



IOWA AVIATION SYSTEM PLAN

AIRPORT SUMMARY REPORT

THE EASTERN IOWA AIRPORT – CEDAR RAPIDS

Prepared for:

IOWA DEPARTMENT OF TRANSPORTATION
OFFICE OF AVIATION

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IOWA AVIATION SYSTEM PLAN - AIRPORT SUMMARY REPORT

This summary is intended to provide a general understanding of the specific information, findings and recommendations from the Iowa Aviation System Plan. An individual airport report was prepared for each public owned airport in Iowa.

INTRODUCTION

The Iowa Department of Transportation Office of Aviation, along with the System Plan Advisory Committee and consultant team, developed a strategic approach by which to identify and evaluate the needs of the Iowa aviation system within the period 2004 to 2024.

The Iowa aviation system is an integral component of the state's transportation network. The aviation system meets aviation and economic needs and links Iowa to the national transportation system. Aviation provides an important and efficient means of transportation for the movement of people and goods. The vision for the Iowa aviation system is to have safe, quality facilities and services that support transportation demands and meet economic development and quality of life needs in the state.

The primary goal of the system plan is to provide a framework that supports informed decisions related to planning and developing the Iowa aviation system. The objectives of this update of the Iowa Aviation System Plan are to:

- Identify and analyze aviation assets, including airspace, ground facilities and services, and needs of the state to assure that aviation performs its role in Iowa's economy and for its citizens.
- Provide continued guidance for development of a system of airports to meet the state's existing and future air transportation needs, projecting five, ten, and 20-year projects and giving guidance to meet needs.
- Build consensus among public policy makers, airport sponsors and users so that the plan's recommendations can be more readily accomplished.

Each airport was assigned to a functional classification. Facility and service objectives were developed for functional classifications. Based on existing facilities and services, recommendations were set forth for each airport.

SYSTEM GOALS

The following five goals and associated performance measures were identified and adopted to guide the Iowa aviation system development and establish the framework for the Iowa Aviation System Plan:

- **Development** – To provide an airport system that meets current and future customer needs.
- **Economic Support** – To promote an aviation system that sustains and enhances Iowa's economy.
- **Safety & Security** – To promote a safe and secure system of airports.
- **Accessibility** – To provide a system of airports that is accessible from both the ground and the air.
- **Education** – To support a system of airports that provides educational and career opportunities and promotes an understanding of the benefits of Iowa's air transportation system.

Performance Measure & Benchmark Summary	
<p>Performance Measure: Development</p> <p><i>Benchmarks</i></p> <ul style="list-style-type: none"> • Airports meeting aircraft storage objectives • Airports meeting aircraft parking objectives • Airports meeting auto parking objectives • Airports with Pavement Condition Index (PCI) rating of 70 or higher on primary runway • Airports with current master plan or Airport Layout Plan (ALP) • Airports included in a local comprehensive plan or with surrounding land use controls/zonings <p>Performance Measure: Economic Support</p> <p><i>Benchmarks</i></p> <ul style="list-style-type: none"> • Airports with jet fuel • Airports with a runway length of 5,500 feet or greater • Airports with rental car services • Airports with a courtesy car available • Airports with a 24-7 fueling (credit card or FBO) • Iowa employment within a 30-minute drive time of Commercial or Enhanced Service airport • Employment growth counties within 30-minute drive time of Commercial or Enhanced Service airport • Airports supporting air cargo • Airports with aircraft maintenance <p>Performance Measure: Safety and Security</p> <p><i>Benchmarks</i></p> <ul style="list-style-type: none"> • Airports with clear approaches to primary runway • Airports with wildlife management plans • Airports with emergency response plans • Airports with perimeter fencing • Airports with controlled access to airfield 	<p>Performance Measure: Accessibility</p> <p><i>Benchmarks</i></p> <ul style="list-style-type: none"> • Airports with precision approaches • Airports with any instrument approach • Airports with approach lighting system (ALS) • Airports with a precision approach and ALS • Iowa's Population within 30 minutes of any system airport • Iowa's population within 30 minutes of a Commercial or Enhanced Service airport • Iowa's population within 30 minutes of a General Service airport • Iowa's population within 30 minutes of an airport with a non-precision approach • Iowa's population within 30 minutes of an airport with a precision approach • Iowa's population within 30 minutes of an airport with onsite weather reporting equipment • Iowa's population within 60 minutes of an airport with one or more scheduled commercial airlines • Iowa's population within 120 minutes of an airport with two or more scheduled commercial airlines • Iowa's population within 120 minutes of an airport with two or more scheduled commercial airlines or 60 minutes of an airport with one or more scheduled commercial airlines <p>Performance Measure: Education</p> <p><i>Benchmarks</i></p> <ul style="list-style-type: none"> • Airports with on-site flight instruction • Aviation related training programs connected with local schools • Airports with public outreach/educational (following National Air Transportation Association (NATA,) National Business Aircraft Association (NBAA,) and Aircraft Owners and Pilots Association (AOPA) guidelines) programs, or hosting functions to bring the non-flying public to the airport

AIRPORT FUNCTIONAL ROLES

Airports within any transportation system contribute to meeting air transportation and economic needs in different ways and at varying levels. While each airport within a system contributes in some way, airports fill different roles. Because airports in the Iowa aviation system play different roles, their needs for facilities and services also vary accordingly.

