# IOWA AVIATION SYSTEM PLAN

# AIRPORT SUMMARY REPORT

# ROCKWELL CITY MUNICIPAL AIRPORT

Prepared for:

IOWA DEPARTMENT OF TRANSPORTATION
OFFICE OF AVIATION

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Prepared by:

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

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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.

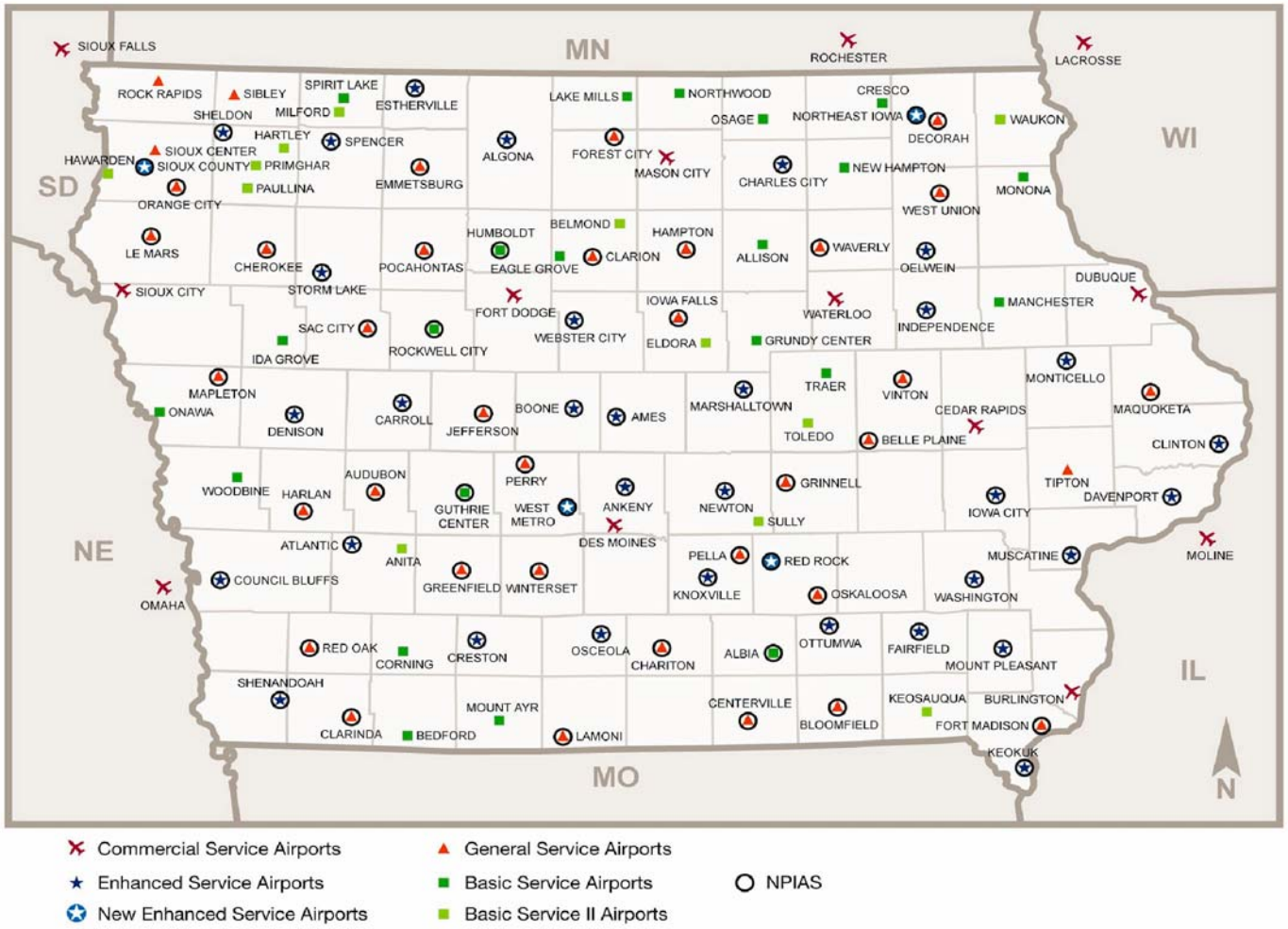
The following table sets forth the facility and service objectives for Enhanced Service, General Service, and Basic Service airports.

