/Shared/Contracted		On-Airport Equipment	Yes	
Aircraft Maintenance	Based		Based	Yes	
Aircraft Rental	Based		Based	Yes	
Flight Instruction	Available		Available	Yes	
Aircraft Charter	Available		No Charter	No	Make Charter Available
Weather Reporting	Yes		AWOS	Yes	
<b>Planning</b>					
Land Use Planning	Yes		Yes	Yes	
Height Zoning	Yes		Yes	Yes	
Airport Layout Plan	ALP update within last 10 years		2010	Yes	

General Service Role		Pella Municipal		Pella	PEA
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-II		B-II	Yes	
Primary Runway Length	Minimum 4,000 ft		5,403	Yes	
Primary Runway Width	Minimum 75 ft		75	Yes	
Taxiway Type	Turnarounds meet standards (both ends)		Both Runway Ends (Turnarounds Meet Standards)	Yes	
Approach Type	Non-precision		LPV	Yes	
Runway Lighting	MIRL		MIRL	Yes	
Taxiway Lighting	MITL		MITL	Yes	
Visual Guidance Slope Indicator	Both runway ends		P2L / P2L	Yes	
Runway End Identifier Lights	Both runway ends		Both	Yes	
Rotating Beacon	Yes		Yes	Yes	
Lighted Wind Indicator	Yes		Lighted	Yes	
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft		100%	Yes	
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand		No	No	Add Overnight Storage \$374,400
Terminal Building	Yes		Yes	Yes	
Paved Entry and Parking	Yes		Parking only	No	Pave Entry \$880,000
Security	Visual Barrier/Posted Signs		Full 8-foot Fencing	Yes	
<b>Services</b>					
Fixed-Base Operator	Yes		Yes	Yes	
Fuel	100LL and Jet A		100LL & Jet A	Yes	
Attendance	Standard business hours, after hours on-call		Mon-Sat 7 to Dusk, Sun 8 to 5	Yes	
Ground Transportation	Courtesy car/car rental available		Yes	Yes	
WiFi	Yes		Yes	Yes	
Restroom (24/7 or key code)	Yes		No	No	Add Restroom Access \$8,000
Snow removal	On-Airport/Shared/Contracted		On-Airport Equipment	Yes	
Aircraft Maintenance	Based		Based	Yes	
Aircraft Rental	Based		Based	Yes	
Flight Instruction	Available		Available	Yes	
Aircraft Charter	Available		Based	Yes	
Weather Reporting	Yes		AWOS	Yes	
<b>Planning</b>					
Land Use Planning	Yes		Yes	Yes	
Height Zoning	Yes		Yes	Yes	
Airport Layout Plan	ALP update within last 10 years		2010	Yes	

General Service Role		Perry Municipal		Perry	PRO
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-II		B-II	Yes	
Primary Runway Length	Minimum 4,000 ft		4,001	Yes	
Primary Runway Width	Minimum 75 ft		75	Yes	
Taxiway Type	Turnarounds meet standards (both ends)	Both Runway Ends (Turnarounds Do Not Meet Standards)		No	Update Turnarounds to Meet Standards \$400,000
Approach Type	Non-precision		LPV	Yes	
Runway Lighting	MIRL		MIRL	Yes	
Taxiway Lighting	MITL		MITL	Yes	
Visual Guidance Slope Indicator	Both runway ends		P2L / P2L	Yes	
Runway End Identifier Lights	Both runway ends		Both	Yes	
Rotating Beacon	Yes		Yes	Yes	
Lighted Wind Indicator	Yes		Lighted	Yes	
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft		100%	Yes	
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand		Yes	Yes	
Terminal Building	Yes		Yes	Yes	
Paved Entry and Parking	Yes		Entry and Parking	Yes	
Security	Visual Barrier/Posted Signs	No Visual Barrier/Posted Signs		No	Add Visual Barrier \$25,500
<b>Services</b>					
Fixed-Base Operator	Yes		Yes	Yes	
Fuel	100LL and Jet A		100LL & Jet A	Yes	
Attendance	Standard business hours, after hours on-call	Mon-Fri 8 to 5, Sat-Sun 9 to 4		Yes	
Ground Transportation	Courtesy car/car rental available		Yes	Yes	
WiFi	Yes		Yes	Yes	
Restroom (24/7 or key code)	Yes		Yes	Yes	
Snow removal	On-Airport/Shared/Contracted	On-Airport Equipment		Yes	
Aircraft Maintenance	Based		Based	Yes	
Aircraft Rental	Based		Based	Yes	
Flight Instruction	Available		Available	Yes	
Aircraft Charter	Available		Based	Yes	
Weather Reporting	Yes		AWOS	Yes	
<b>Planning</b>					
Land Use Planning	Yes		No	No	Implement Land Use Code \$50,000
Height Zoning	Yes		Yes	Yes	
Airport Layout Plan	ALP update within last 10 years		2010	Yes	

General Service Role		Red Oak Municipal		Red Oak	RDK
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-II		B-II	Yes	
Primary Runway Length	Minimum 4,000 ft		5,100	Yes	
Primary Runway Width	Minimum 75 ft		75	Yes	
Taxiway Type	Turnarounds meet standards (both ends)		Partial Parallel	Yes	
Approach Type	Non-precision		LPV	Yes	
Runway Lighting	MIRL		MIRL	Yes	
Taxiway Lighting	MITL		MITL	Yes	
Visual Guidance Slope Indicator	Both runway ends		P2L / P2L	Yes	
Runway End Identifier Lights	Both runway ends		Both	Yes	
Rotating Beacon	Yes		Yes	Yes	
Lighted Wind Indicator	Yes		Lighted	Yes	
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft		100%	Yes	
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand		No	No	Add Overnight Storage \$374,400
Terminal Building	Yes		Yes	Yes	
Paved Entry and Parking	Yes		Entry and Parking	Yes	
Security	Visual Barrier/Posted Signs		Partial 8-foot Fencing	Yes	
<b>Services</b>					
Fixed-Base Operator	Yes		Yes	Yes	
Fuel	100LL and Jet A		100LL & Jet A	Yes	
Attendance	Standard business hours, after hours on-call		Mon-Fri 8 to 5, On Call	Yes	
Ground Transportation	Courtesy car/car rental available		Yes	Yes	
WiFi	Yes		Yes	Yes	
Restroom (24/7 or key code)	Yes		Yes	Yes	
Snow removal	On-Airport/Shared/Contracted		On-Airport Equipment	Yes	
Aircraft Maintenance	Based		No Maintenance	No	Add Aircraft Maintenance
Aircraft Rental	Based		Based	Yes	
Flight Instruction	Available		Available	Yes	
Aircraft Charter	Available		No Charter	No	Make Charter Available
Weather Reporting	Yes		AWOS	Yes	
<b>Planning</b>					
Land Use Planning	Yes		Yes	Yes	
Height Zoning	Yes		Yes	Yes	
Airport Layout Plan	ALP update within last 10 years		2012	Yes	

General Service Role		Sheldon Regional		Sheldon	SHL
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-II		B-II	Yes	
Primary Runway Length	Minimum 4,000 ft		4,199	Yes	
Primary Runway Width	Minimum 75 ft		75	Yes	
Taxiway Type	Turnarounds meet standards (both ends)		Both Runway Ends (Turnarounds Meet Standards)	Yes	
Approach Type	Non-precision		LPV	Yes	
Runway Lighting	MIRL		MIRL	Yes	
Taxiway Lighting	MITL		MITL	Yes	
Visual Guidance Slope Indicator	Both runway ends		P2L / P2L	Yes	
Runway End Identifier Lights	Both runway ends		Both	Yes	
Rotating Beacon	Yes		Yes	Yes	
Lighted Wind Indicator	Yes		Lighted	Yes	
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft		100%	Yes	
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand		Yes	Yes	
Terminal Building	Yes		Yes	Yes	
Paved Entry and Parking	Yes		Entry and Parking	Yes	
Security	Visual Barrier/Posted Signs		Partial 8-foot Fencing	Yes	
<b>Services</b>					
Fixed-Base Operator	Yes		Yes	Yes	
Fuel	100LL and Jet A		100LL & Jet A	Yes	
Attendance	Standard business hours, after hours on-call	Mon-Fri 7:30 to 5, Sat-Sun On		Call	Yes
Ground Transportation	Courtesy car/car rental available			Yes	Yes
WiFi	Yes		Yes	Yes	
Restroom (24/7 or key code)	Yes		Yes	Yes	
Snow removal	On-Airport/Shared/Contracted		On-Airport Equipment	Yes	
Aircraft Maintenance	Based		Based	Yes	
Aircraft Rental	Based		Based	Yes	
Flight Instruction	Available		Available	Yes	
Aircraft Charter	Available		Based	Yes	
Weather Reporting	Yes		AWOS	Yes	
<b>Planning</b>					
Land Use Planning	Yes		Yes	Yes	
Height Zoning	Yes		Yes	Yes	
Airport Layout Plan	ALP update within last 10 years		2010	Yes	

General Service Role		Shenandoah Municipal		Shenandoah	SDA
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-II		B-II	Yes	
Primary Runway Length	Minimum 4,000 ft		5,000	Yes	
Primary Runway Width	Minimum 75 ft		75	Yes	
Taxiway Type	Turnarounds meet standards (both ends)		Partial Parallel	Yes	
Approach Type	Non-precision		LPV	Yes	
Runway Lighting	MIRL		MIRL	Yes	
Taxiway Lighting	MITL		MITL	Yes	
Visual Guidance Slope Indicator	Both runway ends		P2L / P2L	Yes	
Runway End Identifier Lights	Both runway ends		Both	Yes	
Rotating Beacon	Yes		Yes	Yes	
Lighted Wind Indicator	Yes		Lighted	Yes	
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft		100%	Yes	
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand		No	No	Add Overnight Storage \$374,400
Terminal Building	Yes		Yes	Yes	
Paved Entry and Parking	Yes		Entry and Parking	Yes	
Security	Visual Barrier/Posted Signs	Visual Barrier/Posted Signs		Yes	
<b>Services</b>					
Fixed-Base Operator	Yes		Yes	Yes	
Fuel	100LL and Jet A		100LL & Jet A	Yes	
Attendance	Standard business hours, after hours on-call	Mon-Fri 8 to 5, On Call		Yes	
Ground Transportation	Courtesy car/car rental available		Yes	Yes	
WiFi	Yes		Yes	Yes	
Restroom (24/7 or key code)	Yes		Yes	Yes	
Snow removal	On-Airport/Shared/Contracted	On-Airport Equipment		Yes	
Aircraft Maintenance	Based		Based	Yes	
Aircraft Rental	Based		Based	Yes	
Flight Instruction	Available		Available	Yes	
Aircraft Charter	Available		No Charter	No	Make Charter Available
Weather Reporting	Yes		AWOS	Yes	
<b>Planning</b>					
Land Use Planning	Yes		No	No	Implement Land Use Code \$50,000
Height Zoning	Yes		Yes	Yes	
Airport Layout Plan	ALP update within last 10 years		2012	Yes	

General Service Role		Storm Lake Municipal		Storm Lake	SLB
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-II		B-II	Yes	
Primary Runway Length	Minimum 4,000 ft		5,002	Yes	
Primary Runway Width	Minimum 75 ft		75	Yes	
Taxiway Type	Turnarounds meet standards (both ends)		Connecting	Yes	
Approach Type	Non-precision		LPV	Yes	
Runway Lighting	MIRL		MIRL	Yes	
Taxiway Lighting	MITL		MITL	Yes	
Visual Guidance Slope Indicator	Both runway ends		P2L / P2L	Yes	
Runway End Identifier Lights	Both runway ends		Both	Yes	
Rotating Beacon	Yes		Tip Down	Yes	
Lighted Wind Indicator	Yes		Lighted	Yes	
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft		100%	Yes	
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand		No	No	Add Overnight Storage \$374,400
Terminal Building	Yes		Yes	Yes	
Paved Entry and Parking	Yes		Entry and Parking	Yes	
Security	Visual Barrier/Posted Signs		Partial 8-foot Fencing	Yes	
<b>Services</b>					
Fixed-Base Operator	Yes		Yes	Yes	
Fuel	100LL and Jet A		100LL & Jet A	Yes	
Attendance	Standard business hours, after hours on-call		Mon-Fri 9 to 5	Yes	
Ground Transportation	Courtesy car/car rental available		Yes	Yes	
WiFi	Yes		Yes	Yes	
Restroom (24/7 or key code)	Yes		Yes	Yes	
Snow removal	On-Airport/Shared/Contracted		Shared Equipment	Yes	
Aircraft Maintenance	Based		Based	Yes	
Aircraft Rental	Based		Based	Yes	
Flight Instruction	Available		Available	Yes	
Aircraft Charter	Available		No Charter	No	Make Charter Available
Weather Reporting	Yes		AWOS	Yes	
<b>Planning</b>					
Land Use Planning	Yes		No	No	Implement Land Use Code \$50,000
Height Zoning	Yes		Yes	Yes	
Airport Layout Plan	ALP update within last 10 years		2015	Yes	

General Service Role		Vinton Veterans Memorial Airpark		Vinton	VTI
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-II	B-II	Yes		
Primary Runway Length	Minimum 4,000 ft	4,000	Yes		
Primary Runway Width	Minimum 75 ft	60	No	Widen 15 feet	\$1,067,200
Taxiway Type	Turnarounds meet standards (both ends)	Connecting	Yes		
Approach Type	Non-precision	LPV	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Visual Guidance Slope Indicator	Both runway ends	P2L / P2L	Yes		
Runway End Identifier Lights	Both runway ends	Both	Yes		
Rotating Beacon	Yes	Tip Down	Yes		
Lighted Wind Indicator	Yes	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand	Yes	Yes		
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Yes	Entry and Parking	Yes		
Security	Visual Barrier/Posted Signs	Visual Barrier/Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Yes	Yes	Yes		
Fuel	100LL and Jet A	100LL & Jet A	Yes		
Attendance	Standard business hours, after hours on-call	Mon-Sun 9 to 6	Yes		
Ground Transportation	Courtesy car/car rental available	Yes	Yes		
WiFi	Yes	Yes	Yes		
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow removal	On-Airport/Shared/Contracted	On-Airport Equipment	Yes		
Aircraft Maintenance	Based	Based	Yes		
Aircraft Rental	Based	No Rental	No	Add Aircraft Rental	
Flight Instruction	Available	Available	Yes		
Aircraft Charter	Available	No Charter	No	Make Charter Available	
Weather Reporting	Yes	AWOS	Yes		
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	ALP update within last 10 years	ALP	No	Update ALP	\$200,000

General Service Role		Washington Municipal		Washington	AWG
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-II		B-II	Yes	
Primary Runway Length	Minimum 4,000 ft		4,000	Yes	
Primary Runway Width	Minimum 75 ft		75	Yes	
Taxiway Type	Turnarounds meet standards (both ends)		Both Runway Ends	Yes	
Approach Type	Non-precision		LPV	Yes	
Runway Lighting	MIRL		MIRL	Yes	
Taxiway Lighting	MITL		MITL	Yes	
Visual Guidance Slope Indicator	Both runway ends		P2R / P2L	Yes	
Runway End Identifier Lights	Both runway ends		Both	Yes	
Rotating Beacon	Yes		Yes	Yes	
Lighted Wind Indicator	Yes		Lighted	Yes	
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft		100%	Yes	
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand		No	No	Add Overnight Storage Included in ACIP
Terminal Building	Yes		Yes	Yes	
Paved Entry and Parking	Yes		Entry and Parking	Yes	
Security	Visual Barrier/Posted Signs	No Visual Barrier/Posted Signs		No	Add Visual Barrier \$25,500
<b>Services</b>					
Fixed-Base Operator	Yes		Yes	Yes	
Fuel	100LL and Jet A		100LL & Jet A	Yes	
Attendance	Standard business hours, after hours on-call		Mon-Thu 7 to 4	No	Attendance on Friday
Ground Transportation	Courtesy car/car rental available		Yes	Yes	
WiFi	Yes		Yes	Yes	
Restroom (24/7 or key code)	Yes		Yes	Yes	
Snow removal	On-Airport/Shared/Contracted		Shared Equipment	Yes	
Aircraft Maintenance	Based		Based	Yes	
Aircraft Rental	Based		No Rental	No	Add Aircraft Rental
Flight Instruction	Available		Available	Yes	
Aircraft Charter	Available		No Charter	No	Make Charter Available
Weather Reporting	Yes		AWOS	Yes	
<b>Planning</b>					
Land Use Planning	Yes		Yes	Yes	
Height Zoning	Yes		Yes	Yes	
Airport Layout Plan	ALP update within last 10 years		ALP	No	Update ALP Included in ACIP