With input from the Iowa DOT Office of Aviation and the System Plan Advisory Committee, each public owned airport in Iowa was assigned to one of five roles.

RECOMMENDED FUNCTIONAL AIRPORT ROLES

- **Commercial Service Airports** – these airports support some level of scheduled commercial airline service and they support a full range of general aviation aircraft to virtually all domestic and possibly some international destinations.
- **Enhanced Service Airports** – these airports support almost all general aviation aircraft, including most types of business jets; these airports generally serve as transportation centers and economic catalysts for the State.
Facility and service objectives: 5,500' x 100' runway, parallel taxiway, precision approach, approach lighting, AWOS/ASOS, covered aircraft storage, jet and aviation fuel, full service FBO, and ground transportation
- **General Service Airports** – these airports support most twin and single engine general aviation aircraft and may experience occasional use by business jets. These airports support regional and in-state air transportation needs and local economic development.
Facility and service objectives: 4,000' x 75' runway, partial parallel taxiway or turnarounds, non-precision approach, AWOS/ASOS, covered aircraft storage, jet and aviation fuel, limited service FBO, and ground transportation.
- **Basic Service Airports** – these airports support primarily single engine general aviation aircraft but may also sometimes accommodate smaller twin-engine general aviation aircraft. These airports support local air transportation, and special use aviation activities.
Facility and service objectives: 3,000' x 60' runway (paved), 2,500' runway (turf), exits as needed, visual approach, covered aircraft storage, and aviation fuel.
- **Basis Service II Airports** – These airports support local air transportation, special use aviation activities, and may duplicate services in the area.
No facility and service objectives are specified for these airports.

AIRPORT FACILITY AND SERVICE OBJECTIVE

Airport facility and service objectives were established for the functional roles. These objectives were developed with input from the Iowa DOT Office of Aviation and System Plan Advisory Committee. The facility and services objectives should not be considered a requirement or development standard. Current airport facilities and services were compared to the facility and service objectives. Where existing facilities and services do not meet or exceed the objectives, consideration may be given by the airport owner to develop future facility and services improvements. Development of some facilities would require local support and justification of need through development of an airport master plan or through the environmental documentation process.

No state or federal funding resources are guaranteed or committed by inclusion of specific facility and service improvements in this report.

Facility and service objectives for commercial service airports should, at minimum, equal those developed for enhanced service airports as well as recommendations set forth in a current Airport Master Plan.

Basic Service II airports should meet state minimum safety standards: Runway width 50', visual approach 20:1, wind indicator, and 24 hour public telephone. Additional facility and service objectives were not established for Basic Service II airports.

