IOWA AVIATION SYSTEM PLAN

AIRPORT SUMMARY REPORT

MARSHALLTOWN MUNICIPAL AIRPORT

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

Performance Measure: Development

Benchmarks

- 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

Performance Measure: Economic Support

Benchmarks

- 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

Performance Measure: Safety and Security

Benchmarks

- 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

Performance Measure: Accessibility

Benchmarks

- 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

Performance Measure: Education

Benchmarks

- 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.

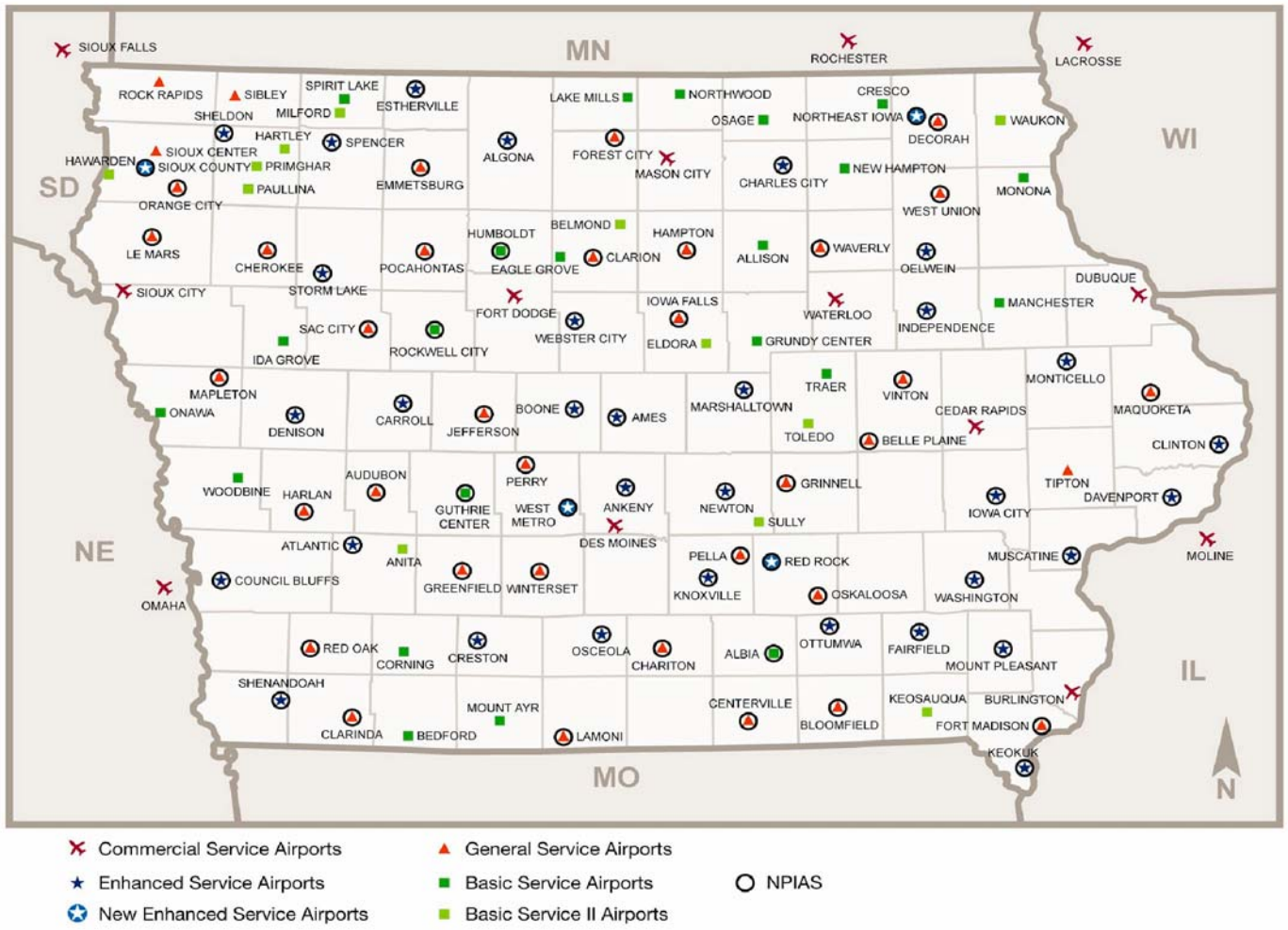
The following table sets forth the facility and service objectives for Enhanced Service, General Service, and Basic Service airports.

