



IOWA AVIATION SYSTEM PLAN

AIRPORT SUMMARY REPORT

FORT DODGE REGIONAL AIRPORT

Prepared for:

IOWA DEPARTMENT OF TRANSPORTATION
OFFICE OF AVIATION

2004

Prepared by:

Snyder & Associates, Inc. and Wilbur Smith Associates, Inc.



"The preparation of this document was financed in part through a planning grant from the Federal Aviation Administration (FAA) as approved under the Airport and Airway Improvement Act of 1982. The contents of this report reflect the views of the Consultant, which is responsible for the facts and accuracy of the data depicted herein, and do not necessarily reflect the official views or policy of the FAA. Acceptance of this report by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein, nor does it indicate that the proposed development is environmentally acceptable in accordance with applicable public laws."

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.

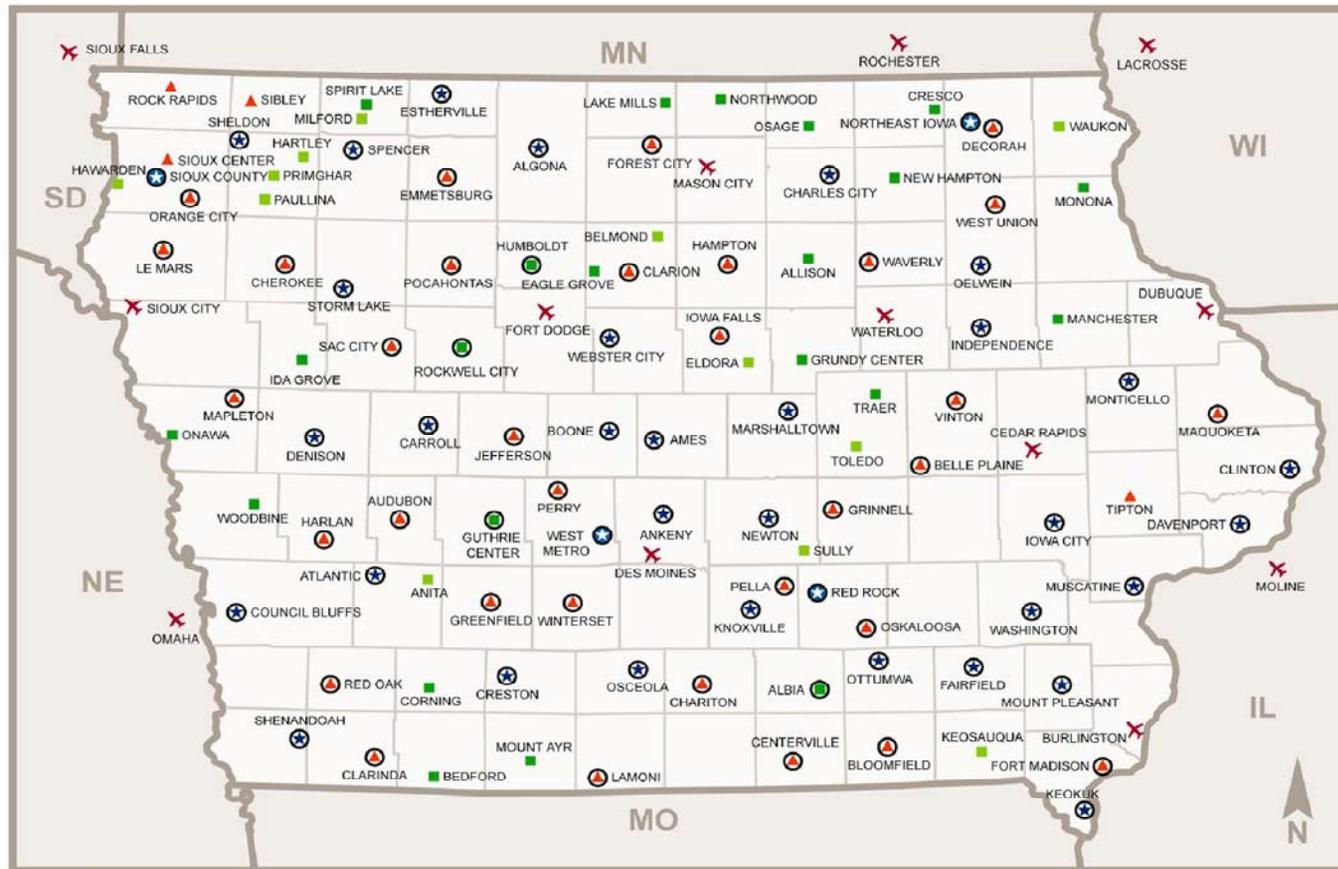
The following table sets forth the facility and service objectives for Enhanced Service, General Service, and Basic Service airports.