General Service Role		Webster City Municipal		Webster City	EBS
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-II		B-II	Yes	
Primary Runway Length	Minimum 4,000 ft		3,851	Yes	
Primary Runway Width	Minimum 75 ft		75	Yes	
Taxiway Type	Turnarounds meet standards (both ends)		Partial Parallel	Yes	
Approach Type	Non-precision		LPV	Yes	
Runway Lighting	MIRL		MIRL	Yes	
Taxiway Lighting	MITL		MITL	Yes	
Visual Guidance Slope Indicator	Both runway ends		P2L / P2L	Yes	
Runway End Identifier Lights	Both runway ends		Both	Yes	
Rotating Beacon	Yes		Yes	Yes	
Lighted Wind Indicator	Yes		Lighted	Yes	
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft		100%	Yes	
Overnight Storage for Business Aircraft	Typical average aircraft/business user demand		Yes	Yes	
Terminal Building	Yes		Yes	Yes	
Paved Entry and Parking	Yes		Entry and Parking	Yes	
Security	Visual Barrier/Posted Signs	No Visual Barrier/Posted Signs	No	Add Visual Barrier	\$25,500
<b>Services</b>					
Fixed-Base Operator	Yes		Yes	Yes	
Fuel	100LL and Jet A		Full Service - 24/7	Yes	
Attendance	Standard business hours, after hours on-call		Mon-Fri 8 to 5, On Call	Yes	
Ground Transportation	Courtesy car/car rental available		Yes	Yes	
WiFi	Yes		Yes	Yes	
Restroom (24/7 or key code)	Yes		Yes	Yes	
Snow removal	On-Airport/Shared/Contracted		On-Airport Equipment	Yes	
Aircraft Maintenance	Based		Based	Yes	
Aircraft Rental	Based		Based	Yes	
Flight Instruction	Available		Available	Yes	
Aircraft Charter	Available		Based	Yes	
Weather Reporting	Yes		AWOS	Yes	
<b>Planning</b>					
Land Use Planning	Yes		Yes	Yes	
Height Zoning	Yes		Yes	Yes	
Airport Layout Plan	ALP update within last 10 years		2011	Yes	

Basic Service Role		Belle Plaine Municipal - Mansfield Tippie		Belle Plaine	TZT
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-I or below	B-II Small	Yes		
Primary Runway Length	3,000 ft	4,001	Yes		
Primary Runway Width	Minimum 60 ft	75	Yes		
Taxiway Type	Exits as needed	Connecting	Yes		
Approach Type	Visual	LPV	Yes		
Runway Lighting	LIRL	MIRL	Yes		
Taxiway Lighting	Not an objective	MITL	Yes		
Visual Guidance Slope Indicator	Not an objective	None	Yes		
Runway End Identifier Lights	Not an objective	None	Yes		
Rotating Beacon	Yes	Yes	Yes		
Lighted Wind Indicator	Yes	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Not an objective	Yes	Yes		
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Not an objective	Entry and Parking Visual Barrier/Posted	Yes		
Security	Visual Barrier/Posted Signs	Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	100LL	100LL	Yes		
Attendance	On-call	Unattended	No	On Call	
Ground Transportation	Not an objective	No			
WiFi	Not an objective	Yes			
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow Removal	Timely snow removal	On-Airport Equipment	Yes		
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Available	Not Available	No	Add Flight Instruction	
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Yes	ALP	Yes		

Basic Service Role		Bloomfield Municipal		Bloomfield	4K6
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-I or below	B-I Small	Yes		
Primary Runway Length	3,000 ft	3,401	Yes		
Primary Runway Width	Minimum 60 ft	60	Yes		
Taxiway Type	Exits as needed	Both Runway Ends	Yes		
Approach Type	Visual	Non-Precision	Yes		
Runway Lighting	LIRL	MIRL	Yes		
Taxiway Lighting	Not an objective	MITL	Yes		
Visual Guidance Slope Indicator	Not an objective	P2L / P2L	Yes		
Runway End Identifier Lights	Not an objective	None	Yes		
Rotating Beacon	Yes	Yes	Yes		
Lighted Wind Indicator	Yes	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Not an objective	No	Yes		
Terminal Building	Yes	No	No	Construct Terminal Building	Included in ACIP
Paved Entry and Parking	Not an objective	Unpaved	Yes		
Security	Visual Barrier/Posted Signs	No Visual Barrier/Posted Signs	No	Add Visual Barrier	Included in ACIP
<b>Services</b>					
Fixed-Base Operator	Not an objective	Yes			
Fuel	100LL	100LL	Yes		
Attendance	On-call	Mon-Fri 8 to 5, Sat 9-12,	Yes		
Ground Transportation	Not an objective	No			
WiFi	Not an objective	Yes			
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow Removal	Timely snow removal	Shared Equipment	Yes		
Aircraft Maintenance	Not an objective	Based			
Aircraft Rental	Not an objective	Based			
Flight Instruction	Available	Available	Yes		
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Yes	ALP	Yes		

Basic Service Role		Chariton Municipal		Chariton	CNC
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-I or below	B-II	Yes		
Primary Runway Length	3,000 ft	4,000	Yes		
Primary Runway Width	Minimum 60 ft	75	Yes		
Taxiway Type	Exits as needed	Both Runway Ends	Yes		
Approach Type	Visual	Non-Precision	Yes		
Runway Lighting	LIRL	MIRL	Yes		
Taxiway Lighting	Not an objective	MITL	Yes		
Visual Guidance Slope Indicator	Not an objective	V2L / P2L	Yes		
Runway End Identifier Lights	Not an objective	Both	Yes		
Rotating Beacon	Yes	Tip Down	Yes		
Lighted Wind Indicator	Yes	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Not an objective	Yes	Yes		
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Not an objective	Entry and Parking Visual Barrier/Posted	Yes		
Security	Visual Barrier/Posted Signs	Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	Yes			
Fuel	100LL	100LL	Yes		
Attendance	On-call	On Call	Yes		
Ground Transportation	Not an objective	Yes			
WiFi	Not an objective	Yes			
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow Removal	Timely snow removal	Shared Equipment	Yes		
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Available	Not Available	No	Add Flight Instruction	
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	AWOS			
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Yes	ALP	Yes		

Basic Service Role		Clarinda Municipal - Schenck Field		Clarinda	ICL
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-I or below	B-II	Yes		
Primary Runway Length	3,000 ft	5,000	Yes		
Primary Runway Width	Minimum 60 ft	75	Yes		
Taxiway Type	Exits as needed	Both Runway Ends	Yes		
Approach Type	Visual	LPV	Yes		
Runway Lighting	LIRL	MIRL	Yes		
Taxiway Lighting	Not an objective	MITL	Yes		
Visual Guidance Slope Indicator	Not an objective	P2L / P2L	Yes		
Runway End Identifier Lights	Not an objective	Single	Yes		
Rotating Beacon	Yes	Yes	Yes		
Lighted Wind Indicator	Yes	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Not an objective	No	Yes		
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Not an objective	Entry and Parking	Yes		
Security	Visual Barrier/Posted Signs	No Visual Barrier/Posted Signs	No	Add Visual Barrier	\$25,500
<b>Services</b>					
Fixed-Base Operator	Not an objective	Yes			
Fuel	100LL	100LL & Jet A	Yes		
Attendance	On-call	Mon-Fri 8 to 5	Yes		
Ground Transportation	Not an objective	Yes			
WiFi	Not an objective	Yes			
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow Removal	Timely snow removal	On-Airport Equipment	Yes		
Aircraft Maintenance	Not an objective	Based			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Available	Not Available	No	Add Flight Instruction	
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	AWOS			
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Yes	ALP	Yes		

Basic Service Role		Clarion Municipal		Clarion	CAV
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-I or below	B-I	Yes		
Primary Runway Length	3,000 ft	3,455	Yes		
Primary Runway Width	Minimum 60 ft	60	Yes		
Taxiway Type	Exits as needed	Connecting	Yes		
Approach Type	Visual	LPV	Yes		
Runway Lighting	LIRL	MIRL	Yes		
Taxiway Lighting	Not an objective	MITL	Yes		
Visual Guidance Slope Indicator	Not an objective	P2L / P2L	Yes		
Runway End Identifier Lights	Not an objective	Both	Yes		
Rotating Beacon	Yes	Tip Down	Yes		
Lighted Wind Indicator	Yes	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Not an objective	Yes	Yes		
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Not an objective	Entry and Parking Visual Barrier/Posted	Yes		
Security	Visual Barrier/Posted Signs	Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	100LL	100LL & Jet A	Yes		
Attendance	On-call	Unattended	No	On Call	
Ground Transportation	Not an objective	Yes			
WiFi	Not an objective	Yes			
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow Removal	Timely snow removal	On-Airport Equipment	Yes		
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Available	Not Available	No	Add Flight Instruction	
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	AWOS			
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Yes	ALP	Yes		

Basic Service Role		Emmetsburg Municipal		Emmetsburg	EGQ
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-I or below	B-I	Yes		
Primary Runway Length	3,000 ft	3,401	Yes		
Primary Runway Width	Minimum 60 ft	60	Yes		
Taxiway Type	Exits as needed	Connecting	Yes		
Approach Type	Visual	Non-Precision	Yes		
Runway Lighting	LIRL	MIRL	Yes		
Taxiway Lighting	Not an objective	MITL	Yes		
Visual Guidance Slope Indicator	Not an objective	P4L / P4L	Yes		
Runway End Identifier Lights	Not an objective	Single	Yes		
Rotating Beacon	Yes	Yes	Yes		
Lighted Wind Indicator	Yes	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Not an objective	Yes	Yes		
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Not an objective	Parking only	Yes		
Security	Visual Barrier/Posted Signs	Visual Barrier/Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	100LL	100LL	Yes		
Attendance	On-call	Irregular	No	On Call	
Ground Transportation	Not an objective	Yes			
WiFi	Not an objective	Yes			
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow Removal	Timely snow removal	Shared Equipment	Yes		
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Available	Not Available	No	Add Flight Instruction	
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Yes	ALP	Yes		

Basic Service Role		Fort Madison Municipal		Fort Madison	FSW
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-I or below	B-II	Yes		
Primary Runway Length	3,000 ft	4,000	Yes		
Primary Runway Width	Minimum 60 ft	75	Yes		
Taxiway Type	Exits as needed	Both Runway Ends	Yes		
Approach Type	Visual	LPV	Yes		
Runway Lighting	LIRL	MIRL	Yes		
Taxiway Lighting	Not an objective	MITL	Yes		
Visual Guidance Slope Indicator	Not an objective	/ P2L	Yes		
Runway End Identifier Lights	Not an objective	Single	Yes		
Rotating Beacon	Yes	Yes	Yes		
Lighted Wind Indicator	Yes	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Not an objective	Yes	Yes		
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Not an objective	Entry and Parking Visual Barrier/Posted	Yes		
Security	Visual Barrier/Posted Signs	Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	100LL	100LL	Yes		
Attendance	On-call	On Call	Yes		
Ground Transportation	Not an objective	No			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow Removal	Timely snow removal	On-Airport Equipment	Yes		
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Available	Not Available	No	Add Flight Instruction	
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	AWOS			
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Yes	ALP	Yes		

Basic Service Role		Greenfield Municipal		Greenfield	GFZ
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-I or below	A-I	Yes		
Primary Runway Length	3,000 ft	3,400	Yes		
Primary Runway Width	Minimum 60 ft	60	Yes		
Taxiway Type	Exits as needed	Both Runway Ends	Yes		
Approach Type	Visual	LPV	Yes		
Runway Lighting	LIRL	MIRL	Yes		
Taxiway Lighting	Not an objective	Reflectors	Yes		
Visual Guidance Slope Indicator	Not an objective	None	Yes		
Runway End Identifier Lights	Not an objective	None	Yes		
Rotating Beacon	Yes	Tip Down	Yes		
Lighted Wind Indicator	Yes	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Not an objective	No	Yes		
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Not an objective	Parking only	Yes		
Security	Visual Barrier/Posted Signs	No Visual Barrier/Posted Signs	No	Add Visual Barrier	\$25,500
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	100LL	100LL	Yes		
Attendance	On-call	Unattended	No	On Call	
Ground Transportation	Not an objective	No			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow Removal	Timely snow removal	Shared Equipment	Yes		
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Available	Not Available	No	Add Flight Instruction	
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Yes	2011	Yes		

Basic Service Role		Jefferson Municipal		Jefferson	EFW
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-I or below	B-I	Yes		
Primary Runway Length	3,000 ft	4,000	Yes		
Primary Runway Width	Minimum 60 ft	75	Yes		
Taxiway Type	Exits as needed	Both Runway Ends	Yes		
Approach Type	Visual	LPV	Yes		
Runway Lighting	LIRL	MIRL	Yes		
Taxiway Lighting	Not an objective	MITL	Yes		
Visual Guidance Slope Indicator	Not an objective	P2L / P2L	Yes		
Runway End Identifier Lights	Not an objective	Both	Yes		
Rotating Beacon	Yes	Yes	Yes		
Lighted Wind Indicator	Yes	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Not an objective	No	Yes		
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Not an objective	Entry and Parking	Yes		
Security	Visual Barrier/Posted Signs	No Visual Barrier/Posted Signs	No	Add Visual Barrier	\$25,500
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	100LL	100LL	Yes		
Attendance	On-call	Unattended	No	On Call	
Ground Transportation	Not an objective	Yes			
WiFi	Not an objective	Yes			
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow Removal	Timely snow removal	On-Airport Equipment	Yes		
Aircraft Maintenance	Not an objective	Based			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Available	Available	Yes		
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Yes	ALP	Yes		

Basic Service Role		Lamoni Municipal		Lamoni	LWD
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-I or below	B-I	Yes		
Primary Runway Length	3,000 ft	3,400	Yes		
Primary Runway Width	Minimum 60 ft	60	Yes		
Taxiway Type	Exits as needed	One Runway End	Yes		
Approach Type	Visual	Non-Precision	Yes		
Runway Lighting	LIRL	MIRL	Yes		
Taxiway Lighting	Not an objective	MITL	Yes		
Visual Guidance Slope Indicator	Not an objective	None	Yes		
Runway End Identifier Lights	Not an objective	None	Yes		
Rotating Beacon	Yes	Yes	Yes		
Lighted Wind Indicator	Yes	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Not an objective	Yes	Yes		
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Not an objective	Unpaved	Yes		
Security	Visual Barrier/Posted Signs	No Visual Barrier/Posted Signs	No	Add Visual Barrier	\$25,500
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	100LL	100LL & Jet A	Yes		
Attendance	On-call	On Call	Yes		
Ground Transportation	Not an objective	Yes			
WiFi	Not an objective	Yes			
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow Removal	Timely snow removal	Shared Equipment	Yes		
Aircraft Maintenance	Not an objective	Based			
Aircraft Rental	Not an objective	Based			
Flight Instruction	Available	Available	Yes		
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	ASOS			
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Yes	ALP	Yes		

Basic Service Role		Manchester Municipal		Manchester	C27
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-I or below	A-I	Yes		
Primary Runway Length	3,000 ft	3,465	Yes		
Primary Runway Width	Minimum 60 ft	50	No	Widen 10 feet	Included in ACIP
Taxiway Type	Exits as needed	Connecting	Yes		
Approach Type	Visual	Visual Only	Yes		
Runway Lighting	LIRL	LIRL	Yes		
Taxiway Lighting	Not an objective	LITL	Yes		
Visual Guidance Slope Indicator	Not an objective	None	Yes		
Runway End Identifier Lights	Not an objective	None	Yes		
Rotating Beacon	Yes	Yes	Yes		
Lighted Wind Indicator	Yes	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	60%	No	Add Hangar Storage	Included in ACIP
Overnight Storage for Business Aircraft	Not an objective	No	Yes		
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Not an objective	Parking only	Yes		
Security	Visual Barrier/Posted Signs	Visual Barrier/Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	100LL	100LL	Yes		
Attendance	On-call	On Call	Yes		
Ground Transportation	Not an objective	Yes			
WiFi	Not an objective	Yes			
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow Removal	Timely snow removal	Shared Equipment	Yes		
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Available	Not Available	No	Add Flight Instruction	
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Yes	ALP	Yes		