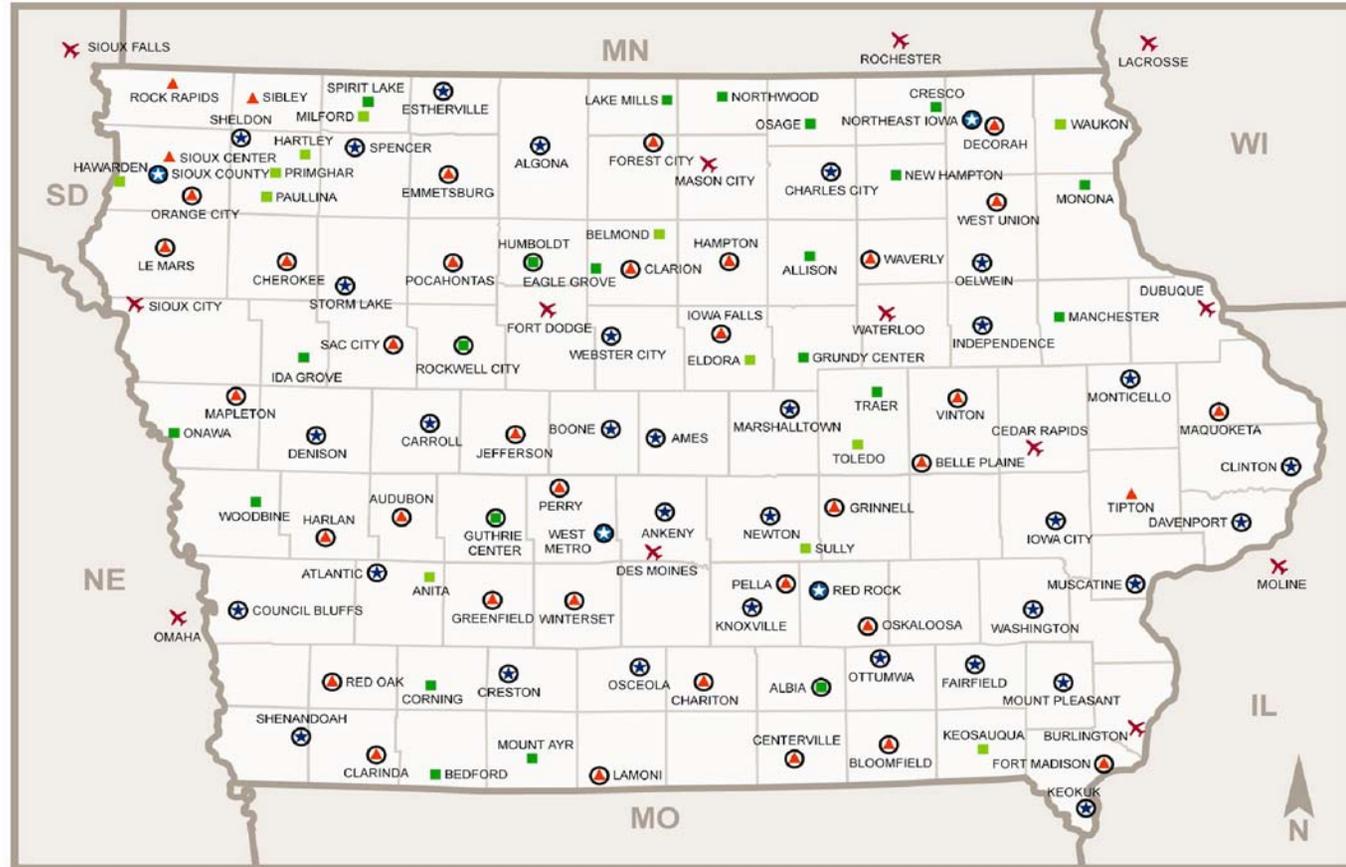
The following table sets forth the facility and service objectives for Enhanced Service, General Service, and Basic Service airports.

FACILITY AND SERVICE OBJECTIVES

	Enhanced Service Airports	General Service Airports	Basic Service Airports
Airport Reference Code (ARC)	C-II	B-II	B-I or Below
Runway Length (Primary)	Minimum 5,500 feet	Minimum Length 4,000 feet	3,000 feet Paved; 2500 feet Turf
Runway Width	100 feet	75 feet	60 feet Paved; 120 feet Turf
Taxiway	Full Parallel	Partial or Turnarounds	Exits as Needed
Approach	Precision	Non-Precision	Visual
Runway Lighting	MIRL/HIRL	MIRL	LIRL (Pilot Controlled)
Taxiway Lighting	MITL/HITL	LITL	Not An Objective
Weather Reporting	AWOS/ASOS	AWOS/ASOS	Not An Objective
Approach Aids	ALS	ALS	Not An Objective
Visual Guidance Slope Indicator (VGSI)	Both Runway Ends	Both Runway Ends	Not An Objective
Runway End Identifier Lights (REILS)	Both Runway Ends	Both Runway Ends	Not An Objective
Rotating Beacon	Rotating Beacon	Rotating Beacon	Not an Objective
Lighted Wind Indicator	Lighted Wind Indicator	Lighted Wind Indicator	Lighted Wind Indicator/Wind Sock
RCO Facilities	RCO Facilities	Not an Objective	Not an Objective
Other Pavement Strength	To Be Determined	To Be Determined	To Be Determined
Covered Storage	For 100% of Based Aircraft	100% of Based Aircraft	100% of Based Aircraft
Aircraft Apron	100% of Daily Transient	50% of Daily Transient	50% of Daily Transient
Terminal/Administration Bldg.	Yes	Not An Objective	Not An Objective
Auto Parking	Spaces equal to 100% of Based Aircraft (paved)	75% of Based Aircraft	50% of Based Aircraft
Fencing	Perimeter	Not An Objective	Not An Objective
Other	Building for Airport Maintenance Equipment	Not An Objective	Not An Objective
Fuel	100LL & Jet A - 24 Hour	100LL & Jet A 24 Hour (as needed)	100LL
FBO	Full Service - 24 Hour	Limited	Not An Objective
Ground Transportation	Rental Car, Taxi or Other	Courtesy Car/Off Site Rental Car	Not An Objective
Food Services	Vending	Vending	Not An Objective
Phone	Yes	Yes	Yes
Restroom	Yes	Yes	Yes
Pilot Lounge	Yes with Weather Reporting	Yes with Weather Reporting	Not An Objective
Security*	*	*	*
Snow Removal	Snow Removal	Snow Removal	Yes

*See the Iowa DOT Security Enhancement Guidelines.