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



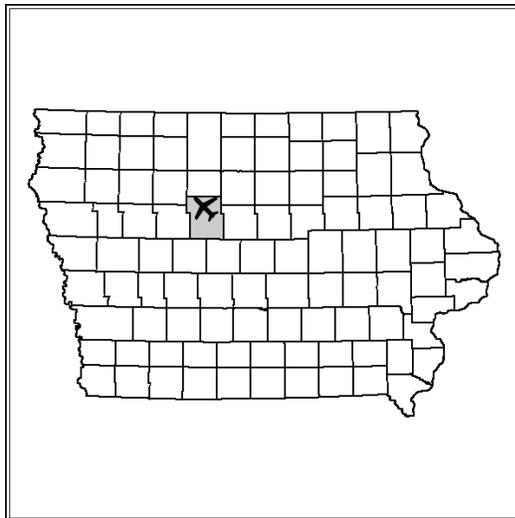
- | | | |
|----------------------------------|------------------------------|---------|
| ✕ Commercial Service Airports | ▲ General Service Airports | ○ NPIAS |
| ★ Enhanced Service Airports | ■ Basic Service Airports | |
| ★+ New Enhanced Service Airports | ■+ Basic Service II Airports | |

FORT DODGE REGIONAL AIRPORT (FOD) INDIVIDUAL SUMMARY REPORT

The airport was originally constructed and opened at its present site in 1952. It is owned by the City of Fort Dodge and operated by the Fort Dodge Regional Airport Commission, a five-member airport commission appointed by the mayor (with approval of the City Council). The airport commission is responsible for making policy and capital improvement decisions for the airport. The airport commission has full authority to make decisions on behalf of the airport, with the exception of the sale of airport land and the levying of property taxes. The airport has an annual operating budget of approximately \$430,000 and a capital improvement budget that averages around \$1,000,000 annually.

The airport is classified in the National Plan of Integrated Airport Systems (NPIAS) as a non-primary commercial service airport and is identified in the Iowa Aviation System Plan as a Commercial Service airport. (A non-primary commercial service airport is an airport that enplanes more than 2,500 but less than 10,000 passengers.) The airport enplanes more than 7,300 passengers annually, less than 1% of the state's total enplaned passengers. The airport serves the general aviation community in north-central Iowa with 35 based aircraft.

LOCATION MAP



The Fort Dodge Regional Airport is a 728-acre facility located in north-central Iowa and within the corporate limits of the City of Fort Dodge, Iowa. The airport is bordered on the north by unincorporated Webster County. The airport's access road connects with county highway P-56 on the east side of the airport. Fort Dodge is the county seat of Webster County and is connected by a regional surface transportation network with U.S. highway 20 and 169 serving the city, as well as a network of county highways.

EXISTING FACILITIES

- **Runway Facilities**

The Fort Dodge Regional Airport supports two runway facilities, a primary runway and a crosswind runway. The primary runway is oriented northeast-southwest on 6/24 headings, is 6,548 feet in length, 150 feet in width and has a grooved asphalt surface. The runway has precision markings (i.e. runway designation, centerline, threshold, touchdown point, touchdown zone, side stripes, and aircraft holding positions), high intensity runway edge lights (HIRL) and is currently classified as Aircraft Approach Category D and Aircraft Design Group 11. The pavement is strength-rated at 65,000 pounds for single wheel gear (SWL), 110,000 pounds for dual wheel gear (DWL), and 165,000 pounds for dual tandem gear (DTWL). Both approaches to Runway 6-24 are supported with published global positioning system (GPS) approaches, visual approach slope indicator (VASI-4), and very high frequency omni-directional range transmitter with distance measuring equipment (VOR/DME). The approach for Runway 6 is classified as precision instrument Cat I approach. The runway's navigational approach aids include an instrument landing system (ILS), medium approach lighting system with a runway alignment indicator light (MALSR), and a non-directional radio beacon (NDB) allowing for runway minimums of 200 feet ceiling and 1/2 mile visibility. Runway 24 is equipped with runway end identifier lights (REIL).