Basic Service Role		Marion		Marion	C17
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-I or below	A-I Small	Yes		
Primary Runway Length	3,000 ft	3,775	Yes		
Primary Runway Width	Minimum 60 ft	100	Yes		
Taxiway Type	Exits as needed	Connecting	Yes		
Approach Type	Visual	Visual Only	Yes		
Runway Lighting	LIRL	MIRL	Yes		
Taxiway Lighting	Not an objective	MITL	Yes		
Visual Guidance Slope Indicator	Not an objective	None	Yes		
Runway End Identifier Lights	Not an objective	None	Yes		
Rotating Beacon	Yes	Yes	Yes		
Lighted Wind Indicator	Yes	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Not an objective	No	Yes		
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Not an objective	Parking only	Yes		
Security	Visual Barrier/Posted Signs	No Visual Barrier/Posted Signs	No	Add Visual Barrier	\$25,500
<b>Services</b>					
Fixed-Base Operator	Not an objective	Yes			
Fuel	100LL	100LL & Jet A	Yes		
Attendance	On-call	Mon-Fri 8 to 4:30	Yes		
Ground Transportation	Not an objective	No			
WiFi	Not an objective	Yes			
Restroom (24/7 or key code)	Yes	No	No	Add Restroom Access	\$4,000
Snow Removal	Timely snow removal	Contracted Removal	Yes		
Aircraft Maintenance	Not an objective	Based			
Aircraft Rental	Not an objective	Based			
Flight Instruction	Available	Available	Yes		
Aircraft Charter	Not an objective	Available			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Yes	ALP	Yes		

Basic Service Role		Pocahontas Municipal		Pocahontas	POH
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-I or below	B-II	Yes		
Primary Runway Length	3,000 ft	4,100	Yes		
Primary Runway Width	Minimum 60 ft	60	Yes		
Taxiway Type	Exits as needed	Connecting	Yes		
Approach Type	Visual	LPV	Yes		
Runway Lighting	LIRL	MIRL	Yes		
Taxiway Lighting	Not an objective	MMI	Yes		
Visual Guidance Slope Indicator	Not an objective	P2L / P2L	Yes		
Runway End Identifier Lights	Not an objective	Both	Yes		
Rotating Beacon	Yes	Yes	Yes		
Lighted Wind Indicator	Yes	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Not an objective	No	Yes		
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Not an objective	Entry and Parking Visual Barrier/Posted	Yes		
Security	Visual Barrier/Posted Signs	Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	100LL	100LL	Yes		
Attendance	On-call	Unattended	No	On Call	
Ground Transportation	Not an objective	Yes			
WiFi	Not an objective	Yes			
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow Removal	Timely snow removal	On-Airport Equipment	Yes		
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	Based			
Flight Instruction	Available	Available	Yes		
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Yes	ALP	Yes		

Basic Service Role		Rock Rapids Municipal		Rock Rapids	RRQ
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-I or below	B-I Small	Yes		
Primary Runway Length	3,000 ft	3,097	Yes		
Primary Runway Width	Minimum 60 ft	50	No	Widen 10 feet	\$552,000
Taxiway Type	Exits as needed	Both Runway Ends	Yes		
Approach Type	Visual	Non-Precision	Yes		
Runway Lighting	LIRL	MIRL	Yes		
Taxiway Lighting	Not an objective	MITL	Yes		
Visual Guidance Slope Indicator	Not an objective	P2L / P2L	Yes		
Runway End Identifier Lights	Not an objective	None	Yes		
Rotating Beacon	Yes	Tip Down	Yes		
Lighted Wind Indicator	Yes	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Not an objective	No	Yes		
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Not an objective	Entry and Parking	Yes		
Security	Visual Barrier/Posted Signs	Partial 8-foot Fencing	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	Yes			
Fuel	100LL	100LL	Yes		
Attendance	On-call	Mon-Fri 8 to 5, Sat 9 to 12	Yes		
Ground Transportation	Not an objective	No			
WiFi	Not an objective	Yes			
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow Removal	Timely snow removal	On-Airport Equipment	Yes		
Aircraft Maintenance	Not an objective	Based			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Available	Not Available	No	Add Flight Instruction	
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Yes	ALP	Yes		

Basic Service Role		Sac City Municipal		Sac City	SKI
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-I or below	B-II	Yes		
Primary Runway Length	3,000 ft	4,100	Yes		
Primary Runway Width	Minimum 60 ft	75	Yes		
Taxiway Type	Exits as needed	Connecting	Yes		
Approach Type	Visual	LPV	Yes		
Runway Lighting	LIRL	MIRL	Yes		
Taxiway Lighting	Not an objective	MITL	Yes		
Visual Guidance Slope Indicator	Not an objective	P2L / P2L	Yes		
Runway End Identifier Lights	Not an objective	Single	Yes		
Rotating Beacon	Yes	Yes	Yes		
Lighted Wind Indicator	Yes	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Not an objective	No	Yes		
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Not an objective	Entry and Parking	Yes		
Security	Visual Barrier/Posted Signs	No Visual Barrier/Posted Signs	No	Add Visual Barrier	\$25,500
<b>Services</b>					
Fixed-Base Operator	Not an objective	Yes			
Fuel	100LL	100LL	Yes		
Attendance	On-call	Mon-Fri 8 to 4	Yes		
Ground Transportation	Not an objective	Yes			
WiFi	Not an objective	Yes			
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow Removal	Timely snow removal	On-Airport Equipment	Yes		
Aircraft Maintenance	Not an objective	Based			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Available	Available	Yes		
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Yes	2015	Yes		

Basic Service Role		Sibley Municipal		Sibley	ISB
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-I or below	A-I Small	Yes		
Primary Runway Length	3,000 ft	3,000	Yes		
Primary Runway Width	Minimum 60 ft	50	No	Widen 10 feet	\$534,400
Taxiway Type	Exits as needed	Both Runway Ends	Yes		
Approach Type	Visual	Non-Precision	Yes		
Runway Lighting	LIRL	NSTD	No	Install Low Intensity Lighting	\$195,000
Taxiway Lighting	Not an objective	MITL	Yes		
Visual Guidance Slope Indicator	Not an objective	P2L / P2L	Yes		
Runway End Identifier Lights	Not an objective	Single	Yes		
Rotating Beacon	Yes	No	No	Add Rotating Beacon	\$42,700
Lighted Wind Indicator	Yes	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Not an objective	Yes	Yes		
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Not an objective	Unpaved	Yes		
Security	Visual Barrier/Posted Signs	Visual Barrier/Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	Yes			
Fuel	100LL	100LL	Yes		
Attendance	On-call	Mon-Fri 6 to 6	Yes		
Ground Transportation	Not an objective	Yes			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Yes	No	No	Add Restroom Access	\$4,000
Snow Removal	Timely snow removal	On-Airport Equipment	Yes		
Aircraft Maintenance	Not an objective	Based			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Available	Available	Yes		
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Yes	ALP	Yes		

Basic Service Role		Waverly Municipal		Waverly	C25
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-I or below	B-I	Yes		
Primary Runway Length	3,000 ft	3,200	Yes		
Primary Runway Width	Minimum 60 ft	60	Yes		
Taxiway Type	Exits as needed	Both Runway Ends	Yes		
Approach Type	Visual	Non-Precision	Yes		
Runway Lighting	LIRL	MIRL	Yes		
Taxiway Lighting	Not an objective	MITL	Yes		
Visual Guidance Slope Indicator	Not an objective	P2L / P2L	Yes		
Runway End Identifier Lights	Not an objective	Both	Yes		
Rotating Beacon	Yes	Yes	Yes		
Lighted Wind Indicator	Yes	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Not an objective	Yes	Yes		
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Not an objective	Entry and Parking	Yes		
Security	Visual Barrier/Posted Signs	No Visual Barrier/Posted Signs	No	Add Visual Barrier	\$25,500
<b>Services</b>					
Fixed-Base Operator	Not an objective	Yes			
Fuel	100LL	100LL & Jet A	Yes		
Attendance	On-call	Mon-Sat 8 to 5, Sun 12 to	Yes		
Ground Transportation	Not an objective	Yes			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Yes	No	No	Add Restroom Access	\$4,000
Snow Removal	Timely snow removal	Shared Equipment	Yes		
Aircraft Maintenance	Not an objective	Based			
Aircraft Rental	Not an objective	Based			
Flight Instruction	Available	Available	Yes		
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Yes	ALP	Yes		

Basic Service Role		West Union Municipal - George L Scott		West Union	3Y2
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-I or below	B-I	Yes		
Primary Runway Length	3,000 ft	4,149	Yes		
Primary Runway Width	Minimum 60 ft	60	Yes		
Taxiway Type	Exits as needed	Connecting	Yes		
Approach Type	Visual	LPV	Yes		
Runway Lighting	LIRL	MIRL	Yes		
Taxiway Lighting	Not an objective	MITL	Yes		
Visual Guidance Slope Indicator	Not an objective	P2L / P2L	Yes		
Runway End Identifier Lights	Not an objective	None	Yes		
Rotating Beacon	Yes	Yes	Yes		
Lighted Wind Indicator	Yes	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Not an objective	Yes	Yes		
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Not an objective	Entry only	Yes		
Security	Visual Barrier/Posted Signs	No Visual Barrier/Posted Signs	No	Add Visual Barrier	\$25,500
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	100LL	100LL & Jet A	Yes		
Attendance	On-call	Unattended	No	On Call	
Ground Transportation	Not an objective	Yes			
WiFi	Not an objective	Yes			
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow Removal	Timely snow removal	On-Airport Equipment	Yes		
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Available	Not Available	No	Add Flight Instruction	
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Yes	ALP	Yes		

Basic Service Role		Winterset Municipal		Winterset	3Y3
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	B-I or below	B-I Small	Yes		
Primary Runway Length	3,000 ft	3,002	Yes		
Primary Runway Width	Minimum 60 ft	50	No	Widen 10 feet	\$534,400
Taxiway Type	Exits as needed	Connecting	Yes		
Approach Type	Visual	Non-Precision	Yes		
Runway Lighting	LIRL	NSTD	No	Install Low Intensity Lighting	\$195,000
Taxiway Lighting	Not an objective	MITL	Yes		
Visual Guidance Slope Indicator	Not an objective	P2L / P2L	Yes		
Runway End Identifier Lights	Not an objective	None	Yes		
Rotating Beacon	Yes	Yes	Yes		
Lighted Wind Indicator	Yes	Lighted	Yes		
<b>Landside Facilities</b>					
Covered Storage	100% of based aircraft	100%	Yes		
Overnight Storage for Business Aircraft	Not an objective	No	Yes		
Terminal Building	Yes	Yes	Yes		
Paved Entry and Parking	Not an objective	Parking only	Yes		
Security	Visual Barrier/Posted Signs	Partial 8-foot Fencing	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	Yes			
Fuel	100LL	100LL & Jet A	Yes		
Attendance	On-call	Mon-Fri 8 to 5	Yes		
Ground Transportation	Not an objective	Yes			
WiFi	Not an objective	Yes			
Restroom (24/7 or key code)	Yes	Yes	Yes		
Snow Removal	Timely snow removal	On-Airport Equipment	Yes		
Aircraft Maintenance	Not an objective	Based			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Available	Available	Yes		
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Yes	ALP	Yes		

Local Service Role		Ackley Municipal		Ackley	4C7
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	A-I Small	Yes		
Primary Runway Length	Maintain Existing	2,725	Yes		
Primary Runway Width	Minimum 50 ft	100	Yes		
Taxiway Type	Not an objective	No Supporting Taxiway			
Approach Type	Visual	Visual Only	Yes		
Runway Lighting	Not an objective	NONE			
Taxiway Lighting	Not an objective	None			
Visual Guidance Slope Indicator	Not an objective	None			
Runway End Identifier Lights	Not an objective	None			
Rotating Beacon	Not an objective	No			
Lighted Wind Indicator	If open for night	Standard			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	No			
Paved Entry and Parking	Not an objective	Entry and Parking			
Security	Posted Signs	Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	Not an objective	No Fuel			
Attendance	Not an objective	Unattended			
Ground Transportation	Not an objective	No			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Not an objective	No			
Snow Removal	Not an objective	None			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Not Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	No	No	Implement Height Code	\$30,000
Airport Layout Plan	Not an objective	No ALP			

Local Service Role		Albia Municipal		Albia	4C8
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	B-I Small	Yes		
Primary Runway Length	Maintain Existing	3,398	Yes		
Primary Runway Width	Minimum 50 ft	60	Yes		
Taxiway Type	Not an objective	Both Runway Ends			
Approach Type	Visual	LPV	Yes		
Runway Lighting	Not an objective	MIRL			
Taxiway Lighting	Not an objective	LITL			
Visual Guidance Slope Indicator	Not an objective	P2L / P2L			
Runway End Identifier Lights	Not an objective	Both			
Rotating Beacon	Not an objective	Tip Down			
Lighted Wind Indicator	If open for night	Lighted			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	No			
Paved Entry and Parking	Not an objective	Entry and Parking			
Security	Posted Signs	Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	Not an objective	No Fuel			
Attendance	Not an objective	Unattended			
Ground Transportation	Not an objective	No			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Not an objective	No			
Snow Removal	Not an objective	On-Airport Equipment			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Not Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Not an objective	No ALP			

Local Service Role		Allison Municipal		Allison	K98
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	A-I Small	Yes		
Primary Runway Length	Maintain Existing	1,790	Yes		
Primary Runway Width	Minimum 50 ft	175	Yes		
Taxiway Type	Not an objective	No Supporting Taxiway			
Approach Type	Visual	Visual Only	Yes		
Runway Lighting	Not an objective	NONE			
Taxiway Lighting	Not an objective	None			
Visual Guidance Slope Indicator	Not an objective	None			
Runway End Identifier Lights	Not an objective	None			
Rotating Beacon	Not an objective	No			
Lighted Wind Indicator	If open for night	Standard			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	Yes			
Paved Entry and Parking	Not an objective	Unpaved			
Security	Posted Signs	Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	Not an objective	No Fuel			
Attendance	Not an objective	Unattended			
Ground Transportation	Not an objective	No			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Not an objective	No			
Snow Removal	Not an objective	None			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Not Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	No	No	Implement Height Code	\$30,000
Airport Layout Plan	Not an objective	No ALP			

Local Service Role		Amana		Amana	C11
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	A-I Small	Yes		
Primary Runway Length	Maintain Existing	2,600	Yes		
Primary Runway Width	Minimum 50 ft	95	Yes		
Taxiway Type	Not an objective	No Supporting Taxiway			
Approach Type	Visual	Visual Only	Yes		
Runway Lighting	Not an objective	NONE			
Taxiway Lighting	Not an objective	None			
Visual Guidance Slope Indicator	Not an objective	None			
Runway End Identifier Lights	Not an objective	None			
Rotating Beacon	Not an objective	No			
Lighted Wind Indicator	If open for night	Standard			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	No			
Paved Entry and Parking	Not an objective	Parking only			
Security	Posted Signs	Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	Yes			
Fuel	Not an objective	No Fuel			
Attendance	Not an objective	Irregular			
Ground Transportation	Not an objective	No			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Not an objective	No			
Snow Removal	Not an objective	None			
Aircraft Maintenance	Not an objective	Based			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	No	No	Implement Height Code	\$30,000
Airport Layout Plan	Not an objective	No ALP			

Local Service Role		Anita Municipal-Kevin Burke Memorial Field		Anita	Y43
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	A-I Small	Yes		
Primary Runway Length	Maintain Existing	2,825	Yes		
Primary Runway Width	Minimum 50 ft	95	Yes		
Taxiway Type	Not an objective	No Supporting Taxiway			
Approach Type	Visual	Visual Only	Yes		
Runway Lighting	Not an objective	LIRL			
Taxiway Lighting	Not an objective	None			
Visual Guidance Slope Indicator	Not an objective	None			
Runway End Identifier Lights	Not an objective	None			
Rotating Beacon	Not an objective	No			
Lighted Wind Indicator	If open for night	Lighted			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	No			
Paved Entry and Parking	Not an objective	Unpaved			
Security	Posted Signs	No Posted Signs	No	Add Posted Signs	\$1,800
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	Not an objective	No Fuel			
Attendance	Not an objective	Unattended			
Ground Transportation	Not an objective	No			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Not an objective	No			
Snow Removal	Not an objective	Shared Equipment			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Not Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	No	No	Implement Height Code	\$30,000
Airport Layout Plan	Not an objective	No ALP			