Airports by System Role

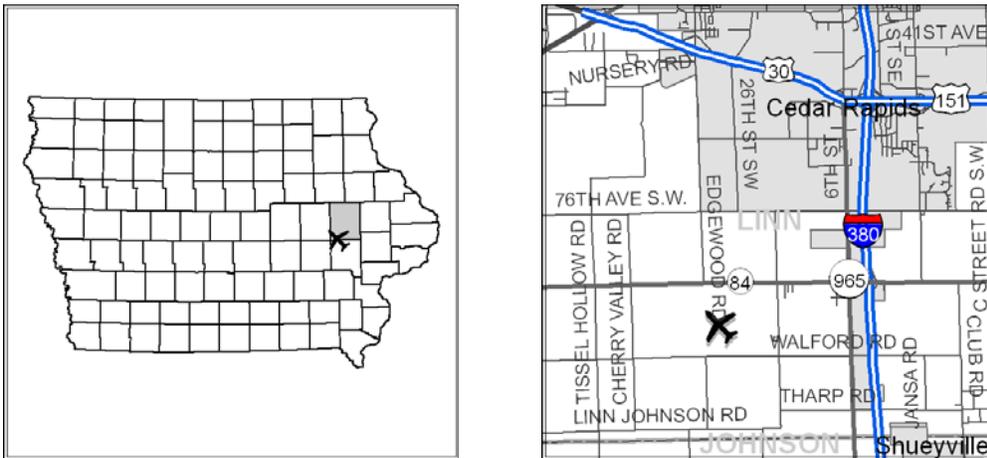


THE EASTERN IOWA AIRPORT (CID) INDIVIDUAL SUMMARY REPORT

The airport was opened at its present site in 1947. The airport is owned by the City of Cedar Rapids but governed and operated under the authority of the Cedar Rapids Airport Commission, a five (5) person Airport Commission whose members are appointed by the Mayor. The airport is a financially self-supported operation with an annual operating budget, including debt service, over \$7.5 million and an annual capital budget that varies from \$7 to \$14 million.

The airport is classified in the National Plan of Integrated Airport Systems (NPIAS) as a small hub, primary airport and is identified in the Iowa Aviation System Plan as a Commercial Service Airport. (A small hub is one that enplanes from 0.05 to 0.249 percent of the total U.S. passengers.) The Eastern Iowa Airport is the second busiest commercial airport in the state currently enplaning over 460,000 passengers and 50,000,000 pounds of air cargo annually. The airport serves the general aviation community in eastern Iowa with 154 based aircraft.

LOCATION MAP



The Eastern Iowa Airport is a 3,288 acre facility located approximately seven (7) miles southwest of the central business district of Cedar Rapids in Linn County, Iowa. Highway access to the airport is provided by Wright Brothers Boulevard, a four-lane boulevard, which bisects the airport property in an east/west direction. Interstate I-380 is located 1.5 miles east of the airport. Interstate 380 connects the Cedar Rapids Waterloo/Cedar Falls metropolitan area to the northwest and the Iowa City/Coralville/I-80 to the south. Interstate 80 is located approximately fourteen (14) miles south of the airport. Secondary access to the airport is provided via Iowa Highway 965 (Sixth Street SW), a two-lane north-south highway that intersects Wright Brothers Boulevard ¼ mile west of I-380, and Edgewood Road, a two-lane north-south highway that intersects Wright Brothers Boulevard ½ mile west of the main airport entrance.

EXISTING FACILITIES

- **Runway Facilities**

The Eastern Iowa Airport supports two runway facilities. The main runway is oriented east-west on 09/27 headings, is 8,601 feet in length, 150 feet in width and is concrete with an asphalt overlay, except for the west 2,100 feet of the runway, which was added in 1987, and is concrete. The runway has precision markings, high intensity runway edge lights (HIRL) and is currently classified as Aircraft Approach Category D and Aircraft Design Group III. The approaches for both ends of Runway 09/27 are precision instrument approaches with instrument landing systems (ILS), have published global positioning system (GPS) approaches, and have very high frequency omni-directional range transmitter (VOR) approach. The Runway 9, Cat I approach has a medium approach lighting system with a runway alignment indicator light (MALSR), a visual approach slope indicator (VASI-4), a runway visual range (RVR) and a Non-Directional Radio Beacon (NDB) allowing for runway minimums of 200 feet ceiling and ½ mile visibility. Runway 27 is equipped with a precision approach path indicator (PAPI), runway end identifier light (REIL) and has displaced threshold of 424 feet in order to insure clearance over railroad tracks east of the airport.