The secondary runway, 12/30 is 4,401 feet in length (soon to be 5,301 feet long) and 100 feet in width. The runway has non-precision approaches, and markings (i.e. runway centerline, designation, touchdown point, threshold and aircraft holding positions), with medium intensity runway edge lights (MIRL) has an asphalt surface and is strength rated at 36,000 pounds SWL, and 58,000 pounds DWL. The runway's navigational approach aids include published global positioning system (GPS) approaches, a very high frequency omni-directional range transmitter (VOR), non-directional radio beacon (NDB), visual approach slope indicators (VASI-4's), and runway end identifier lights (REIL).

Both runways are served by partial parallel taxiways. Taxiway B is parallel to most of Runway 6/24, while Taxiway D serves as a parallel taxiway to the northwest part of Runway 12-30. Taxiway F provides a short piece of parallel taxiway along the southeast end of Runway 12-30. Taxiway B is 50 feet wide except for the southern portion, which is 40 feet wide. Taxiway D and Taxiway F are 40 feet wide. All the taxiways at the airport are marked with medium intensity edge lighting. Airfield guidance signs are in place throughout the airport's runway and taxiway system.

Other landing aids at the airport include a rotating beacon, wind cone, segmented circle, tetrahedron, 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 Weather Observing Station (AWOS).

- **Terminal Facilities**

Landside facilities at the Fort Dodge Regional Airport include the airline passenger terminal complex, general aviation facilities, fuel storage facilities and airport maintenance facilities.

The existing airline passenger terminal complex and aircraft parking apron are located on the east side of the airport with vehicle access provided by way of U.S highway 20 and 169. Direct access to

the airport is via county highway P-56 which runs north/south on the east side of the airport. Direct access to the terminal building is via a loop road, which loops around the passenger terminal complex from highway P-56. This one-lane loop road runs in front (to the east) of the terminal building, becoming two lanes of one-way traffic adjacent to the terminal building. This road also provides access to the terminal parking and car rental lots.

The terminal building provides space for both commercial airline and general aviation services. The airline terminal is located in the north portion of the building, and consists of approximately 6,600 square feet of space. Approximately 3,000 square feet is dedicated for passenger departure/waiting lounge, while another 2,000 square feet is provided for airline/rental car counter, office, and queuing spaces. The remaining 1,000 square feet provides for baggage make-up and claim, vending, restrooms, and storage. The terminal building also provides approximately 200 square feet of space of airport administration located between the airline and general aviation spaces.

Vehicle parking in the terminal complex includes public, employee, and rental car space. The front curb area of the terminal building is approximately 100 feet in length and can accommodate approximately 5 vehicles for loading and unloading activities. The main public vehicle parking is located inside of the terminal access road, east of the terminal building. There are 87 public parking spaces located in this lot. Rental car ready/return parking is provided on the south side of the loop road. A total of 18 spaces are reserved for the one rental car agency. Employee vehicle parking is provided by a gravel lot adjacent and northeast of the terminal building and can accommodate approximately 18 vehicles.

The airport maintains approximately 11,100 square yards of aircraft apron for commercial airline operations. The apron provides for aircraft parking, access, and circulation for the commuter gate positions.

- **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.

Currently the airport has one fixed-base operator (FBO) located in 1,500 square feet of space in the southern portion of the terminal building. This area includes space for office, lobby, pilot lounge, and flight planning space. Hangar facilities at the airport consist of large conventional, corporate and T-hangar facilities. There are two conventional hangars, one corporate hangar (providing three clear span hangar units), and six T-hangar buildings for aircraft storage. The FBO also leases the two conventional hangars for aircraft maintenance and storage. The 7,000 square-foot westernmost hangar is used for aircraft maintenance. The easternmost conventional hangar is a 13,200 square-foot corporate hangar.