Local Service Role		Audubon County		Audubon	ADU
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	B-I	Yes		
Primary Runway Length	Maintain Existing	3,641	Yes		
Primary Runway Width	Minimum 50 ft	60	Yes		
Taxiway Type	Not an objective	Partial Parallel			
Approach Type	Visual	Non-Precision	Yes		
Runway Lighting	Not an objective	MIRL			
Taxiway Lighting	Not an objective	MITL			
Visual Guidance Slope Indicator	Not an objective	P2L / P2L			
Runway End Identifier Lights	Not an objective	Both			
Rotating Beacon	Not an objective	Yes			
Lighted Wind Indicator	If open for night	Lighted			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	Yes			
Paved Entry and Parking	Not an objective	Entry and Parking			
Security	Posted Signs	Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	Not an objective	100LL & Jet A			
Attendance	Not an objective	Unattended			
Ground Transportation	Not an objective	No			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Not an objective	No			
Snow Removal	Not an objective	Shared Equipment			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Not Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	AWOS			
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	No	No	Implement Height Code	\$30,000
Airport Layout Plan	Not an objective	ALP			

Local Service Role		Bedford Municipal		Bedford	Y46
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	A-I Small	Yes		
Primary Runway Length	Maintain Existing	2,710	Yes		
Primary Runway Width	Minimum 50 ft	100	Yes		
Taxiway Type	Not an objective	No Supporting Taxiway			
Approach Type	Visual	Visual Only	Yes		
Runway Lighting	Not an objective	NONE			
Taxiway Lighting	Not an objective	None			
Visual Guidance Slope Indicator	Not an objective	None			
Runway End Identifier Lights	Not an objective	None			
Rotating Beacon	Not an objective	No			
Lighted Wind Indicator	If open for night	Standard			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	Yes			
Paved Entry and Parking	Not an objective	Unpaved			
Security	Posted Signs	Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	Not an objective	No Fuel			
Attendance	Not an objective	Unattended			
Ground Transportation	Not an objective	No			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Not an objective	Yes			
Snow Removal	Not an objective	None			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Not Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	No	No	Implement Height Code	\$30,000
Airport Layout Plan	Not an objective	No ALP			

Local Service Role		Belmond Municipal		Belmond	Y48
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	A-I Small	Yes		
Primary Runway Length	Maintain Existing	3,245	Yes		
Primary Runway Width	Minimum 50 ft	95	Yes		
Taxiway Type	Not an objective	No Supporting Taxiway			
Approach Type	Visual	Visual Only	Yes		
Runway Lighting	Not an objective	NSTD			
Taxiway Lighting	Not an objective	None			
Visual Guidance Slope Indicator	Not an objective	None			
Runway End Identifier Lights	Not an objective	None			
Rotating Beacon	Not an objective	Yes			
Lighted Wind Indicator	If open for night	Lighted			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	No			
Paved Entry and Parking	Not an objective	Unpaved			
Security	Posted Signs	Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	Not an objective	No Fuel			
Attendance	Not an objective	Unattended			
Ground Transportation	Not an objective	No			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Not an objective	No			
Snow Removal	Not an objective	None			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	No	No	Implement Height Code	\$30,000
Airport Layout Plan	Not an objective	No ALP			

Local Service Role		Corning Municipal		Corning	CRZ
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	A-I Small	Yes		
Primary Runway Length	Maintain Existing	2,684	Yes		
Primary Runway Width	Minimum 50 ft	50	Yes		
Taxiway Type	Not an objective	No Runway End			
Approach Type	Visual	Non-Precision	Yes		
Runway Lighting	Not an objective	MIRL			
Taxiway Lighting	Not an objective	MITL			
Visual Guidance Slope Indicator	Not an objective	None			
Runway End Identifier Lights	Not an objective	Single			
Rotating Beacon	Not an objective	Yes			
Lighted Wind Indicator	If open for night	Lighted			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	Yes			
Paved Entry and Parking	Not an objective	Entry and Parking			
Security	Posted Signs	Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	Not an objective	100LL			
Attendance	Not an objective	Unattended			
Ground Transportation	Not an objective	No			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Not an objective	No			
Snow Removal	Not an objective	Shared Equipment			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Not Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Not an objective	No ALP			

Local Service Role		Cresco Municipal - Ellen Church Field		Cresco	CJJ
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	A-I Small	Yes		
Primary Runway Length	Maintain Existing	2,949	Yes		
Primary Runway Width	Minimum 50 ft	50	Yes		
Taxiway Type	Not an objective	Connecting			
Approach Type	Visual	Non-Precision	Yes		
Runway Lighting	Not an objective	LIRL			
Taxiway Lighting	Not an objective	None			
Visual Guidance Slope Indicator	Not an objective	None			
Runway End Identifier Lights	Not an objective	None			
Rotating Beacon	Not an objective	No			
Lighted Wind Indicator	If open for night	Lighted			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	Yes			
Paved Entry and Parking	Not an objective	Parking only			
Security	Posted Signs	Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	Not an objective	No Fuel			
Attendance	Not an objective	Unattended			
Ground Transportation	Not an objective	Yes			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Not an objective	Yes			
Snow Removal	Not an objective	Shared Equipment			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Not an objective	ALP			

Local Service Role		Dyersville Area		Dyersville	IA8
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	A-I Small	Yes		
Primary Runway Length	Maintain Existing	2,700	Yes		
Primary Runway Width	Minimum 50 ft	120	Yes		
Taxiway Type	Not an objective	No Supporting Taxiway			
Approach Type	Visual	Visual Only	Yes		
Runway Lighting	Not an objective	NSTD			
Taxiway Lighting	Not an objective	None			
Visual Guidance Slope Indicator	Not an objective	None			
Runway End Identifier Lights	Not an objective	None			
Rotating Beacon	Not an objective	No			
Lighted Wind Indicator	If open for night	Standard			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	Yes			
Paved Entry and Parking	Not an objective	Unpaved			
Security	Posted Signs	Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	Not an objective	No Fuel			
Attendance	Not an objective	Unattended			
Ground Transportation	Not an objective	Yes			
WiFi	Not an objective	Yes			
Restroom (24/7 or key code)	Not an objective	Yes			
Snow Removal	Not an objective	None			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Not Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	No	No	Implement Height Code	\$30,000
Airport Layout Plan	Not an objective	No ALP			

Local Service Role		Eagle Grove Municipal		Eagle Grove	EAG
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	B-I Small	Yes		
Primary Runway Length	Maintain Existing	3,500	Yes		
Primary Runway Width	Minimum 50 ft	60	Yes		
Taxiway Type	Not an objective	Both Runway Ends			
Approach Type	Visual	LPV	Yes		
Runway Lighting	Not an objective	MIRL			
Taxiway Lighting	Not an objective	LITL			
Visual Guidance Slope Indicator	Not an objective	None			
Runway End Identifier Lights	Not an objective	Both			
Rotating Beacon	Not an objective	Yes			
Lighted Wind Indicator	If open for night	Lighted			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	Yes			
Paved Entry and Parking	Not an objective	Parking only			
Security	Posted Signs	Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	Not an objective	100LL			
Attendance	Not an objective	Unattended			
Ground Transportation	Not an objective	No			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Not an objective	Yes			
Snow Removal	Not an objective	Shared Equipment			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Not Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	No	No	Implement Height Code	\$30,000
Airport Layout Plan	Not an objective	No ALP			

Local Service Role		Eldora		Eldora	27P
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	A-I Small	Yes		
Primary Runway Length	Maintain Existing	2,995	Yes		
Primary Runway Width	Minimum 50 ft	100	Yes		
Taxiway Type	Not an objective	No Supporting Taxiway			
Approach Type	Visual	Visual Only	Yes		
Runway Lighting	Not an objective	NONE			
Taxiway Lighting	Not an objective	None			
Visual Guidance Slope Indicator	Not an objective	None			
Runway End Identifier Lights	Not an objective	None			
Rotating Beacon	Not an objective	No			
Lighted Wind Indicator	If open for night	Standard			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	Yes			
Paved Entry and Parking	Not an objective	Unpaved			
Security	Posted Signs	Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	Not an objective	No Fuel			
Attendance	Not an objective	Unattended			
Ground Transportation	Not an objective	Yes			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Not an objective	Yes			
Snow Removal	Not an objective	None			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Not Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Not an objective	No ALP			

Local Service Role		Elkader		Elkader	I27
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	A-I Small	Yes		
Primary Runway Length	Maintain Existing	1,705	Yes		
Primary Runway Width	Minimum 50 ft	75	Yes		
Taxiway Type	Not an objective	No Supporting Taxiway			
Approach Type	Visual	Visual Only	Yes		
Runway Lighting	Not an objective	NONE			
Taxiway Lighting	Not an objective	None			
Visual Guidance Slope Indicator	Not an objective	None			
Runway End Identifier Lights	Not an objective	None			
Rotating Beacon	Not an objective	No			
Lighted Wind Indicator	If open for night	Standard			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	No			
Paved Entry and Parking	Not an objective	Unpaved			
Security	Posted Signs	Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	Not an objective	No Fuel			
Attendance	Not an objective	Irregular			
Ground Transportation	Not an objective	No			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Not an objective	No			
Snow Removal	Not an objective	None			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Not Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	No	No	Implement Height Code	\$30,000
Airport Layout Plan	Not an objective	No ALP			

Local Service Role		Grundy Center Municipal		Grundy Center	6K7
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	A-I Small	Yes		
Primary Runway Length	Maintain Existing	2,250	Yes		
Primary Runway Width	Minimum 50 ft	60	Yes		
Taxiway Type	Not an objective	No Supporting Taxiway			
Approach Type	Visual	Visual Only	Yes		
Runway Lighting	Not an objective	NONE			
Taxiway Lighting	Not an objective	None			
Visual Guidance Slope Indicator	Not an objective	None			
Runway End Identifier Lights	Not an objective	None			
Rotating Beacon	Not an objective	No			
Lighted Wind Indicator	If open for night	Lighted			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	No			
Paved Entry and Parking	Not an objective	Unpaved			
Security	Posted Signs	Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	Not an objective	No Fuel			
Attendance	Not an objective	Unattended			
Ground Transportation	Not an objective	No			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Not an objective	No			
Snow Removal	Not an objective	None			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Not Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Not an objective	No ALP			

Local Service Role		Guthrie County Regional		Guthrie Center	GCT
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	B-I Small	Yes		
Primary Runway Length	Maintain Existing	3,400	Yes		
Primary Runway Width	Minimum 50 ft	60	Yes		
Taxiway Type	Not an objective	Connecting			
Approach Type	Visual	LPV	Yes		
Runway Lighting	Not an objective	MIRL			
Taxiway Lighting	Not an objective	MITL			
Visual Guidance Slope Indicator	Not an objective	P2L / P2L			
Runway End Identifier Lights	Not an objective	Both			
Rotating Beacon	Not an objective	Yes			
Lighted Wind Indicator	If open for night	Lighted			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	Yes			
Paved Entry and Parking	Not an objective	Entry and Parking			
Security	Posted Signs	Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	Not an objective	100LL			
Attendance	Not an objective	Unattended			
Ground Transportation	Not an objective	Yes			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Not an objective	Yes			
Snow Removal	Not an objective	On-Airport Equipment			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Not Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Not an objective	ALP			

Local Service Role		Humboldt Municipal		Humboldt	OK7
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	B-I Small	Yes		
Primary Runway Length	Maintain Existing	3,417	Yes		
Primary Runway Width	Minimum 50 ft	60	Yes		
Taxiway Type	Not an objective	Both Runway Ends			
Approach Type	Visual	Visual Only	Yes		
Runway Lighting	Not an objective	MIRL			
Taxiway Lighting	Not an objective	MITL			
Visual Guidance Slope Indicator	Not an objective	S2L / S2L			
Runway End Identifier Lights	Not an objective	Single			
Rotating Beacon	Not an objective	Tip Down			
Lighted Wind Indicator	If open for night	Lighted			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	Yes			
Terminal Building	Not an objective	Yes			
Paved Entry and Parking	Not an objective	Entry and Parking			
Security	Posted Signs	Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	Not an objective	100LL			
Attendance	Not an objective	Unattended			
Ground Transportation	Not an objective	Yes			
WiFi	Not an objective	Yes			
Restroom (24/7 or key code)	Not an objective	Yes			
Snow Removal	Not an objective	On-Airport Equipment			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Not an objective	2015			

Local Service Role		Ida Grove Municipal		Ida Grove	IDG
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	A-I Small	Yes		
Primary Runway Length	Maintain Existing	3,172	Yes		
Primary Runway Width	Minimum 50 ft	50	Yes		
Taxiway Type	Not an objective	Both Runway Ends			
Approach Type	Visual	Visual Only	Yes		
Runway Lighting	Not an objective	LIRL			
Taxiway Lighting	Not an objective	LITL			
Visual Guidance Slope Indicator	Not an objective	None			
Runway End Identifier Lights	Not an objective	None			
Rotating Beacon	Not an objective	Yes			
Lighted Wind Indicator	If open for night	Lighted			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	Yes			
Paved Entry and Parking	Not an objective	Entry and Parking			
Security	Posted Signs	Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	Not an objective	No Fuel			
Attendance	Not an objective	On Call			
Ground Transportation	Not an objective	No			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Not an objective	Yes			
Snow Removal	Not an objective	Shared Equipment			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Not Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	No	No	Implement Height Code	\$30,000
Airport Layout Plan	Not an objective	ALP			

Local Service Role		Keosauqua Municipal		Keosauqua	6K9
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	A-I Small	Yes		
Primary Runway Length	Maintain Existing	2,275	Yes		
Primary Runway Width	Minimum 50 ft	100	Yes		
Taxiway Type	Not an objective	No Supporting Taxiway			
Approach Type	Visual	Visual Only	Yes		
Runway Lighting	Not an objective	NONE			
Taxiway Lighting	Not an objective	None			
Visual Guidance Slope Indicator	Not an objective	None			
Runway End Identifier Lights	Not an objective	None			
Rotating Beacon	Not an objective	No			
Lighted Wind Indicator	If open for night	Standard			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	Yes			
Paved Entry and Parking	Not an objective	Unpaved			
Security	Posted Signs	Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	Yes			
Fuel	Not an objective	No Fuel			
Attendance	Not an objective	Mon-Fri 9 to 5, Sat-Sun 9 to 1			
Ground Transportation	Not an objective	Yes			
WiFi	Not an objective	Yes			
Restroom (24/7 or key code)	Not an objective	Yes			
Snow Removal	Not an objective	Shared Equipment			
Aircraft Maintenance	Not an objective	Based			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Not Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	No	No	Implement Height Code	\$30,000
Airport Layout Plan	Not an objective	No ALP			

Local Service Role		Lake Mills Municipal		Lake Mills	0Y6
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	A-I Small	Yes		
Primary Runway Length	Maintain Existing	3,380	Yes		
Primary Runway Width	Minimum 50 ft	100	Yes		
Taxiway Type	Not an objective	No Supporting Taxiway			
Approach Type	Visual	Visual Only	Yes		
Runway Lighting	Not an objective	LIRL			
Taxiway Lighting	Not an objective	None			
Visual Guidance Slope Indicator	Not an objective	None			
Runway End Identifier Lights	Not an objective	None			
Rotating Beacon	Not an objective	Yes			
Lighted Wind Indicator	If open for night	Lighted			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	No			
Paved Entry and Parking	Not an objective	Unpaved			
Security	Posted Signs	Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	Not an objective	No Fuel			
Attendance	Not an objective	Unattended			
Ground Transportation	Not an objective	No			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Not an objective	No			
Snow Removal	Not an objective	None			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Not Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Not an objective	No ALP			

Local Service Role		Larchwood - Zangger Vintage Airpark		Larchwood	2VA
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	A-I Small	Yes		
Primary Runway Length	Maintain Existing	2,000	Yes		
Primary Runway Width	Minimum 50 ft	100	Yes		
Taxiway Type	Not an objective	No Supporting Taxiway			
Approach Type	Visual	Visual Only	Yes		
Runway Lighting	Not an objective	LIRL			
Taxiway Lighting	Not an objective	None			
Visual Guidance Slope Indicator	Not an objective	None			
Runway End Identifier Lights	Not an objective	None			
Rotating Beacon	Not an objective	No			
Lighted Wind Indicator	If open for night	Standard			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	Yes			
Paved Entry and Parking	Not an objective	Enty only			
Security	Posted Signs	No Posted Signs	No	Add Posted Signs	\$1,800
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	Not an objective	100LL			
Attendance	Not an objective	On Call			
Ground Transportation	Not an objective	Yes			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Not an objective	Yes			
Snow Removal	Not an objective	None			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Not Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	No	No	Implement Height Code	\$30,000
Airport Layout Plan	Not an objective	No ALP			