The secondary runway, 13/31 is 6,200 feet in length, 150 feet in width and is concrete with an asphalt overlay except for the recent 750 foot extension to the northwest which is concrete. Runway 13/31 intersects with Runway 09/27 at a point approximately 2,400 feet from the east end of Runway 27. The runway has non-precision markings, medium intensity runway edge lights (MIRL) and is currently classified as Aircraft Approach Category C and Aircraft Design Group III. The approaches for both ends of Runway 13/31 have published global positioning system (GPS) approaches. Runway 31 is equipped with a visual approach slope indicator (VASI-4) and a medium approach lighting system with a runway alignment indicator light (MALSR). Runway 13 is equipped with a precision approach path indicator (PAPI) and runway end identifier light (REIL).

Both runways have pavement strength to accommodate gross aircraft weights of 100,000 pounds with single-wheel, 174,000 pounds with dual wheel, and 300,000 pounds with dual tandem, landing gear configurations. Both runways are served by partial parallel taxiways 75 feet in width with medium intensity taxiway lighting (MITL). Taxiway B runs along much of the length on the north side of Runway 09/27. Taxiway D is a parallel taxiway running along the east side of a portion of Runway 13-31. There are no paved shoulders on either runway. Except for Runway 13 there are holding aprons or bypass taxiways at each runway end which can accommodate one or more aircraft to park with sufficient space for another aircraft to pass by for immediate runway departure. Airfield guidance signs are in place throughout the airport's runway and taxiway system.

In addition other landing aids at the airport include a rotating beacon, lighted wind indicators, remote communications outlet (RCO), airport surveillance radar (ASR), low-level wind shear alert system (LLWAS), UNICOM (a private radio communication service which provides air traffic, weather, and other advisories to pilots arriving and/or departing the airport) and an Automated Surface Observing System (ASOS).

- **Terminal Facilities**

Landside at The Eastern Iowa Airport includes the airline passenger terminal complex, air cargo facilities, general aviation facilities, an FAA air traffic control tower, an airport safety center which includes facilities for aircraft rescue and fire fighting, an airport administration building and airport maintenance facilities.

The existing airline passenger terminal complex is located on the north side of the airport with vehicle access from Wright Brothers Boulevard. The passenger terminal, opened in 1986, includes over 100,000 square feet of enclosed space. The terminal complex consists of a single-level passenger processing building connected to a second-level concourse, with a partial basement under the west airline ticketing areas.

The terminal building houses airline ticketing, airline operation areas, baggage claim, concessions spaces, public space and areas for support functions. Public space of 43,080 square feet inside the terminal building consists of circulation areas, passenger queuing areas in front of ticketing, rental car counters and the baggage claim unit, public lobby seating areas, public restrooms, historical and educational display areas and the passenger security screening area.

The airline ticketing/operations functions are divided between two areas on either side of the public lobby with major airlines on the west side and regional airlines on the east side. The baggage claim area is located at the east end of the terminal and with a two, flat plate, baggage claim conveyor units.

Airline passenger hold rooms are separated into two areas, for regional airlines and the major airlines. The commuter area, consists of 9 gates (B1-B9), is located at the apron level and is accessed after proceeding through security screening. The second-level concourse area consists of six gates (C1-C6), each equipped with a second level, passenger-boarding bridge owned by the airport.

Concession areas occupy approximately 9,025 square feet of space in the terminal building and include the major food and beverage restaurant and adjacent lounge, a news and gift shop, offices for Transportation Security Agency, rental car counters and a public transportation counter. Public telephone, newspaper/vending machines and various advertising concessions are located throughout the terminal and concourse areas. The front curb area of the terminal building is approximately 540 feet in length and can accommodate approximately 25 vehicles.

Public parking facilities include ground level spaces for both short and long-term parking. There are 348 short-term parking spaces in a lot located north of and adjacent to the terminal building. There are 1836 long-term public parking spaces in a lot located north of and adjacent to the short-term public parking lot. The long-term parking lot also provides 126 parking spaces for airport employees. Also during peak travel periods' approximately 650 spaces are available for remote overflow parking. On-airport rental car companies have 169 parking spaces to the east of the terminal building for customer pick-up and drop-off of rental vehicles. Further to the east of the rental car lot is a lot with 155 employee spaces.