The airport also has approximately 11,100 square yards of apron for general aviation aircraft parking and circulation. Additional aircraft parking and movement areas are located to the south and adjacent of the FBO's maintenance and cold storage hangar as well as adjacent to the corporate hangar. Auto parking at the airport for general aviation is provided in proximity to the general aviation hangars and FBO facilities.

It is typical practice for some general aviation patrons to park their automobiles in the hangars while they are flying. This practice eliminates the need for additional parking spaces in some cases.

- **Military**

The airport is home to the Iowa Air National Guard's 133rd Air Control Squadron. This unit operates out of several facilities on the east side of the airport, along county highway P-56. The unit's primary mission is to support flying units at Des Moines, Sioux City, and Sioux Falls. This unit is the military version of civilian air traffic control and provides a radar depiction of the Midwest.

The Iowa Army National Guard operates from a state owned armory immediately southeast of airport property. The Headquarters Battery, First Battalion, 194th Field Artillery provides direct support of division artillery. The unit operates and maintains several armored vehicles at its facility adjacent to the airport.

The U.S. Army Reserve operates two units, 471st Postal Division and the 875th Replacement Division, out of its' facility located on the northeast portion of the airport terminal area, north of the airport access road along county highway P-56.

- **Fuel Facilities**

Fuel storage facilities at the airport are located adjacent and north of the corporate hangar. The airport currently has two 12,000 gallon fuel tanks, one containing Jet A, and the other containing AvGas. The FBO at the airport has two mobile fuel trucks that service the aircraft on the aprons.

- **Other Facilities**

The airport does not have an air traffic control tower. The airport maintenance and snow removal equipment building is located southeast of the passenger terminal building, immediately west of T-hangar A and is approximately 4,900 square feet in size. In addition to housing all the airport equipment for maintenance and snow removal operations this building also houses the aircraft rescue and fire fighting (ARFF) equipment. Airport equipment storage is also accommodated on the southwest portion of the airport in a large barn.

The FAA's Automated Flight Service Station (AFSS) for Iowa is located in a building northeast of the passenger terminal. The Fort Dodge AFSS provides several key services to pilots including communications, air traffic control for noncommercial pilots, search and rescue, weather briefing, and flight planning. The FAA's Airways and Facilities (A&E) are also housed in the AFSS facility.

- **Zoning**

At present, there are no airspace limitations adversely affecting flight operations or otherwise restricting aircraft operating at the airport. The area surrounding the airport is generally undeveloped and is utilized for agricultural purposes. The exception to this is the residential development northwest of the airport along Orchard Road and pocket areas north and south of the airport. Immediately east of the airport, just east of county highway P-56 is a commercial business and the Harlan Rogers Park. Located

on the southeast corner of county highways D-14 and P-56 is the Airport Industrial Park. The industrial park is currently utilized by several businesses and has property available for development. The areas around the airport are addressed for compatible land uses in the Webster County Comprehensive Plan and also in the City of Fort Dodge land use plan. Neither the City of Fort Dodge nor Webster County has an airport height and hazard zoning ordinance in place.

EXISTING SERVICES

- **Commercial Services**

Currently nonstop scheduled commercial airline service is provided from the Fort Dodge Regional Airport as follows:

Fort Dodge Regional Airport

Carrier	Equipment	# Seats	Daily Departures	Non-stop Destinations
Mesaba/Northwest	Saab 340	34	3	Mason City

January 2004

In 2003 the airport accommodated 7,317 enplaning passengers, less than 1% of the state's total enplaning passengers, with three daily departures. The U.S. Department of Transportation's Essential Air Service program provides a subsidy to Mesaba Airlines to maintain service in Fort Dodge. The airline services are provided from the passenger terminal building. Other services provided from the passenger terminal include vending, arcade games, rental car counters and administrative offices.