Local Service Role		Mapleton - James G Whiting Memorial Field		Mapleton	MEY
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	B-I Small	Yes		
Primary Runway Length	Maintain Existing	2,801	Yes		
Primary Runway Width	Minimum 50 ft	60	Yes		
Taxiway Type	Not an objective	Both Runway Ends			
Approach Type	Visual	Non-Precision	Yes		
Runway Lighting	Not an objective	LIRL			
Taxiway Lighting	Not an objective	None			
Visual Guidance Slope Indicator	Not an objective	None			
Runway End Identifier Lights	Not an objective	Single			
Rotating Beacon	Not an objective	Yes			
Lighted Wind Indicator	If open for night	Lighted			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	Yes			
Paved Entry and Parking	Not an objective	Parking only			
Security	Posted Signs	Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	Yes			
Fuel	Not an objective	100LL			
Attendance	Not an objective	Mon-Fri 8 to 5			
Ground Transportation	Not an objective	No			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Not an objective	Yes			
Snow Removal	Not an objective	Shared Equipment			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Not Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Not an objective	ALP			

Local Service Role		Maquoketa Municipal		Maquoketa	OQW
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	B-I Small	Yes		
Primary Runway Length	Maintain Existing	3,304	Yes		
Primary Runway Width	Minimum 50 ft	60	Yes		
Taxiway Type	Not an objective	Partial Parallel			
Approach Type	Visual	LPV	Yes		
Runway Lighting	Not an objective	MIRL			
Taxiway Lighting	Not an objective	MITL			
Visual Guidance Slope Indicator	Not an objective	P2L / P2L			
Runway End Identifier Lights	Not an objective	Both			
Rotating Beacon	Not an objective	Yes			
Lighted Wind Indicator	If open for night	Lighted			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	Yes			
Paved Entry and Parking	Not an objective	Entry and Parking			
Security	Posted Signs	Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	Yes			
Fuel	Not an objective	100LL			
Attendance	Not an objective	Unattended			
Ground Transportation	Not an objective	No			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Not an objective	No			
Snow Removal	Not an objective	None			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Not Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Not an objective	No ALP			

Local Service Role		Milford Municipal – Fuller		Milford	4D8
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	B-I	Yes		
Primary Runway Length	Maintain Existing	2,873	Yes		
Primary Runway Width	Minimum 50 ft	50	Yes		
Taxiway Type	Not an objective	No Runway End			
Approach Type	Visual	Non-Precision	Yes		
Runway Lighting	Not an objective	LIRL			
Taxiway Lighting	Not an objective	LITL			
Visual Guidance Slope Indicator	Not an objective	None			
Runway End Identifier Lights	Not an objective	None			
Rotating Beacon	Not an objective	No			
Lighted Wind Indicator	If open for night	Lighted			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	Yes			
Paved Entry and Parking	Not an objective	Unpaved			
Security	Posted Signs	Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	Yes			
Fuel	Not an objective	100LL			
Attendance	Not an objective	Unattended			
Ground Transportation	Not an objective	Yes			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Not an objective	Yes			
Snow Removal	Not an objective	Shared Equipment			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Not Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Not an objective	No ALP			

Local Service Role		Monona Municipal		Monona	7C3
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	A-I Small	Yes		
Primary Runway Length	Maintain Existing	2,650	Yes		
Primary Runway Width	Minimum 50 ft	120	Yes		
Taxiway Type	Not an objective	No Supporting Taxiway			
Approach Type	Visual	Visual Only	Yes		
Runway Lighting	Not an objective	LIRL			
Taxiway Lighting	Not an objective	None			
Visual Guidance Slope Indicator	Not an objective	None			
Runway End Identifier Lights	Not an objective	None			
Rotating Beacon	Not an objective	No			
Lighted Wind Indicator	If open for night	Lighted			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	Yes			
Paved Entry and Parking	Not an objective	Unpaved			
Security	Posted Signs	Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	Not an objective	100LL			
Attendance	Not an objective	Unattended			
Ground Transportation	Not an objective	No			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Not an objective	Yes			
Snow Removal	Not an objective	None			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Not Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	No	No	Implement Height Code	\$30,000
Airport Layout Plan	Not an objective	No ALP			

Local Service Role		Montezuma Sig Field		Montezuma	7C5
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	A-I Small	Yes		
Primary Runway Length	Maintain Existing	2,600	Yes		
Primary Runway Width	Minimum 50 ft	105	Yes		
Taxiway Type	Not an objective	No Supporting Taxiway			
Approach Type	Visual	Visual Only	Yes		
Runway Lighting	Not an objective	NONE			
Taxiway Lighting	Not an objective	None			
Visual Guidance Slope Indicator	Not an objective	None			
Runway End Identifier Lights	Not an objective	None			
Rotating Beacon	Not an objective	No			
Lighted Wind Indicator	If open for night	Standard			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	No			
Paved Entry and Parking	Not an objective	Entry only			
Security	Posted Signs	Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	Not an objective	No Fuel			
Attendance	Not an objective	Unattended			
Ground Transportation	Not an objective	No			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Not an objective	No			
Snow Removal	Not an objective	None			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Not Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	No	No	Implement Height Code	\$30,000
Airport Layout Plan	Not an objective	No ALP			

Local Service Role		Mount Ayr Municipal - Judge Lewis Field		Mount Ayr	1Y3
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	A-I Small	Yes		
Primary Runway Length	Maintain Existing	2,600	Yes		
Primary Runway Width	Minimum 50 ft	120	Yes		
Taxiway Type	Not an objective	No Runway End			
Approach Type	Visual	Visual Only	Yes		
Runway Lighting	Not an objective	NSTD			
Taxiway Lighting	Not an objective	None			
Visual Guidance Slope Indicator	Not an objective	None			
Runway End Identifier Lights	Not an objective	None			
Rotating Beacon	Not an objective	No			
Lighted Wind Indicator	If open for night	Lighted			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	No			
Paved Entry and Parking	Not an objective	Unpaved			
Security	Posted Signs	Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	Not an objective	No Fuel			
Attendance	Not an objective	Unattended			
Ground Transportation	Not an objective	No			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Not an objective	No			
Snow Removal	Not an objective	Shared Equipment			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Not Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Not an objective	No ALP			

Local Service Role		New Hampton Municipal		New Hampton	1Y5
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	B-II Small	Yes		
Primary Runway Length	Maintain Existing	2,900	Yes		
Primary Runway Width	Minimum 50 ft	75	Yes		
Taxiway Type	Not an objective	No Runway End			
Approach Type	Visual	Visual Only	Yes		
Runway Lighting	Not an objective	NONE			
Taxiway Lighting	Not an objective	None			
Visual Guidance Slope Indicator	Not an objective	None			
Runway End Identifier Lights	Not an objective	None			
Rotating Beacon	Not an objective	No			
Lighted Wind Indicator	If open for night	Standard			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	No			
Paved Entry and Parking	Not an objective	Entry only			
Security	Posted Signs	Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	Not an objective	No Fuel			
Attendance	Not an objective	Unattended			
Ground Transportation	Not an objective	No			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Not an objective	No			
Snow Removal	Not an objective	Shared Equipment			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Not Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Not an objective	ALP			

Local Service Role		Northwood Municipal		Northwood	5D2
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	A-I Small	Yes		
Primary Runway Length	Maintain Existing	3,300	Yes		
Primary Runway Width	Minimum 50 ft	100	Yes		
Taxiway Type	Not an objective	No Supporting Taxiway			
Approach Type	Visual	Visual Only	Yes		
Runway Lighting	Not an objective	LIRL			
Taxiway Lighting	Not an objective	None			
Visual Guidance Slope Indicator	Not an objective	None			
Runway End Identifier Lights	Not an objective	None			
Rotating Beacon	Not an objective	No			
Lighted Wind Indicator	If open for night	Lighted			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	Yes			
Paved Entry and Parking	Not an objective	Unpaved			
Security	Posted Signs	No Posted Signs	No	Add Posted Signs	\$1,800
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	Not an objective	No Fuel			
Attendance	Not an objective	Unattended			
Ground Transportation	Not an objective	No			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Not an objective	Yes			
Snow Removal	Not an objective	Contracted Removal			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Not Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	No	No	Implement Height Code	\$30,000
Airport Layout Plan	Not an objective	No ALP			

Local Service Role		Osage Municipal		Osage	D02
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	B-I Small	Yes		
Primary Runway Length	Maintain Existing	3,400	Yes		
Primary Runway Width	Minimum 50 ft	50	Yes		
Taxiway Type	Not an objective	One Runway End			
Approach Type	Visual	Visual Only	Yes		
Runway Lighting	Not an objective	MIRL			
Taxiway Lighting	Not an objective	MITL			
Visual Guidance Slope Indicator	Not an objective	None			
Runway End Identifier Lights	Not an objective	None			
Rotating Beacon	Not an objective	No			
Lighted Wind Indicator	If open for night	Standard			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	Yes			
Paved Entry and Parking	Not an objective	Unpaved			
Security	Posted Signs	Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	Not an objective	No Fuel			
Attendance	Not an objective	Unattended			
Ground Transportation	Not an objective	No			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Not an objective	No			
Snow Removal	Not an objective	Shared Equipment			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Not Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Not an objective	ALP			

Local Service Role		Paullina Municipal		Paullina	1Y9
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	A-I Small	Yes		
Primary Runway Length	Maintain Existing	2,800	Yes		
Primary Runway Width	Minimum 50 ft	120	Yes		
Taxiway Type	Not an objective	Both Runway Ends			
Approach Type	Visual	Visual Only	Yes		
Runway Lighting	Not an objective	NSTD			
Taxiway Lighting	Not an objective	LITL			
Visual Guidance Slope Indicator	Not an objective	None			
Runway End Identifier Lights	Not an objective	None			
Rotating Beacon	Not an objective	No			
Lighted Wind Indicator	If open for night	Lighted			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	Yes			
Paved Entry and Parking	Not an objective	Unpaved			
Security	Posted Signs	Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	Not an objective	100LL			
Attendance	Not an objective	Unattended			
Ground Transportation	Not an objective	No			
WiFi	Not an objective	Yes			
Restroom (24/7 or key code)	Not an objective	Yes			
Snow Removal	Not an objective	Shared Equipment			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Not Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Not an objective	No ALP			

Local Service Role		Peltz Field		Ringsted	8Y8
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	A-I Small	Yes		
Primary Runway Length	Maintain Existing	2,040	Yes		
Primary Runway Width	Minimum 50 ft	80	Yes		
Taxiway Type	Not an objective	No Supporting Taxiway			
Approach Type	Visual	Visual Only	Yes		
Runway Lighting	Not an objective	NONE			
Taxiway Lighting	Not an objective	None			
Visual Guidance Slope Indicator	Not an objective	None			
Runway End Identifier Lights	Not an objective	None			
Rotating Beacon	Not an objective	No			
Lighted Wind Indicator	If open for night	Standard			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	No			
Paved Entry and Parking	Not an objective	Unpaved			
Security	Posted Signs	No Posted Signs	No	Add Posted Signs	\$1,800
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	Not an objective	No Fuel			
Attendance	Not an objective	Unattended			
Ground Transportation	Not an objective	No			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Not an objective	No			
Snow Removal	Not an objective	None			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Not Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	No	No	Implement Height Code	\$30,000
Airport Layout Plan	Not an objective	No ALP			

Local Service Role		Rockwell City Municipal		Rockwell City	2Y4
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	A-I Small	Yes		
Primary Runway Length	Maintain Existing	3,503	Yes		
Primary Runway Width	Minimum 50 ft	60	Yes		
Taxiway Type	Not an objective	Both Runway Ends			
Approach Type	Visual	Visual Only	Yes		
Runway Lighting	Not an objective	MIRL			
Taxiway Lighting	Not an objective	MITL			
Visual Guidance Slope Indicator	Not an objective	None			
Runway End Identifier Lights	Not an objective	None			
Rotating Beacon	Not an objective	No			
Lighted Wind Indicator	If open for night	Lighted			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	Yes			
Paved Entry and Parking	Not an objective	Unpaved			
Security	Posted Signs	Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	Not an objective	100LL			
Attendance	Not an objective	Unattended			
Ground Transportation	Not an objective	No			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Not an objective	No			
Snow Removal	Not an objective	Shared Equipment			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Not Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Not an objective	2015			

Local Service Role		Spirit Lake Municipal		Spirit Lake	0F3
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	A-I Small	Yes		
Primary Runway Length	Maintain Existing	3,015	Yes		
Primary Runway Width	Minimum 50 ft	50	Yes		
Taxiway Type	Not an objective	One Runway End			
Approach Type	Visual	Visual Only	Yes		
Runway Lighting	Not an objective	LIRL			
Taxiway Lighting	Not an objective	LITL			
Visual Guidance Slope Indicator	Not an objective	None			
Runway End Identifier Lights	Not an objective	Single			
Rotating Beacon	Not an objective	No			
Lighted Wind Indicator	If open for night	Lighted			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	Yes			
Paved Entry and Parking	Not an objective	Entry and Parking			
Security	Posted Signs	Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	Not an objective	No Fuel			
Attendance	Not an objective	Irregular			
Ground Transportation	Not an objective	Yes			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Not an objective	Yes			
Snow Removal	Not an objective	Shared Equipment			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Not Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Not an objective	No ALP			

Local Service Role		Sully Municipal		Sully	8C2
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	A-I Small	Yes		
Primary Runway Length	Maintain Existing	2,130	Yes		
Primary Runway Width	Minimum 50 ft	120	Yes		
Taxiway Type	Not an objective	No Supporting Taxiway			
Approach Type	Visual	Visual Only	Yes		
Runway Lighting	Not an objective	NONE			
Taxiway Lighting	Not an objective	None			
Visual Guidance Slope Indicator	Not an objective	None			
Runway End Identifier Lights	Not an objective	None			
Rotating Beacon	Not an objective	No			
Lighted Wind Indicator	If open for night	Standard			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	No			
Paved Entry and Parking	Not an objective	Unpaved			
Security	Posted Signs	Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	Not an objective	No Fuel			
Attendance	Not an objective	Unattended			
Ground Transportation	Not an objective	No			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Not an objective	No			
Snow Removal	Not an objective	None			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Not Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Not an objective	No ALP			

Local Service Role		Tipton Municipal - Mathews Memorial		Tipton	8C4
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	B-I Small	Yes		
Primary Runway Length	Maintain Existing	3,000	Yes		
Primary Runway Width	Minimum 50 ft	60	Yes		
Taxiway Type	Not an objective	Both Runway Ends			
Approach Type	Visual	Non-Precision	Yes		
Runway Lighting	Not an objective	MIRL			
Taxiway Lighting	Not an objective	MITL			
Visual Guidance Slope Indicator	Not an objective	None			
Runway End Identifier Lights	Not an objective	Single			
Rotating Beacon	Not an objective	No			
Lighted Wind Indicator	If open for night	Lighted			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	Yes			
Paved Entry and Parking	Not an objective	Entry and Parking			
Security	Posted Signs	Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	Not an objective	100LL			
Attendance	Not an objective	Unattended			
Ground Transportation	Not an objective	Yes			
WiFi	Not an objective	Yes			
Restroom (24/7 or key code)	Not an objective	Yes			
Snow Removal	Not an objective	Shared Equipment			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Not Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	No	No	Implement Height Code	\$30,000
Airport Layout Plan	Not an objective	ALP			

Local Service Role		Toledo Municipal		Toledo	8C5
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	A-I Small	Yes		
Primary Runway Length	Maintain Existing	1,850	Yes		
Primary Runway Width	Minimum 50 ft	100	Yes		
Taxiway Type	Not an objective	No Supporting Taxiway			
Approach Type	Visual	Visual Only	Yes		
Runway Lighting	Not an objective	NONE			
Taxiway Lighting	Not an objective	None			
Visual Guidance Slope Indicator	Not an objective	None			
Runway End Identifier Lights	Not an objective	None			
Rotating Beacon	Not an objective	No			
Lighted Wind Indicator	If open for night	Standard			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	No			
Paved Entry and Parking	Not an objective	Unpaved			
Security	Posted Signs	Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	Not an objective	No Fuel			
Attendance	Not an objective	Unattended			
Ground Transportation	Not an objective	No			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Not an objective	No			
Snow Removal	Not an objective	None			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Not Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	No	No	Implement Height Code	\$30,000
Airport Layout Plan	Not an objective	No ALP			

Local Service Role		Traer Municipal		Traer	8C6
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	A-I Small	Yes		
Primary Runway Length	Maintain Existing	2,555	Yes		
Primary Runway Width	Minimum 50 ft	100	Yes		
Taxiway Type	Not an objective	No Supporting Taxiway			
Approach Type	Visual	Visual Only	Yes		
Runway Lighting	Not an objective	LIRL			
Taxiway Lighting	Not an objective	None			
Visual Guidance Slope Indicator	Not an objective	None			
Runway End Identifier Lights	Not an objective	None			
Rotating Beacon	Not an objective	No			
Lighted Wind Indicator	If open for night	Lighted			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	No			
Paved Entry and Parking	Not an objective	Unpaved			
Security	Posted Signs	Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	Not an objective	No Fuel			
Attendance	Not an objective	Unattended			
Ground Transportation	Not an objective	No			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Not an objective	No			
Snow Removal	Not an objective	Shared Equipment			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Not Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	No	No	Implement Height Code	\$30,000
Airport Layout Plan	Not an objective	No ALP			