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



MARSHALLTOWN MUNICIPAL AIRPORT (MIW)
INDIVIDUAL SUMMARY REPORT

The Marshalltown Municipal Airport is owned and operated by the City of Marshalltown. The City Council manages daily operations on the airport through the FBO. The airport is included in the National Plan of Integrated Airport Systems (NPIAS). The NPIAS identifies the Marshalltown Municipal Airport as a general aviation airport. The Iowa Aviation System Plan identifies the Marshalltown Municipal Airport as an Enhanced Service airport.

General aviation airports in Iowa provide an important means of accessing the communities and regions they serve and provide a link to the national transportation system. The Marshalltown Municipal Airport serves the general aviation needs of the Marshall County. The airport is utilized by single engine, twin engine, turboprop, and business jet aircraft along with helicopters. The airport offers a full time fixed-base operator (FBO) that offers fueling, aircraft maintenance, flight instruction, aircraft sales, and charter operations. The airport also offers aircraft parking and hangar storage.

A wide range of aeronautical activities occur at the Marshalltown Municipal Airport including: personal travel, business travel both local and transient, just-in-time shipping, law enforcement, agricultural and medical transport.

LOCATION MAP

The Marshalltown Municipal Airport is located in Marshall County. Regional access to the airport is provided by US 30, IA 330 and Iowa Highway 14. The airport is located approximately 3 miles north of the Marshalltown central business district.

EXISTING FACILITIES

The Marshalltown Municipal Airport provides two runway facilities. Runway 12/30, the primary runway, is 5,006 feet in length and 100 feet in width. The concrete surfaced runway has a 42,000 pound dual wheel loading. The runway is equipped with medium intensity runway threshold and edge lights (MIRL). Runways 12 and 30 are equipped with runway end identifier lights (REIL) visual approach slope indicator lights (VASI).

Runway 18/36 is 2,806 feet in length and 50 feet in width. The runway is equipped with medium intensity threshold and edge lights (MIRL).

A non-precision instrument approach may be made to Runways 12 and 30:

VOR Runway 12, VOR Runway 30, NDB Runway 12, GPS Runway 12

A connecting taxiway provides access from Runway 18/36 to the apron. Runway 12/30 is served by a partial parallel taxiway extending from Runway 30 and Runway 12.

The airport has a rotating beacon and lighted wind indicator. The airport is equipped with a remote communications outlet (RCO) and Automated Surface Observing System (ASOS). A VOR facility is located on the airport.

Landside facilities include a terminal building, aircraft storage hangars, fuel facilities, apron area, vehicle parking and a facility for the storage of airport maintenance equipment.

The terminal building (2,400 square feet) was constructed in 1978. The structure provides restrooms, pilot/public lounge, telephone, vending machine and FBO office facilities. The airport provides 36 tee hangar stalls. The two (2) conventional hangars of which one (1) is heated, provide space for nine (9) additional aircraft. There are two (2) private owned hangars on the airport providing storage space for four (4) aircraft each.

The airport provides storage for 45 aircraft.

A structure on the airport is dedicated to the storage of airport maintenance equipment.

The apron contains ten (10) tiedowns.

Fuel facilities include an 8,000 gallon below ground tank for 100 LL. Jet A Fuel is stored in a 10,000 gallon below ground storage tank. Fuel is dispensed by pump (100LL) and by truck (Jet A).

Vehicle parking facilities provide space for 37 vehicles.

A comprehensive land use plan was adopted by the City of Marshalltown. The City of Marshalltown has established zoning districts to implement the land use plan. A tall structures zoning ordinance has been adopted by the City of Marshalltown and Marshall County.

EXISTING SERVICES

Aeronautical services provided by the FBO include charter, aircraft rental, fuel (100LL, Jet A), power and airframe repair and pilot instruction. Fuel is available 24/7. The FBO provides 24/7 on-call service.

The terminal building provides a pilot briefing room, restrooms, offices, pilot lounge, public lounge, vending machines and other amenities. Off-site ground transportation is available. A courtesy car is available at the airport.

MARSHALLTOWN MUNICIPAL AIRPORT (MIW)

Federal Role: General Aviation Airport
State Role: Enhanced Service Airport

CURRENT AND FORECAST DEMAND

There were 36 aircraft, not including ultralights, based at the airport in 2003. The based aircraft mix is noted as follows:

Single engine piston	31	Twin engine piston	2
Turboprop	3	Turbojet	0
Helicopter	0	Ultralights	0
Gliders	0	Other	0

The number of based aircraft, excluding gliders, ultralights and others is forecast to increase to no fewer than 49 in 2022.

There were an estimated 17,532 total annual operations conducted in 2003. The total number of operations, excluding military, is expected to increase to 20,460 in 2022.