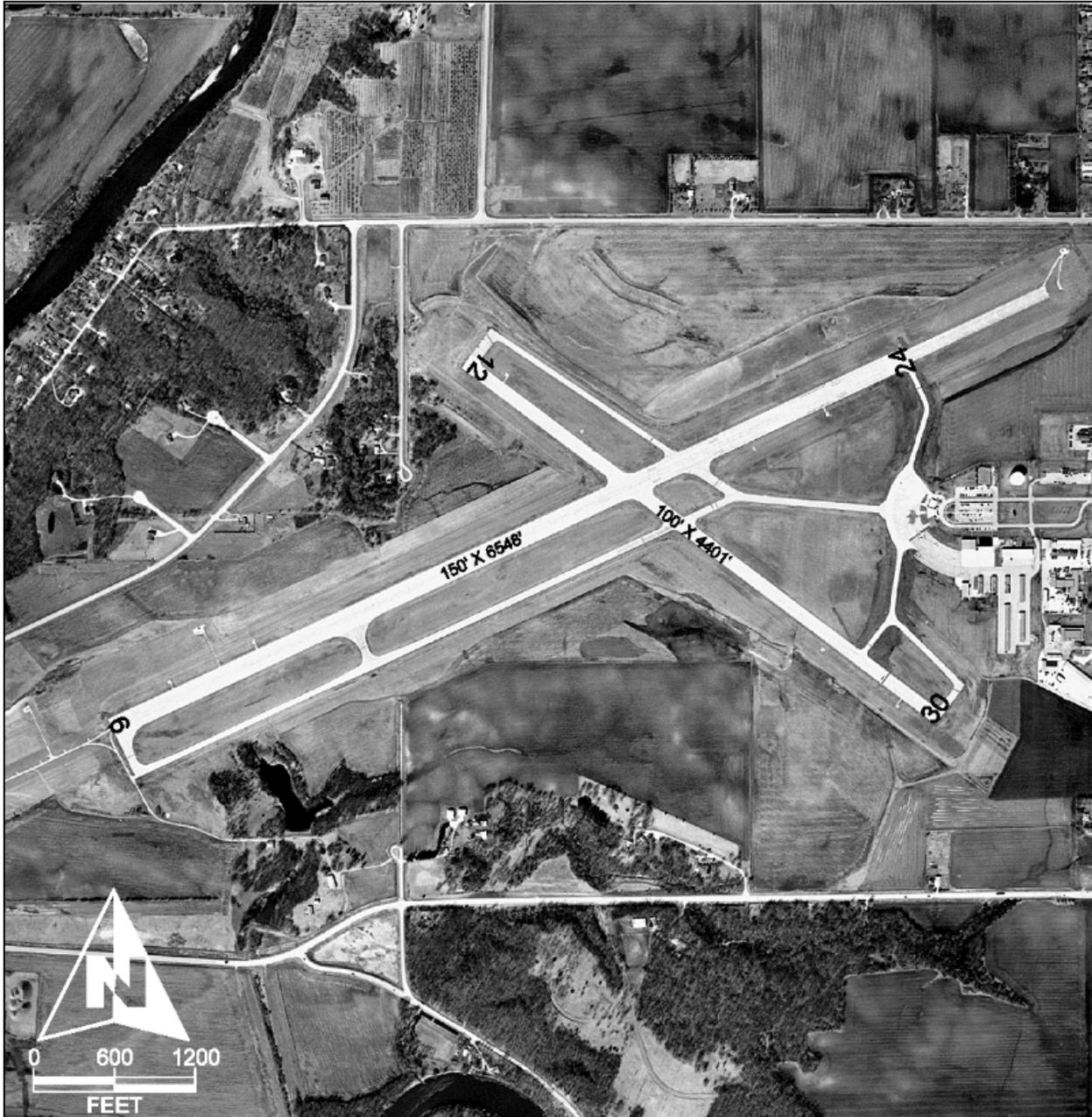
- **General Aviation Services**

The airport is home to Fort Dodge Flight Support, a full service fixed base operator (FBO) providing aeronautical services to the general aviation public. Aeronautical services include fuel sales, avionics, and aircraft sales and repair aircraft. The FBO has its own terminal facilities, which include pilot briefing room, restrooms, public telephones, conference room, offices, pilot lounge, and vending machines. The FBO owns and operates 2 aircraft and provides flight instruction services. In support of aircraft fueling operations, the FBO operates two fuel trucks; one with 2,000 gallons of Jet A fuel storage capacity and one with 1,000 gallons 100LL AvGas storage capacity. The FBO offers a courtesy vehicle and can provide access to taxi and rental car services.