Local Service Role		Waukon Municipal		Waukon	Y01
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	A-I Small	Yes		
Primary Runway Length	Maintain Existing	2,413	Yes		
Primary Runway Width	Minimum 50 ft	60	Yes		
Taxiway Type	Not an objective	Connecting			
Approach Type	Visual	Visual Only	Yes		
Runway Lighting	Not an objective	NSTD			
Taxiway Lighting	Not an objective	None			
Visual Guidance Slope Indicator	Not an objective	None			
Runway End Identifier Lights	Not an objective	None			
Rotating Beacon	Not an objective	No			
Lighted Wind Indicator	If open for night	Lighted			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	No			
Paved Entry and Parking	Not an objective	Entry and Parking			
Security	Posted Signs	Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	Not an objective	100LL			
Attendance	Not an objective	Unattended			
Ground Transportation	Not an objective	No			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Not an objective	No			
Snow Removal	Not an objective	Shared Equipment			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Not Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	Yes	Yes		
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Not an objective	No ALP			

Local Service Role		Woodbine Municipal		Woodbine	3Y4
Description	Criteria	Actual	Compliance	Improvement Needed	Estimated Cost
<b>Airside Facilities</b>					
Airport Reference Code	A-I	A-I Small	Yes		
Primary Runway Length	Maintain Existing	2,045	Yes		
Primary Runway Width	Minimum 50 ft	95	Yes		
Taxiway Type	Not an objective	No Supporting Taxiway			
Approach Type	Visual	Visual Only	Yes		
Runway Lighting	Not an objective	LIRL			
Taxiway Lighting	Not an objective	None			
Visual Guidance Slope Indicator	Not an objective	None			
Runway End Identifier Lights	Not an objective	None			
Rotating Beacon	Not an objective	No			
Lighted Wind Indicator	If open for night	Standard			
<b>Landside Facilities</b>					
Covered Storage	Not an objective	100%			
Overnight Storage for Business Aircraft	Not an objective	No			
Terminal Building	Not an objective	No			
Paved Entry and Parking	Not an objective	Unpaved			
Security	Posted Signs	Posted Signs	Yes		
<b>Services</b>					
Fixed-Base Operator	Not an objective	No			
Fuel	Not an objective	No Fuel			
Attendance	Not an objective	Unattended			
Ground Transportation	Not an objective	No			
WiFi	Not an objective	No			
Restroom (24/7 or key code)	Not an objective	No			
Snow Removal	Not an objective	Shared Equipment			
Aircraft Maintenance	Not an objective	No Maintenance			
Aircraft Rental	Not an objective	No Rental			
Flight Instruction	Not an objective	Not Available			
Aircraft Charter	Not an objective	No Charter			
Weather Reporting	Not an objective	None			
<b>Planning</b>					
Land Use Planning	Yes	No	No	Implement Land Use Code	\$50,000
Height Zoning	Yes	Yes	Yes		
Airport Layout Plan	Not an objective	No ALP			

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## F. Prospective Airports for Role Upgrade

The 30-minute drive time coverage analysis of the Iowa airport system demonstrates the outstanding accessibility of the current system to a large percentage of the state population. A review of the inventory data indicated that many airports have facilities and services that are nearly compatible with recommendations for a higher airport role. There were three indicators that were considered as important benchmarks to evaluate: runway length, fuel availability, and staffing.

Many airports in the Iowa system maintain primary runways that are greater than the recommended objective for their current assigned role. Runway length is a key determining factor in the type of aircraft that can be accommodated at an airport. In addition, the runway is often the costliest component of infrastructure to construct and maintain at an airport. Instances where airports already meet the minimum required runway length of the next role, but lack other facilities and services, were evaluated to determine if they make logical candidates for consideration for future role changes.

The following tables and figures detail airports where improvements to their facilities or services could greatly enhance the airport's ability to contribute to an elevated role in the system. 30-minute drive times are included in each map to illustrate where an airport could potentially fill a gap in another role or where coverage may be duplicative and may not make sense to enhance facilities and services. Each column title in the following tables lists the expected facility or service to be offered at the next highest role for a specific objective, while the current facility or service offered at the airport is provided for each airport considered.

This analysis focuses primarily on the three indicators listed previously. Other facility and service objectives may factor into a decision to change an airport's role within the system. For each role analysis, several other important objectives to consider when evaluating a role change are included for context. A full evaluation of specific facilities and services that would need to be upgraded to meet all targets of the new role is recommended prior to any change.

**F.1 General Service**

One of the key characteristics of an Enhanced Service airport is a runway length of 5,000 feet or greater. There are nine airports in the General Service category that have a runway of at least 5,000 feet. **Table F-1** presents General Service role airports with 5,000 foot or longer runways along with key Enhanced Service facility and service objectives that would need to be met for consideration for an upgraded role. This is not a complete list of objectives but is indicative of the pathway an airport should consider if an upgraded role is desired. Other Enhanced Service facility and service objectives would be expected to be met including airport reference code, taxiway design, security upgrades, and available overnight storage for business aircraft.

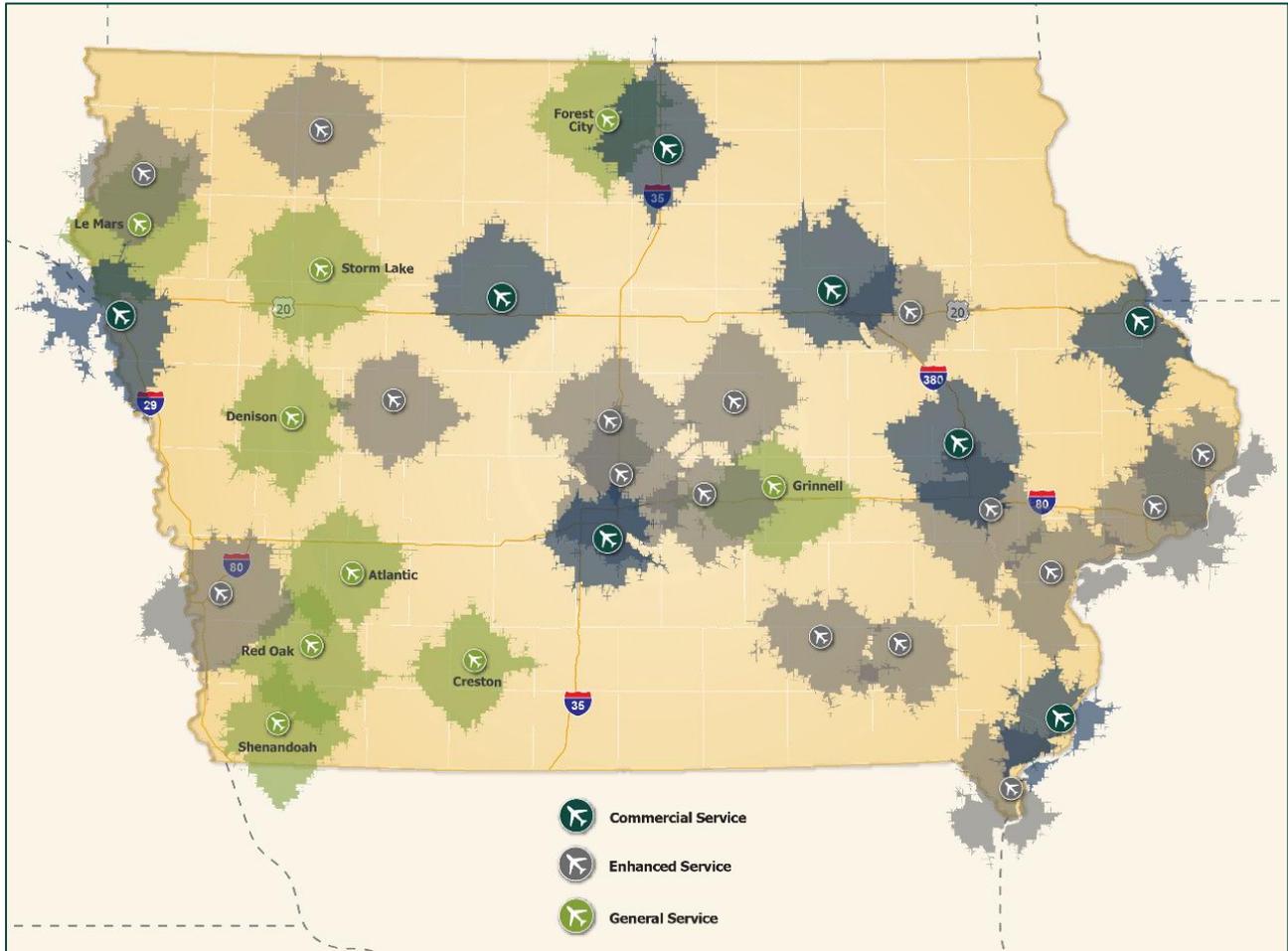
**Table F-1: General Service Airports with Runways Over 5,000 Feet**

General Service Airports	Taxiway (Full Parallel)	Fuel (24/7 Jet A and 100LL)	Attendance (Standard Business Hours, After Hours On Call)	Services (Maintenance, Instruction, Charter, and Rental)
Atlantic Municipal	Partial	Meets Objective	Add Sunday Hours	Add Based Charter
Creston Municipal	Turnarounds	Meets Objective	Add Weekend Hours	Add Based Charter and Aircraft Rental
Denison Municipal	Turnarounds	Meets Objective	Add Weekend Hours	Add Aircraft Maintenance, Based Charter, and Aircraft Rental
Forest City Municipal	Partial	Meets Objective	Add Weekend Hours	Add Based Charter
Grinnell Regional	Partial	Meets Objective	Add Sunday Hours	Add Flight Instruction, Based Charter, and Aircraft Rental
Le Mars Municipal	Turnarounds	Meets Objective	Add Sunday Hours	Add Based Charter
Red Oak Municipal	Partial	Meets Objective	Add Weekend Hours	Add Aircraft Maintenance and Based Charter
Shenandoah Municipal	Partial	Meets Objective	Add Weekend Hours	Add Based Charter
Storm Lake Municipal	Connecting	Meets Objective	Add Weekend Hours	Add Based Charter

Source: Aviation and Iowa DOT

Figure F-1 illustrates the 30-minute drive times of these airports along with the Commercial and Enhanced Service airports to demonstrate the potential coverage if specific airports were to change roles. While it is not a specific recommendation that these airports seek Enhanced Service status, the information is provided to indicate market areas and their proximity to similar facilities as well as other improvements that should be considered to meet Enhanced Service recommendations.

**Figure F-1: 30-Minute Drive Times of General Service Airports with Runways Over 5,000 Feet**



Source: Aviation and Iowa DOT

**F.2 Basic Service**

One of the primary characteristics of a General Service airport is a runway length of at least 4,000 feet. There are eight Basic Service airports that provide a runway of this length or longer. **Table F-2** highlights airports in the Basic Service role along with key minimum General Service facility and service objectives that would need to be met to be considered for a change in role. Other facility and service objectives would be expected to eventually meet the General Service role targets such as runway end lighting, weather reporting, a fixed-base operator, and certain aircraft services.

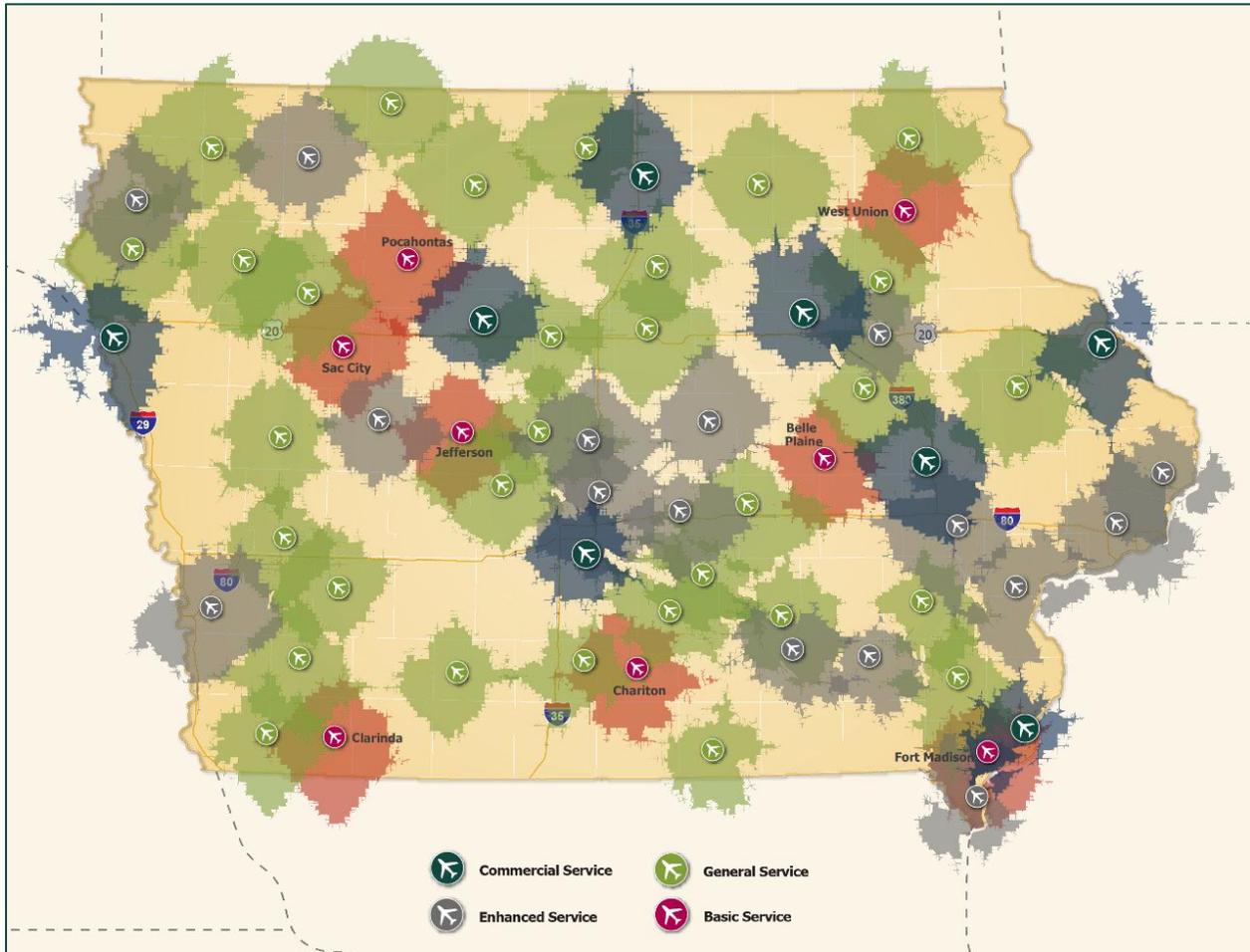
**Table F-2: Basic Service Airports with Runways Over 4,000 Feet**

Basic Service Airports	Fuel (Jet A and 100LL)	Attendance (Standard Business Hours, After Hours On Call)	Other Unavailable Facilities and Services
Belle Plaine Municipal	Add Jet A	Unattended	No VGSI, No REILs
Chariton Municipal	Add Jet A	On Call	FBO, Weather Reporting
Clarinda Municipal	Meets Objective	Mon-Fri 8 to 5	FBO, Weather Reporting
Fort Madison Municipal	Add Jet A	On Call	Weather Reporting
Jefferson Municipal	Add Jet A	Unattended	-
Pocahontas Municipal	Add Jet A	Unattended	-
Sac City Municipal	Add Jet A	Mon-Fri 8 to 4	FBO
West Union Municipal	Meets Objective	Unattended	No REILs

Source: Aviation and Iowa DOT

Figure F-2 illustrates the 30-minute drive times of these airports along with the Commercial, Enhanced, and General Service airports to demonstrate the potential coverage if specific airports were to change roles. As with General Service airports, this does not represent a recommendation for role upgrade, but is provided to show how potential upgrades could impact the system’s geographic coverage.