- **Air Cargo Facilities**

The airport accommodates several national and regional all-cargo airlines. Air cargo is also handled by scheduled passenger airlines and some charter services. Presently approximately 93% of the total cargo tonnage at the airport is handled by the all-cargo airlines.

The airport's air cargo facilities include over 64,000 square yards of aircraft parking apron dedicated to air cargo, and approximately 136,000 square feet of warehouse space, located in two separate areas. The all-cargo carriers operating at the airport currently utilize aircraft ranging in size from small twin pistons and commuter turboprops to DC-9s, B727s and B757s, and during the peak Christmas season, and occasional wide-body aircraft such as the A300, DC-8 or DC-10.

- **General Aviation Facilities**

General aviation facilities are facilities necessary for handling general aviation aircraft, passengers, and cargo while on the ground. General aviation facilities primarily consist of hangars for aircraft, aircraft parking apron and terminal facilities. General aviation terminal facilities provide space for passenger waiting, pilots' lounge and flight planning, concessions, management, storage, and various other needs. One fixed base operator is located on the north of the airport, just northwest of the FAA administration offices. A second fixed base operator is located on the west side of the airport, just west of Edgewood Road SW extended to the south. The airport has four corporate flight centers: Rockwell International, Alliant Energy, Iowa Glass and McCloud. The first three of these properties are located immediately south of Wright Brothers Boulevard West, between the Safety Center and the old terminal roadway (west service drive). McCloud is located on the west side of the airport adjacent to PS Air, Inc. The airport currently has 277,800 square feet of hangar space that can accommodate 184 aircraft. This is sufficient space to hangar all existing based aircraft. The airport also has 20,000 square yards of apron with 40 tie-downs for general aviation aircraft 5,200 square feet of general aviation terminal facilities and 128 parking spaces to support the general aviation facilities.

- **Military Facilities**

The State of Iowa Army National Guard leases and utilizes a 5.0 acre area of land on the east side of the airport immediately west of 18th Street SW.

- **Fuel Facilities**

Aviation fuel is currently stored in two consolidated fuel farms on the east and west sides of the airport. There is currently 60,000 gallons of Jet A storage, 24,000 gallons of avgas (100 low-lead), and a smaller 8,000 gallon tank for MOGAS. The two fixed base operators (FBO's) distribute fuel to aircraft on the airport. Two 6,000 gallon above ground fuel storage tanks are located at the east fuel farm which distributes fuel to the field maintenance facilities.

- **Other Facilities**

The FAA owns and operates under contract, an air traffic control tower (ATCT) and an airway facilities office building both located on the north side of the airport. The tower is approximately 65 feet high, has a cab area of 1,024 square feet and is located approximately 1,200 feet west-southwest of the passenger terminal building. The ATCT utilizes the airport surveillance radar (ASR) located along the airport's south property boundary. The FAA administration offices are located in a one story building of approximately 4,900 square feet in size located just northwest of the air traffic control tower and primarily houses offices related to the maintenance of navigational aids.

The airport owns and maintains an aircraft rescue and fire fighting facility operated at the airport's safety center located on the northwest side of the airport on the south side of Wright Brothers Boulevard West. The safety center provides heated shelter for fire fighting and rescue vehicles and equipment.

The airport also has a 5,800 square foot administrative building and two maintenance buildings, one a 3,500 square foot building located adjacent to the administrative building and a 50,000 square foot field maintenance equipment storage building located east of the passenger terminal apron. The airport provides a consolidated car rental service and storage facility on the east side of the airport east of 18th Street SW.

- **Zoning**

At present, there are no airspace limitations that adversely affect flight operations or otherwise restrict aircraft which could operate at the airport. Zoning in the vicinity of the airport is controlled by the City of Cedar Rapids and Linn County. The Eastern Iowa Airport Height and Hazard Zoning Regulations were established by the city adopted by the county to monitor the height of structures proposed for development within the various F.A.R. Part 77 airport height zones (horizontal, conical, approach, etc.)

EXISTING SERVICES

- **Commercial Services**

Currently nonstop scheduled commercial airline service is provided from The Eastern Iowa Airport as follows:

The Eastern Iowa Airport – Cedar Rapids

Carrier	Equipment	#Seats	Daily Departure	Non-stop Destination
American Connection	Jetstream 41	30	3	St. Louis
American Eagle	Embraer RJ-140	44	2	Dallas
American Eagle	Embraer RJ-145	50	1	Dallas
Comair/Delta	Canadair RJ	52	1	Cincinnati
Comair/Delta	Fairchild RJ	32	3	Cincinnati
Northwest Airlin	Canadair RJ	52	3	Detroit
United Express	Canadair RJ	50	3	Denver
Chicago Express/ATA	Saab 340	34	4	Chicago Midway
Northwest	DC9	100	1	Minneapolis
Northwest	DC9	50	1	Minneapolis
Northwest Airlin	Saab 340	34	2	Minneapolis
Northwest Airlin	Canadair RJ	50	6	Minneapolis
United Express	Canadair RJ	50	3	Chicago O'Hare
United Express	British Aerospace 146	146	4	Chicago O'Hare
American Eagle	Embraer RJ-140	44	3	Chicago-O'Hare
American Eagle	Embraer RJ 145	50	4	Chicago O'Hare
American Connection	Embraer RJ 145	50	1	Chicago O'Hare

Source: Eastern Iowa Airport (Cedar Rapids) January 2004

In 2003 the airport accommodated over 460,000 enplaning passengers, 30% of the state's total enplaning passengers, with 45 daily departures. The airline services are provided from the passenger terminal building. Other major services provided from the passenger terminal include a food and beverage restaurant and adjacent lounge, a news and gift shop, rental offices for the Transportation Security Agency, rental car counters and offices, and a public transportation counter.

Currently the airport provides facilities and services to the following all-cargo carriers: United Parcel Service, Federal Express, DHL/Airborne Express, Mid-Atlantic Freight and United Express. In 2003 these carriers handled over 49,000,000 pounds of air cargo through the airport. This represented over 20% of the total air cargo handled in the state during 2003.

- **General Aviation Services**

The airport is home to PS Air, Inc. and Piedmont Hawthorne, fixed base operators (FBO) who provide aeronautical services to the general aviation public. Aeronautical services provided by the FBO's include aircraft sales, hangar rental, charter, aircraft rental, fuel (100LL, Jet A), engine and airframe repair, aircraft sales, avionics sales and repair, and pilot instruction. FAR Part 135 charter operators are located on the airport. Each FBO has their own terminal facilities, which include pilot briefing room, restrooms, conference rooms, offices, pilot lounge, public lounge, and vending machines. The FBO's offer shuttle service and access to rental car services. Other off-site ground transportation is also available.

- **Other Services**

The airport has an FAA air traffic control tower (ATCT) that provides services from 5:00 a.m. to 11:30 p.m. 7 days per week and aircraft rescue and fire fighting (ARFF) services meeting FAR Part 139 Index B requirements. (Index C can be provided on request.) Airport security, law enforcement and ARFF services are provided by airport employees.

THE EASTERN IOWA AIRPORT - CEDAR RAPIDS (CID)



Federal Role: Small Hub Primary Airport
State Role: Commercial Service Airport

CURRENT AND FORECAST DEMAND

Based aircraft at the airport totaled 154 aircraft in 2003. Of those, there were 117 single engine piston, 14 multi-engine piston, four turbo-prop, and 13 turbojet aircraft and 6 helicopters. The number of based aircraft is forecast to increase to no fewer than 178 in 2022.

There were an estimated 73,642 total annual operations conducted in 2003. Of that total general aviation had 38,906 operations, commercial carriers had 34,388 operations, and the military had 348 operations. The total number of operations is expected to increase to 114,980 in 2022.

OPERATIONAL ACTIVITY

	<u>2003</u>	<u>2007</u>	<u>2012</u>	<u>2022</u>	<u>% Change 2003-2022</u>
Based Aircraft	154	158	165	178	16%
Annual Operations	73,642	105,938	114,980	114,980	56%
Itinerant Operations	28,078	40,481	42,757	42,757	52%
Local Operations	10,828	26,988	28,505	28,505	163%
Commercial Operations	34,388	38,121	43,370	43,370	26%
Military Operations	348	348	348	348	0%

The based aircraft mix and aircraft operational mix are expected to change over the 20 year planning period. Reference may be made to Chapter Four of the 2004-2024 Iowa Aviation System Plan for additional forecast data regarding:

- Based aircraft mix
- Operational mix
- Annual Instrument Approaches
- Annual Instrument Operations

AIRPORT FACILITY AND SERVICE NEEDS

The Eastern Iowa Airport has been classified as a Commercial Service Airport and should provide facilities and services commensurate with its system role. Existing facilities and services at The Eastern Iowa Airport meet or exceed system facility and service objectives.