- **Other Government Services**

Aircraft rescue and fire fighting (ARFF) services are provided by airport personnel and meet FAR Part 139 Index A requirements. Security and law enforcement services are provided by the Fort Dodge Police Department.

FORT DODGE REGIONAL AIRPORT (FOD)



Federal Role: Non-primary Commercial Service Airport
State Role: Commercial Service Airport

CURRENT AND FORECAST DEMAND

Based aircraft at the airport totaled 35 aircraft in 2003. Of those, there were 26 single engine piston, five multi-engine piston, three turboprop and one other type of aircraft. The number of based aircraft is forecast to increase to no fewer than 40 in 2022.

There were an estimated 22,200 total annual operations conducted in 2003. Of that total general aviation had 17,500 operations, commercial carriers had 4,500 operations, and the military had 200 operations. The total number of operations is expected to be 27,243 in 2022.

OPERATIONAL ACTIVITY

	<u>2003</u>	<u>2007</u>	<u>2012</u>	<u>2022</u>	<u>% change 2003-2022</u>
Based Aircraft	35	36	37	40	14%
Annual Operations	22,200	23,620	25,896	27,243	23%
Itinerant Operations	10,000	11,037	11,956	12,764	28%
Local Operations	7,500	7,358	7,970	8,509	13%
Commercial Operations	4,500	5,026	5,770	5,770	28%
Military Operations	200	200	200	200	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 Fort Dodge Regional 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 Fort Dodge Regional Airport meet or exceed system facility and service objectives.

OTHER RECOMMENDATIONS

Airport improvements anticipated in the future include:

- Acquire all the land located in the Runway Protection Zones (RPZ)
- Extending Runway 12-30
- Resurface the parking lot and access road
- Replace the rotating beacon
- Maintain existing airfield pavements
- Establish an approach on Runway 24 which allows landings which $\frac{3}{4}$ mile visibility
- Establish an approach on Runway 12 which allows landings $\frac{3}{4}$ mile visibility

- Renovate/expand the airline terminal with additional lobby, hold room, car rental & concession space
- Relocate and expand the baggage claim area
- Increase the amount of general aviation hangar space
- Add additional general aviation aircraft parking apron
- Add additional general aviation terminal space
- Increase Jet A fuel storage capacity
- Replace and acquire capital equipment

Consideration should be given to renovating/reconstructing the passenger terminal building to make it more functional to today's needs particularly in the area of hold rooms, baggage claim and security. Once the extension to Runway 12-30 is completed then airfield improvement efforts should continue for preserving the existing facilities including rehabilitating/reconstructing the existing runways, airline aircraft apron, acquiring all the land in the runway protection zones and improve/upgrade the navigational aids on the runway approaches.

DEVELOPMENT COSTS

<u>Description</u>	<u>Budget (FY05-FY08)</u>
Acquire land in Runway 12-30 RPZ's	\$ 1,200,000
Extend Runway 12-30	\$ 1,100,000
Resurface parking lot and terminal access road	\$ 400,000
Replace beacon & misc airfield signs	\$ 76,000
Acquire snow removal equipment	\$ 250,000
Acquire fire truck	\$ 250,000
Overlay Taxiway B	\$ 1,167,000
Overlay Taxiway D	\$ 174,300
Reconstruct Runway 6-24	\$ 5,500,000
Total	\$10,117,300

The opinion of probable cost is based on 2003 unit pricing.

Snyder & Associates, Inc.



SNYDER & ASSOCIATES
Engineers and Planners

2727 SW Snyder Blvd.
Ankeny, Iowa 50023
Phone: 515.964.2020
Fax: 515.964.7938
www.snyder-associates.com

Wilbur Smith Associates, Inc.



6600 Clough Pike
Cincinnati, OH 45244
Phone: 513.233.3700
Fax: 513.624.5182
www.wilbursmith.com

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