**Figure F-2: 30-Minute Drive Times of Basic Service Airports with Runways Over 4,000 Feet**



Source: Aviation and Iowa DOT

As stated, the existing airport system is well developed. The population coverage analysis only identified minimal gaps in the existing airport system’s coverage. The evaluation of facility and service objectives (presented in **Chapter 6**) illustrated that the current system meets most of its key targets. The Aviation Bureau has prioritized projects focused on rebuilding and maintaining existing infrastructure since the completion of the last system plan. Airports that already meet the runway length objective provide opportunities within the system to elevate the status of some airports by making realistic and affordable upgrades through projects that provide enhanced facilities and services. It is important to reiterate that inclusion in this analysis does not mean an airport will change roles or is under consideration to change roles. Results from the analysis provide the Aviation Bureau with additional information and data for consideration when evaluating future infrastructure investments throughout the state.

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## G. Recommendation Status

**Table G-1** summarizes results from the evaluation of the highlighted facility and service objectives mentioned in **Chapter 8, Recommendations**. If an airport is not meeting the security, aircraft services, or planning objectives, recommended improvements are identified. The general status of airport attendance and restroom access is also provided in the table for context regarding those specific objectives.

**Table G-1: Highlighted Facility and Service Objectives**

FAA ID	Associated City	Airport Name	2020 Role	Security and Fencing	24/7 Restroom	Aircraft Services	Planning Measures
Commercial Service Airports							
BRL	Burlington	Southeast Iowa Regional	Commercial	Meets Objective	Meets Objective	Meets Objective	Meets Objective
CID	Cedar Rapids	Eastern Iowa	Commercial	Meets Objective	Meets Objective	Meets Objective	Meets Objective
DSM	Des Moines	Des Moines International	Commercial	Meets Objective	Meets Objective	Meets Objective	Meets Objective
DBQ	Dubuque	Dubuque Regional	Commercial	Meets Objective	Meets Objective	Meets Objective	Meets Objective
FOD	Fort Dodge	Fort Dodge Regional	Commercial	Meets Objective	Meets Objective	Add Aircraft Charter	Meets Objective
MCW	Mason City	Mason City Municipal	Commercial	Meets Objective	Meets Objective	Meets Objective	Meets Objective
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Commercial	Meets Objective	Add 24/7 Access	Add Aircraft Rental and Charter	Meets Objective
ALO	Waterloo	Waterloo Regional	Commercial	Meets Objective	Meets Objective	Add Aircraft Charter	Meets Objective
Enhanced Service Airports							
AMW	Ames	Ames Municipal	Enhanced	Install Full 8-foot Fencing	Meets Objective	Meets Objective	Meets Objective
IKV	Ankeny	Ankeny Regional	Enhanced	Meets Objective	Meets Objective	Meets Objective	Meets Objective
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Enhanced	Install Full 8-foot Fencing	Meets Objective	Meets Objective	Meets Objective
CWI	Clinton	Clinton Municipal	Enhanced	Install Full 8-foot Fencing	Meets Objective	Meets Objective	Meets Objective
CBF	Council Bluffs	Council Bluffs Municipal	Enhanced	Meets Objective	Meets Objective	Meets Objective	Meets Objective
DVN	Davenport	Davenport Municipal	Enhanced	Install Full 8-foot Fencing	Meets Objective	Meets Objective	Meets Objective
FFL	Fairfield	Fairfield Municipal	Enhanced	Install Full 8-foot Fencing	Meets Objective	Add Aircraft Charter	Meets Objective
IIB	Independence	Independence Municipal - James H Connell Field	Enhanced	Install Full 8-foot Fencing	Meets Objective	Meets Objective	Meets Objective
IOW	Iowa City	Iowa City Municipal	Enhanced	Install Full 8-foot Fencing	Meets Objective	Meets Objective	Meets Objective
EOK	Keokuk	Keokuk Municipal	Enhanced	Meets Objective	Meets Objective	Add Aircraft Charter	Meets Objective

**Appendix G, Recommendation Status**

FAA ID	Associated City	Airport Name	2020 Role	Security and Fencing	24/7 Restroom	Aircraft Services	Planning Measures
MIW	Marshalltown	Marshalltown Municipal	Enhanced	Install Full 8-foot Fencing	Add 24/7 Access	Meets Objective	Meets Objective
SXK	Maurice	Sioux County Regional	Enhanced	Install Full 8-foot Fencing	Meets Objective	Meets Objective	Meets Objective
MUT	Muscatine	Muscatine Municipal	Enhanced	Meets Objective	Meets Objective	Add Aircraft Maintenance	Meets Objective
TNU	Newton	Newton Municipal-Earl Johnson Field	Enhanced	Install Full 8-foot Fencing	Add 24/7 Access	Meets Objective	Meets Objective
OTM	Ottumwa	Ottumwa Regional	Enhanced	Meets Objective	Meets Objective	Add Aircraft Charter	Meets Objective
SPW	Spencer	Spencer Municipal	Enhanced	Install Full 8-foot Fencing	Meets Objective	Meets Objective	Meets Objective
<b>General Service Airports</b>							
AXA	Algona	Algona Municipal	General	Meets Objective	Meets Objective	Add Aircraft Rental	Implement Land Use Planning
AIO	Atlantic	Atlantic Municipal	General	Add Visual Barrier	Meets Objective	Meets Objective	Implement Land Use Planning
BNW	Boone	Boone Municipal	General	Meets Objective	Meets Objective	Meets Objective	Meets Objective
TVK	Centerville	Centerville Municipal	General	Meets Objective	Meets Objective	Meets Objective	Meets Objective
CCY	Charles City	Northeast Iowa Regional	General	Meets Objective	Meets Objective	Meets Objective	Meets Objective
CKP	Cherokee	Cherokee County Regional	General	Add Visual Barrier	Meets Objective	Add Aircraft Rental	Meets Objective
CSQ	Creston	Creston Municipal	General	Meets Objective	Meets Objective	Add Aircraft Rental	Meets Objective
DEH	Decorah	Decorah Municipal	General	Meets Objective	Meets Objective	Meets Objective	Meets Objective
DNS	Denison	Denison Municipal	General	Meets Objective	Meets Objective	Add Aircraft Maintenance and Aircraft Rental	Meets Objective
EST	Estherville	Estherville Municipal	General	Meets Objective	Add 24/7 Access	Meets Objective	Meets Objective
FXY	Forest City	Forest City Municipal	General	Meets Objective	Meets Objective	Meets Objective	Meets Objective
GGI	Grinnell	Grinnell Regional	General	Meets Objective	Meets Objective	Add Flight Instruction and Aircraft Rental	Meets Objective
HPT	Hampton	Hampton Municipal	General	Meets Objective	Meets Objective	Add Aircraft Rental	Meets Objective
HNR	Harlan	Harlan Municipal	General	Meets Objective	Meets Objective	Meets Objective	Meets Objective
IFA	Iowa Falls	Iowa Falls Municipal	General	Add Visual Barrier	Meets Objective	Add Aircraft Maintenance and Aircraft Rental	Meets Objective
OXV	Knoxville	Knoxville Municipal	General	Meets Objective	Meets Objective	Meets Objective	Meets Objective

FAA ID	Associated City	Airport Name	2020 Role	Security and Fencing	24/7 Restroom	Aircraft Services	Planning Measures
LRJ	Le Mars	Le Mars Municipal	General	Meets Objective	Meets Objective	Meets Objective	Meets Objective
MXO	Monticello	Monticello Regional	General	Meets Objective	Meets Objective	Meets Objective	Meets Objective
MPZ	Mount Pleasant	Mount Pleasant Municipal	General	Meets Objective	Meets Objective	Meets Objective	Meets Objective
OLZ	Oelwein	Oelwein Municipal	General	Meets Objective	Meets Objective	Add Flight Instruction and Aircraft Rental	Meets Objective
I75	Osceola	Osceola Municipal	General	Add Visual Barrier	Meets Objective	Add Flight Instruction and Aircraft Rental	Implement Land Use Planning
OOA	Oskaloosa	Oskaloosa Municipal	General	Add Visual Barrier	Meets Objective	Meets Objective	Meets Objective
PEA	Pella	Pella Municipal	General	Meets Objective	Add 24/7 Access	Meets Objective	Meets Objective
PRO	Perry	Perry Municipal	General	Add Visual Barrier	Meets Objective	Meets Objective	Implement Land Use Planning
RDK	Red Oak	Red Oak Municipal	General	Meets Objective	Meets Objective	Add Aircraft Maintenance	Meets Objective
SHL	Sheldon	Sheldon Regional	General	Meets Objective	Meets Objective	Meets Objective	Meets Objective
SDA	Shenandoah	Shenandoah Municipal	General	Meets Objective	Meets Objective	Meets Objective	Implement Land Use Planning
SLB	Storm Lake	Storm Lake Municipal	General	Meets Objective	Meets Objective	Meets Objective	Implement Land Use Planning
VTI	Vinton	Vinton Veterans Memorial Airpark	General	Meets Objective	Meets Objective	Add Aircraft Rental	Implement Land Use Planning
AWG	Washington	Washington Municipal	General	Add Visual Barrier	Meets Objective	Add Aircraft Rental	Meets Objective
EBS	Webster City	Webster City Municipal	General	Add Visual Barrier	Meets Objective	Meets Objective	Meets Objective
<b>Basic Service Airports</b>							
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Basic	Meets Objective	Meets Objective	Add Flight Instruction	Implement Land Use Planning
4K6	Bloomfield	Bloomfield Municipal	Basic	Add Visual Barrier	Meets Objective	Meets Objective	Implement Land Use Planning
CNC	Chariton	Chariton Municipal	Basic	Meets Objective	Meets Objective	Add Flight Instruction	Implement Land Use Planning
ICL	Clarinda	Clarinda Municipal - Schenck Field	Basic	Add Visual Barrier	Meets Objective	Add Flight Instruction	Meets Objective
CAV	Clarion	Clarion Municipal	Basic	Meets Objective	Meets Objective	Add Flight Instruction	Meets Objective
EGQ	Emmetsburg	Emmetsburg Municipal	Basic	Meets Objective	Meets Objective	Add Flight Instruction	Implement Land Use Planning
FSW	Fort Madison	Fort Madison Municipal	Basic	Meets Objective	Meets Objective	Add Flight Instruction	Implement Land Use Planning

**Appendix G, Recommendation Status**

FAA ID	Associated City	Airport Name	2020 Role	Security and Fencing	24/7 Restroom	Aircraft Services	Planning Measures
GFZ	Greenfield	Greenfield Municipal	Basic	Add Visual Barrier	Meets Objective	Add Flight Instruction	Meets Objective
EFW	Jefferson	Jefferson Municipal	Basic	Add Visual Barrier	Meets Objective	Meets Objective	Meets Objective
LWD	Lamoni	Lamoni Municipal	Basic	Add Visual Barrier	Meets Objective	Meets Objective	Meets Objective
C27	Manchester	Manchester Municipal	Basic	Meets Objective	Meets Objective	Add Flight Instruction	Meets Objective
C17	Marion	Marion	Basic	Add Visual Barrier	Add 24/7 Access	Meets Objective	Meets Objective
POH	Pocahontas	Pocahontas Municipal	Basic	Meets Objective	Meets Objective	Meets Objective	Meets Objective
RRQ	Rock Rapids	Rock Rapids Municipal	Basic	Meets Objective	Meets Objective	Add Flight Instruction	Meets Objective
SKI	Sac City	Sac City Municipal	Basic	Add Visual Barrier	Meets Objective	Meets Objective	Meets Objective
ISB	Sibley	Sibley Municipal	Basic	Meets Objective	Add 24/7 Access	Meets Objective	Meets Objective
C25	Waverly	Waverly Municipal	Basic	Add Visual Barrier	Add 24/7 Access	Meets Objective	Implement Land Use Planning
3Y2	West Union	West Union Municipal - George L Scott	Basic	Add Visual Barrier	Meets Objective	Add Flight Instruction	Implement Land Use Planning
3Y3	Winterset	Winterset Municipal	Basic	Meets Objective	Meets Objective	Meets Objective	Meets Objective
Local Service Airports							
4C7	Ackley	Ackley Municipal	Local	Meets Objective	24/7 Access Encouraged	No Aircraft Service Objective	Implement Height Code and Land Use Planning
4C8	Albia	Albia Municipal	Local	Meets Objective	24/7 Access Encouraged	No Aircraft Service Objective	Meets Objective
K98	Allison	Allison Municipal	Local	Meets Objective	24/7 Access Encouraged	No Aircraft Service Objective	Implement Height Code and Land Use Planning
C11	Amana	Amana	Local	Meets Objective	24/7 Access Encouraged	No Aircraft Service Objective	Implement Height Code
Y43	Anita	Anita Municipal-Kevin Burke Memorial Field	Local	Add Posted Signs	24/7 Access Encouraged	No Aircraft Service Objective	Implement Height Code and Land Use Planning
ADU	Audubon	Audubon County	Local	Meets Objective	24/7 Access Encouraged	No Aircraft Service Objective	Implement Height Code and Land Use Planning
Y46	Bedford	Bedford Municipal	Local	Meets Objective	24/7 Access Available	No Aircraft Service Objective	Implement Height Code and Land Use Planning
Y48	Belmond	Belmond Municipal	Local	Meets Objective	24/7 Access Encouraged	No Aircraft Service Objective	Implement Height Code and Land Use Planning

FAA ID	Associated City	Airport Name	2020 Role	Security and Fencing	24/7 Restroom	Aircraft Services	Planning Measures
CRZ	Corning	Corning Municipal	Local	Meets Objective	24/7 Access Encouraged	No Aircraft Service Objective	Implement Land Use Planning
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Local	Meets Objective	24/7 Access Available	No Aircraft Service Objective	Meets Objective
IA8	Dyersville	Dyersville Area	Local	Meets Objective	24/7 Access Available	No Aircraft Service Objective	Implement Height Code and Land Use Planning
EAG	Eagle Grove	Eagle Grove Municipal	Local	Meets Objective	24/7 Access Available	No Aircraft Service Objective	Implement Height Code and Land Use Planning
27P	Eldora	Eldora	Local	Meets Objective	24/7 Access Available	No Aircraft Service Objective	Meets Objective
I27	Elkader	Elkader	Local	Meets Objective	24/7 Access Encouraged	No Aircraft Service Objective	Implement Height Code and Land Use Planning
6K7	Grundy Center	Grundy Center Municipal^	Local	Meets Objective	24/7 Access Encouraged	No Aircraft Service Objective	Meets Objective
GCT	Guthrie Center	Guthrie County Regional	Local	Meets Objective	24/7 Access Available	No Aircraft Service Objective	Implement Land Use Planning
0K7	Humboldt	Humboldt Municipal	Local	Meets Objective	24/7 Access Available	No Aircraft Service Objective	Implement Land Use Planning
IDG	Ida Grove	Ida Grove Municipal	Local	Meets Objective	24/7 Access Available	No Aircraft Service Objective	Implement Height Code and Land Use Planning
6K9	Keosauqua	Keosauqua Municipal	Local	Meets Objective	24/7 Access Available	No Aircraft Service Objective	Implement Height Code and Land Use Planning
0Y6	Lake Mills	Lake Mills Municipal	Local	Meets Objective	24/7 Access Encouraged	No Aircraft Service Objective	Meets Objective
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Local	Add Posted Signs	24/7 Access Available	No Aircraft Service Objective	Implement Height Code and Land Use Planning
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Local	Meets Objective	24/7 Access Available	No Aircraft Service Objective	Meets Objective
OQW	Maquoketa	Maquoketa Municipal	Local	Meets Objective	24/7 Access Encouraged	No Aircraft Service Objective	Implement Land Use Planning
4D8	Milford	Milford Municipal – Fuller	Local	Meets Objective	24/7 Access Available	No Aircraft Service Objective	Implement Land Use Planning
7C3	Monona	Monona Municipal	Local	Meets Objective	24/7 Access Available	No Aircraft Service Objective	Implement Height Code and Land Use Planning

**Appendix G, Recommendation Status**

FAA ID	Associated City	Airport Name	2020 Role	Security and Fencing	24/7 Restroom	Aircraft Services	Planning Measures
7C5	Montezuma	Montezuma Sig Field	Local	Meets Objective	24/7 Access Encouraged	No Aircraft Service Objective	Implement Height Code and Land Use Planning
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	Local	Meets Objective	24/7 Access Encouraged	No Aircraft Service Objective	Meets Objective
1Y5	New Hampton	New Hampton Municipal	Local	Meets Objective	24/7 Access Encouraged	No Aircraft Service Objective	Meets Objective
5D2	Northwood	Northwood Municipal	Local	Add Posted Signs	24/7 Access Available	No Aircraft Service Objective	Implement Height Code and Land Use Planning
D02	Osage	Osage Municipal	Local	Meets Objective	24/7 Access Encouraged	No Aircraft Service Objective	Meets Objective
1Y9	Paullina	Paullina Municipal	Local	Meets Objective	24/7 Access Available	No Aircraft Service Objective	Meets Objective
8Y8	Ringsted	Peltz Field	Local	Add Posted Signs	24/7 Access Encouraged	No Aircraft Service Objective	Implement Height Code and Land Use Planning
2Y4	Rockwell City	Rockwell City Municipal	Local	Meets Objective	24/7 Access Encouraged	No Aircraft Service Objective	Implement Land Use Planning
0F3	Spirit Lake	Spirit Lake Municipal	Local	Meets Objective	24/7 Access Available	No Aircraft Service Objective	Implement Land Use Planning
8C2	Sully	Sully Municipal	Local	Meets Objective	24/7 Access Encouraged	No Aircraft Service Objective	Meets Objective
8C4	Tipton	Tipton Municipal - Mathews Memorial	Local	Meets Objective	24/7 Access Available	No Aircraft Service Objective	Implement Height Code and Land Use Planning
8C5	Toledo	Toledo Municipal	Local	Meets Objective	24/7 Access Encouraged	No Aircraft Service Objective	Implement Height Code and Land Use Planning
8C6	Traer	Traer Municipal	Local	Meets Objective	24/7 Access Encouraged	No Aircraft Service Objective	Implement Height Code and Land Use Planning
Y01	Waukon	Waukon Municipal	Local	Meets Objective	24/7 Access Encouraged	No Aircraft Service Objective	Meets Objective
3Y4	Woodbine	Woodbine Municipal	Local	Meets Objective	24/7 Access Encouraged	No Aircraft Service Objective	Implement Land Use Planning

Source: Iowa Airport Officials, Iowa DOT, Jviation

**Table G-2** summarizes information related to unique needs identified within the Iowa system to monitor and potentially upgrade in the future.