Operational Activity	2003	2007	2012	2022
Based Aircraft	36	37	38	49
Annual Operations	17,532	18,316	19,346	20,460
Itinerant Operations	9,958	10,990	11,608	12,036
Local Operations	7,565	7,326	7,738	8,424

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 Marshalltown Municipal Airport has been classified as an Enhanced Service airport and should provide facilities and services commensurate with its system role.

The following table summarizes current facilities and services, the airport's facility and service objectives, and actions/projects recommended to meet objectives within the context of the system plan. Local airports may have additional projects planned to accommodate local needs and demand.

Airside Facilities	Existing	System Objective	Recommendation
Airport Reference Code	C-II	C-II	None
Primary Runway Length	5,006'	5,500 min.	Add 500'
Primary Runway Width	75'	100'	None
Taxiway	Partial Parallel	Full Parallel	35' x 5,500'
Approach	NPI	Precision	Evaluate
Runway Lighting	MIRL	MIRL	Extend
Taxiway Lighting	MITL	MITL	Install
Approach Aids	None	ALS	MALSR-Runway 12/30
Visual Guidance Slope Indicators (VGSI)	Runway 12/30 VASI	Both Ends	Relocate
Runway End Identifier Lights (REIL)	Runway 12/30	Both Ends	Relocate
Rotating Beacon	Yes	Rotating Beacon	None
Lighted Wind Indicator	Yes	Lighted Wind Indicator	None
RCO Facilities	Yes	RCO Facility	None
Pavement Strength	42,000 lb. DW	To be determined	None
Landside			
Covered Storage	45	100 % Based Aircraft	None
Aircraft Apron	10 tiedowns	100% Daily Transient	None
Terminal/Admin Building	Yes	Yes	None
Auto Parking	37	Space equal to 100% based aircraft	None
Fencing	Partial	Perimeter	Extend
Storage	Yes	Building for maintenance	None
Fuel	Yes	100LL, Jet A	None
FBO	Yes	FBO	None
Ground Transportation	Yes	Rental Car, Taxi, Other	None
Food Services	Yes	Vending	None
Phone	Yes	Phone	None
Restroom	Yes	Restroom	None
Pilot Lounge	Yes	Pilot Lounge	None
Security*	*	*	*
Snow Removal	Yes	Snow Removal	None
Other	Heated hangar	De-Icing	None

*Security enhancements for each airport depend on the size and activity at the airport. Each airport is encouraged to complete a security plan that addresses security enhancements recommended by the Transportation Security Administration and the Iowa DOT.

The facility and services recommendations noted above are based on the Iowa Aviation System Plan facility and service objectives. An Airport Layout Plan (ALP) was approved in 2001.

Justification for developing the airport to ARC C-II standards should be documented. Justification is based on having 500 or more annual operations by aircraft in Approach Category C and Design Group II.

The evaluation should consider the ability of the site to accommodate a 500 foot runway extension and a precision approach. More specifically, the ARC C-II must be able to provide the required runway safety area (RSA), runway object free area (ROFA) and runway object free zone (ROFZ).

SYSTEM DEVELOPMENT COSTS

The ACIP data sheets provide for the construction of a parallel taxiway to Runway 17/35. The proposed action is consistent with system plan facility and service objectives for Enhanced Airports.

Development Item	2004-2009
Parallel taxiway-Runway 12/30	$475,000
Land acquisition-Runway 12/30	$574,000
Grade and drain-Runway 30	$423,000
Extend Runway 12 and parallel taxiway extension-Runway 12	$1,163,000
Pavement rehabilitation Runway 12/30 and connecting taxiway	$935,000
Total	**$3,570,000**

The City may consider development of a precision instrument approach to Runway 12/30. The airport environs should be evaluated to determine if it is feasible to develop a precision instrument approach.

A precision approach will require a primary surface width of 1,000 feet and a 50:1/40:1 approach slope extending out from the runway for which the precision approach is planned. The airport environs must be able to accommodate a precision instrument approach.

The runway protection zones (RPZ) vary by area. Where a precision approach is being considered, the RPZ is 1,000 feet in width on the inner edge extending out 2,500 feet to a width 1,750 feet on the outer edge.

Consideration may also be given to equipping the precision instrument approach end with an approach light system (ALS).

OTHER RECOMMENDATIONS

The ACIP data sheets provide for the maintenance of Runway 12/30 and a new aircraft maintenance facility.

Development Item	2004-2009
Hangar-aircraft maintenance	$612,000
Total	**$612,000**

Consideration should be given to continued maintenance of Runway 18/36, connecting taxiway, and future development needs.

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