Airport improvements anticipated in the future include:

- Rehabilitate Taxiway C North
- Realign Taxiway B to parallel Runway 9/27
- Install medium approach lighting system and runway alignment indicator light on Rwy 27
- Construct storm water & glycol treatment facility
- Reconstruct east end Runway 9/27
- Construct terminal mechanical system improvements

- Upgrade security access control system
- Rehabilitate T-Hangars
- Reconstruct runway intersection
- Construct high speed exits from Runway 9/27
- Construct Taxiway E
- Construct Taxiway F
- Construct Concourse B holdroom expansion
- Construct covered walkway for Concourse B
- Add passenger loading bridges on Concourse B
- Expand passenger screening point
- Extend Taxiway G to northwest
- Construct new T-hangars
- Reconstruct middle 3,600 feet of Runway 9/27
- Construct Taxiway D
- Construct in-line bag screening system
- Reconstruct west 2,200 feet of Runway 9/27
- Extend the west end of Runway 9/27 & Taxiway B by 1,100 feet
- Construct additional air cargo apron
- Construct new air cargo building
- Install Cat II on Runway 9
- Construct new ARFF building
- Construct paved perimeter road

OTHER RECOMMENDATIONS

There are no system plan recommendations recommended at The Eastern Iowa Airport to meet performance objectives set forth for Commercial Airports. With the change of security procedures since events of September 11, 2001, additional passenger screening lanes were installed, equipped and staffed at the passenger screening area to reduce wait times and long lines. Also an in-line baggage screening system is needed in order to remove the congestion from the passenger terminal, main lobby area.

Consideration is being given to designing the airfield to at least an ARC D-IV, upgrade the primary runway to 375,000 pounds DTL, extend Runway 9/27 to 9,300 feet in length, and phased construction of a third runway 7,300 feet in length and parallel to the airport's existing main runway, Runway 9/27. (The initial phase will construct a new runway 5,500 feet in length to be used primarily by general aviation aircraft with plans to ultimately extend the new runway to 7,300 feet for use by the commercial carriers as well.) Consideration should also be given to constructing a full length parallel taxiway for Runway 9-27, a holding apron or bypass taxiway for Runway 13, install a second Cat I approach on the airport and to upgrade the existing Cat I approach on Runway 9 to a Cat II/III approach. For the passenger terminal facilities consideration should be given to providing regional jet loading bridge capability, additional lobby, baggage storage, office and concession space, additional employee parking and construction of on-airport terminal loop road system. Additional vehicle parking general aviation terminals may be needed. Additional Jet A storage will be needed in the near term in order for the airport to continue meeting the standard of maintaining a three-day supply during the peak month of commercial aviation activity.

DEVELOPMENT COSTS

Description	Budget (FY05-FY10)
Reconstruct east end of Runway 9/27	\$ 3,181,700
Install MALSR on Runway 27	\$ 1,500,000
Replace Runway Weather Information System	\$ 44,700
Construct Taxiway B (end to Rwy 09/27)	\$ 4,354,000
Construct Taxiway B-4 South	\$ 397,700
Construct Taxiway E	\$ 1,777,778
Glycol containment facility and equipment	\$ 750,000
Reconstruct Runway 9/27 Intersection with Runway 13/31	\$ 3,516,400
Construct Taxiway F (end to Rwy 13/31)	\$ 1,777,778
Rehabilitate west end of Runway 9/27	\$ 6,484,000
Construct exit taxiways for Runway 9/27	\$ 694,892
Extend existing holdroom on Concourse B	\$ 4,676,100
Install 4 loading bridges	\$ 1,950,000
Install Cat II ILS on Runway 9	\$ 1,995,800
Reconstruct middle 2,000 feet of Runway 9/27	\$ 1,500,000
Extend Runway 9/27 1,600 feet west (phase 1)	\$ 3,525,350

Install Cat II ILS on Runway 27	\$ 2,581,800
Construct Taxiway D	\$ 700,000
Acquire land for Runway 9/27 runway protection zone	\$ 675,000
Extend Runway 9/27 1,600 feet west (phase 2)	\$ 3,642,250
Construct new air cargo apron (phase 2)	\$ 3,400,000
Construct new safety center building	\$ 3,200,000
Renovate passenger terminal building-security	\$ 2,750,000
Renovate passenger terminal building-mechanical systems	\$ 290,000
Construct Covered Walkway-Concourse B	\$ 735,000
Upgrade Security Access System-CCTV	\$ 250,000
Construct additional public parking	\$ 2,000,000
Reconstruct passenger terminal roof	\$ 70,000
Construct 20 T-hangars	\$ 1,300,000
Rehabilitate existing T-hangars	\$ 300,000
Construct safety center building improvements	\$ 200,000
Construct rental building improvements –HVAC & driveway	\$ 74,000
Rehabilitate Parking Control Equipment	\$ 175,000
Farmland conservation	\$ 150,000
Land acquisition	\$ 3,600,000
Acquire capital equipment	\$ 1,042,000
Total	\$ 65,261,248

The opinion of probable cost is based on 2003 unit pricing

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Airport Summary Reports can be found on the Office of Aviation website: www.iawings.com