**Table G-2: Unique System Needs**

FAA ID	Associated City	Airport Name	2020 Role	Terminal Building Adequacy	Parking Conditions	Environmental Sustainability	Local Pavement Maintenance Funding
<b>Commercial Service</b>							
BRL	Burlington	Southeast Iowa Regional	Commercial	Needs Improvement	Needs Improvement	Consider Sustainable Practices	Evaluate Local Sources
CID	Cedar Rapids	Eastern Iowa	Commercial	Needs Improvement	Needs Improvement	Sustainable Practice in Place	Local Support Available
DSM	Des Moines	Des Moines International	Commercial	Under Development	Maintain Existing Infrastructure	Sustainable Practice in Place	Local Support Available
DBQ	Dubuque	Dubuque Regional	Commercial	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Sustainable Practice in Place	Local Support Available
FOD	Fort Dodge	Fort Dodge Regional	Commercial	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Sustainable Practice in Place	Local Support Available
MCW	Mason City	Mason City Municipal	Commercial	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Sustainable Practice in Place	Local Support Available
SUX	Sioux City	Sioux Gateway/Brig Gen Bud Day Field	Commercial	Needs Improvement	Needs Improvement	Sustainable Practice in Place	Local Support Available
ALO	Waterloo	Waterloo Regional	Commercial	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Sustainable Practice in Place	Evaluate Local Sources
<b>Enhanced Service</b>							
AMW	Ames	Ames Municipal	Enhanced	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Sustainable Practice in Place	Evaluate Local Sources
IKV	Ankeny	Ankeny Regional	Enhanced	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Sustainable Practice in Place	Evaluate Local Sources
CIN	Carroll	Carroll Municipal - Arthur N. Neu	Enhanced	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	Evaluate Local Sources
CWI	Clinton	Clinton Municipal	Enhanced	Maintain Existing Infrastructure	Needs Improvement	Sustainable Practice in Place	Evaluate Local Sources
CBF	Council Bluffs	Council Bluffs Municipal	Enhanced	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Sustainable Practice in Place	Local Support Available
DVN	Davenport	Davenport Municipal	Enhanced	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Sustainable Practice in Place	Local Support Available
FFL	Fairfield	Fairfield Municipal	Enhanced	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Sustainable Practice in Place	Local Support Available

**Appendix G, Recommendation Status**

FAA ID	Associated City	Airport Name	2020 Role	Terminal Building Adequacy	Parking Conditions	Environmental Sustainability	Local Pavement Maintenance Funding
IIB	Independence	Independence Municipal - James H Connell Field	Enhanced	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	Local Support Available
IOW	Iowa City	Iowa City Municipal	Enhanced	Needs Improvement	Needs Improvement	Sustainable Practice in Place	Evaluate Local Sources
EOK	Keokuk	Keokuk Municipal	Enhanced	Needs Improvement	Maintain Existing Infrastructure	Consider Sustainable Practices	Evaluate Local Sources
MIW	Marshalltown	Marshalltown Municipal	Enhanced	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	Evaluate Local Sources
SXK	Maurice	Sioux County Regional	Enhanced	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	Evaluate Local Sources
MUT	Muscatine	Muscatine Municipal	Enhanced	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Sustainable Practice in Place	Evaluate Local Sources
TNU	Newton	Newton Municipal-Earl Johnson Field	Enhanced	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	Evaluate Local Sources
OTM	Ottumwa	Ottumwa Regional	Enhanced	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Sustainable Practice in Place	Local Support Available
SPW	Spencer	Spencer Municipal	Enhanced	Needs Improvement	Needs Improvement	Sustainable Practice in Place	Evaluate Local Sources
General Service							
AXA	Algona	Algona Municipal	General	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Sustainable Practice in Place	Evaluate Local Sources
AIO	Atlantic	Atlantic Municipal	General	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	Evaluate Local Sources
BNW	Boone	Boone Municipal	General	Needs Improvement	Needs Improvement	Consider Sustainable Practices	Evaluate Local Sources
TVK	Centerville	Centerville Municipal	General	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Sustainable Practice in Place	Evaluate Local Sources
CCY	Charles City	Northeast Iowa Regional	General	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Sustainable Practice in Place	Evaluate Local Sources
CKP	Cherokee	Cherokee County Regional	General	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	Evaluate Local Sources
CSQ	Creston	Creston Municipal	General	Needs Improvement	Maintain Existing Infrastructure	Sustainable Practice in Place	Local Support Available
DEH	Decorah	Decorah Municipal	General	Needs Improvement	Needs Improvement	Sustainable Practice in Place	Evaluate Local Sources
DNS	Denison	Denison Municipal	General	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Sustainable Practice in Place	Evaluate Local Sources

FAA ID	Associated City	Airport Name	2020 Role	Terminal Building Adequacy	Parking Conditions	Environmental Sustainability	Local Pavement Maintenance Funding
EST	Estherville	Estherville Municipal	General	Needs Improvement	Maintain Existing Infrastructure	Consider Sustainable Practices	Local Support Available
FXY	Forest City	Forest City Municipal	General	Needs Improvement	Needs Improvement	Consider Sustainable Practices	Evaluate Local Sources
GGI	Grinnell	Grinnell Regional	General	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Sustainable Practice in Place	Evaluate Local Sources
HPT	Hampton	Hampton Municipal	General	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	Evaluate Local Sources
HNR	Harlan	Harlan Municipal	General	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	Evaluate Local Sources
IFA	Iowa Falls	Iowa Falls Municipal	General	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Sustainable Practice in Place	Evaluate Local Sources
OXV	Knoxville	Knoxville Municipal	General	Maintain Existing Infrastructure	Needs Improvement	Sustainable Practice in Place	Evaluate Local Sources
LRJ	Le Mars	Le Mars Municipal	General	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Sustainable Practice in Place	Evaluate Local Sources
MXO	Monticello	Monticello Regional	General	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	Local Support Available
MPZ	Mount Pleasant	Mount Pleasant Municipal	General	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	Evaluate Local Sources
OLZ	Oelwein	Oelwein Municipal	General	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Sustainable Practice in Place	Evaluate Local Sources
175	Osceola	Osceola Municipal	General	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	Evaluate Local Sources
OOA	Oskaloosa	Oskaloosa Municipal	General	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	Evaluate Local Sources
PEA	Pella	Pella Municipal	General	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	Evaluate Local Sources
PRO	Perry	Perry Municipal	General	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Sustainable Practice in Place	Evaluate Local Sources
RDK	Red Oak	Red Oak Municipal	General	Needs Improvement	Needs Improvement	Consider Sustainable Practices	Evaluate Local Sources
SHL	Sheldon	Sheldon Regional	General	Maintain Existing Infrastructure	Needs Improvement	Sustainable Practice in Place	Evaluate Local Sources
SDA	Shenandoah	Shenandoah Municipal	General	Maintain Existing Infrastructure	Needs Improvement	Consider Sustainable Practices	Local Support Available
SLB	Storm Lake	Storm Lake Municipal	General	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	Local Support Available

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FAA ID	Associated City	Airport Name	2020 Role	Terminal Building Adequacy	Parking Conditions	Environmental Sustainability	Local Pavement Maintenance Funding
VTI	Vinton	Vinton Veterans Memorial Airpark	General	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	Evaluate Local Sources
AWG	Washington	Washington Municipal	General	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Sustainable Practice in Place	Local Support Available
EBS	Webster City	Webster City Municipal	General	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	Evaluate Local Sources
<b>Basic Service</b>							
TZT	Belle Plaine	Belle Plaine Municipal - Mansfield Tippie	Basic	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	Evaluate Local Sources
4K6	Bloomfield	Bloomfield Municipal	Basic	Maintain Existing Infrastructure	Needs Improvement	Sustainable Practice in Place	Evaluate Local Sources
CNC	Chariton	Chariton Municipal	Basic	Needs Improvement	Maintain Existing Infrastructure	Sustainable Practice in Place	Evaluate Local Sources
ICL	Clarinda	Clarinda Municipal - Schenck Field	Basic	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Sustainable Practice in Place	Evaluate Local Sources
CAV	Clarion	Clarion Municipal	Basic	Needs Improvement	Maintain Existing Infrastructure	Consider Sustainable Practices	Local Support Available
EGO	Emmetsburg	Emmetsburg Municipal	Basic	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	Evaluate Local Sources
FSW	Fort Madison	Fort Madison Municipal	Basic	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Sustainable Practice in Place	Evaluate Local Sources
GFZ	Greenfield	Greenfield Municipal	Basic	Needs Improvement	Maintain Existing Infrastructure	Sustainable Practice in Place	Local Support Available
EFW	Jefferson	Jefferson Municipal	Basic	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Sustainable Practice in Place	Local Support Available
LWD	Lamoni	Lamoni Municipal	Basic	Needs Improvement	Needs Improvement	Consider Sustainable Practices	Evaluate Local Sources
C27	Manchester	Manchester Municipal	Basic	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	Evaluate Local Sources
C17	Marion	Marion	Basic	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Sustainable Practice in Place	Evaluate Local Sources
POH	Pocahontas	Pocahontas Municipal	Basic	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	Evaluate Local Sources
RRQ	Rock Rapids	Rock Rapids Municipal	Basic	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	Evaluate Local Sources
SKI	Sac City	Sac City Municipal	Basic	Needs Improvement	Maintain Existing Infrastructure	Sustainable Practice in Place	Evaluate Local Sources

FAA ID	Associated City	Airport Name	2020 Role	Terminal Building Adequacy	Parking Conditions	Environmental Sustainability	Local Pavement Maintenance Funding
ISB	Sibley	Sibley Municipal	Basic	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	Local Support Available
C25	Waverly	Waverly Municipal	Basic	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	Evaluate Local Sources
3Y2	West Union	West Union Municipal - George L Scott	Basic	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	Evaluate Local Sources
3Y3	Winterset	Winterset Municipal	Basic	Needs Improvement	Maintain Existing Infrastructure	Consider Sustainable Practices	Evaluate Local Sources
Local Service							
4C7	Ackley	Ackley Municipal	Local	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Sustainable Practice in Place	N/A - Turf
4C8	Albia	Albia Municipal	Local	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Sustainable Practice in Place	Evaluate Local Sources
K98	Allison	Allison Municipal	Local	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	N/A - Turf
C11	Amana	Amana	Local	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	N/A - Turf
Y43	Anita	Anita Municipal - Kevin Burke Memorial Field	Local	Maintain Existing Infrastructure	Needs Improvement	Consider Sustainable Practices	N/A - Turf
ADU	Audubon	Audubon County	Local	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	Evaluate Local Sources
Y46	Bedford	Bedford Municipal	Local	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	N/A - Turf
Y48	Belmond	Belmond Municipal	Local	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	N/A - Turf
CRZ	Corning	Corning Municipal	Local	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	Local Support Available
CJJ	Cresco	Cresco Municipal - Ellen Church Field	Local	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Sustainable Practice in Place	Local Support Available
IA8	Dyersville	Dyersville Area	Local	Maintain Existing Infrastructure	Needs Improvement	Consider Sustainable Practices	N/A - Turf
EAG	Eagle Grove	Eagle Grove Municipal	Local	Needs Improvement	Needs Improvement	Consider Sustainable Practices	Evaluate Local Sources
27P	Eldora	Eldora	Local	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Sustainable Practice in Place	N/A - Turf
I27	Elkader	Elkader	Local	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	N/A - Turf

**Appendix G, Recommendation Status**

FAA ID	Associated City	Airport Name	2020 Role	Terminal Building Adequacy	Parking Conditions	Environmental Sustainability	Local Pavement Maintenance Funding
6K7	Grundy Center	Grundy Center Municipal	Local	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	N/A - Turf
GCT	Guthrie Center	Guthrie County Regional	Local	Needs Improvement	Maintain Existing Infrastructure	Consider Sustainable Practices	Evaluate Local Sources
0K7	Humboldt	Humboldt Municipal	Local	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	Evaluate Local Sources
IDG	Ida Grove	Ida Grove Municipal	Local	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	Local Support Available
6K9	Keosauqua	Keosauqua Municipal	Local	Maintain Existing Infrastructure	Needs Improvement	Consider Sustainable Practices	N/A - Turf
0Y6	Lake Mills	Lake Mills Municipal	Local	Maintain Existing Infrastructure	Needs Improvement	Sustainable Practice in Place	N/A - Turf
2VA	Larchwood	Larchwood - Zangger Vintage Airpark	Local	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	N/A - Turf
MEY	Mapleton	Mapleton - James G Whiting Memorial Field	Local	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	Evaluate Local Sources
OQW	Maquoketa	Maquoketa Municipal	Local	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	Evaluate Local Sources
4D8	Milford	Milford Municipal – Fuller	Local	Needs Improvement	Maintain Existing Infrastructure	Consider Sustainable Practices	Local Support Available
7C3	Monona	Monona Municipal	Local	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	N/A - Turf
7C5	Montezuma	Montezuma Sig Field	Local	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	N/A - Turf
1Y3	Mount Ayr	Mount Ayr Municipal - Judge Lewis Field	Local	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	N/A - Turf
1Y5	New Hampton	New Hampton Municipal	Local	Maintain Existing Infrastructure	Needs Improvement	Consider Sustainable Practices	Evaluate Local Sources
5D2	Northwood	Northwood Municipal	Local	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	N/A - Turf
D02	Osage	Osage Municipal	Local	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	Local Support Available
1Y9	Paullina	Paullina Municipal	Local	Needs Improvement	Maintain Existing Infrastructure	Consider Sustainable Practices	Local Support Available
8Y8	Ringsted	Peltz Field	Local	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	Evaluate Local Sources
2Y4	Rockwell City	Rockwell City Municipal	Local	Needs Improvement	Needs Improvement	Consider Sustainable Practices	Evaluate Local Sources

FAA ID	Associated City	Airport Name	2020 Role	Terminal Building Adequacy	Parking Conditions	Environmental Sustainability	Local Pavement Maintenance Funding
0F3	Spirit Lake	Spirit Lake Municipal	Local	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	Evaluate Local Sources
8C2	Sully	Sully Municipal	Local	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	N/A - Turf
8C4	Tipton	Tipton Municipal - Mathews Memorial	Local	Needs Improvement	Maintain Existing Infrastructure	Sustainable Practice in Place	Evaluate Local Sources
8C5	Toledo	Toledo Municipal	Local	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	N/A - Turf
8C6	Traer	Traer Municipal	Local	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	N/A - Turf
Y01	Waukon	Waukon Municipal	Local	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Sustainable Practice in Place	Local Support Available
3Y4	Woodbine	Woodbine Municipal	Local	Maintain Existing Infrastructure	Maintain Existing Infrastructure	Consider Sustainable Practices	N/A - Turf

Source: Iowa Airport Officials, Iowa DOT, Aviation