# 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



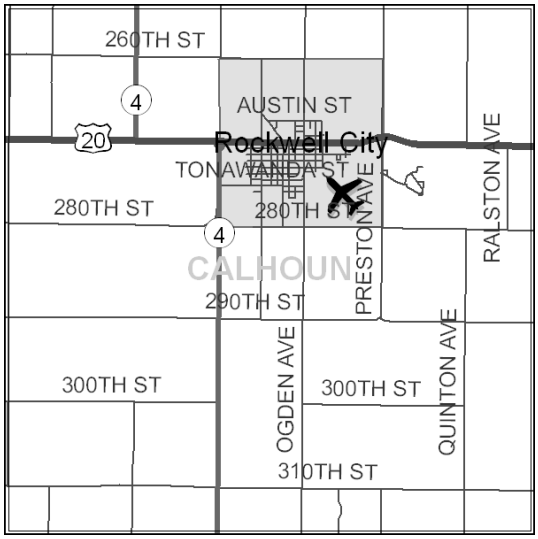
# ROCKWELL CITY MUNICIPAL AIRPORT (2Y4)
# INDIVIDUAL SUMMARY REPORT

The Rockwell City Municipal Airport is owned and operated by the City of Rockwell City and is included in the National Plan of Integrated Airport Systems (NPIAS) as a general aviation airport. The Iowa Aviation System Plan identifies the Rockwell City Municipal Airport as a Basic 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. Rockwell City Municipal Airport serves the general aviation needs of Calhoun County and the City of Rockwell City. The airport is utilized by single engine aircraft. The airport offers no fixed-base operator (FBO) services. The airport offers aircraft parking and hangar storage. Fuel (100LL) is available.

A variety of aeronautical activities occur at the Rockwell City Municipal Airport including: personal travel, business travel both local and transient, law enforcement and medical transport.

## LOCATION MAP




The Rockwell City Municipal Airport is located in Calhoun County on the southeast edge of the City of Rockwell City. Local access is provided via 1st Street.

## EXISTING FACILITIES

The Rockwell City Municipal Airport supports one runway facility. Runway 12/30 is concrete and is 3,500 feet in length and 60 feet in width. Runway 12/30 is equipped with low intensity edge and threshold lighting (LITL). The runway has a single wheel loading of 12,500 pounds.

There are no published instrument approaches to Runway 12/30.

The airport has a lighted wind indicator.

Landside facilities include a 2,500 square foot terminal building and 12 individual hangars providing storage for 12 aircraft.

The 1,200 square yard paved apron provides two tiedowns.

Parking is available for 8 vehicles.

## EXISTING SERVICES

Aeronautical services available at the airport include fuel (100LL) and aircraft storage.

The terminal building provides a pilot lounge, restrooms and a public telephone. Off-site ground transportation is not available.

# ROCKWELL CITY AIRPORT (2Y4)

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

## CURRENT AND FORECAST DEMAND

There were 10 aircraft based at the airport in 2003. All were single engine. The number of based aircraft is forecast to increase to 12 in 2022.

There were an estimated 4,868 total annual operations conducted in 2003. The total number of operations is expected to increase to 6,661 in 2022.

| Operational Activity | 2003 | 2007 | 2012 | 2022 |
|---|---|---|---|---|
| Based Aircraft | 10 | 10 | 11 | 12 |
| Annual Operations | 4,868 | 5,080 | 5,728 | 6,661 |
| Itinerant Operations | 2,766 | 3,048 | 3,437 | 3,997 |
| Local Operations | 2,102 | 2,032 | 2,291 | 2,664 |

The based aircraft mix and aircraft operational mix are not expected to change significantly 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 Rockwell City Municipal Airport has been classified as a Basic 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 | B-I | B-I or below | None |
| Primary Runway Length | 3,500' | 3,000' paved; 2,500' turf | None |
| Primary Runway Width | 60' | 60' paved; 120' turf | None |
| Taxiway | Connecting | Exists as needed | None |
| Approach | Visual | Visual | None |
| Runway Lighting | LIRL | LIRL | None |
| Taxiway Lighting | None | Not an Objective | None |
| Approach Aids | None | Not an Objective | None |
| Visual Guidance Slope Indicators (VGSI) | None | Not an Objective | None |
| Runway End Identifier Lights (REIL) | None | Not an Objective | None |
| Rotating Beacon | None | Not an Objective | None |
| Lighted Wind Indicator | Yes | Lighted Wind Indicator | None |
| RCO Facilities | None | Not an Objective | None |
| Pavement Strength | Unknown | To be determined | None |
| Landside | | | |
| Covered Storage | 12 | 100 % Based Aircraft | None |
| Aircraft Apron | 1,200 SY/2 tiedowns | 50% Daily Transient | None |
| Terminal/Admin Building | Yes | Not an Objective | None |
| Auto Parking | 10 spaces | Space equal to 50% based aircraft | None |
| Fencing | Partial | Not an Objective | None |
| Storage | No | Not an Objective | None |
| Fuel | 100LL | 100LL | None |
| FBO | No | Not an Objective | None |
| Ground Transportation | None | Not an Objective | None |
| Food Services | None | Not an Objective | None |
| Phone | Yes | Yes | None |
| Restroom | Yes | Yes | None |
| Pilot Lounge | Yes | Not an Objective | None |
| Security* | * | * | * |
| Snow Removal | Snow Removal | Snow Removal | None |
| Other | NA | Not an Objective | 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.

## SYSTEM DEVELOPMENT COSTS

None.

## OTHER RECOMMENDATIONS

No other airport improvements are identified on Airport Capital Improvement Program (ACIP) data sheets.

The airport facilities should be maintained in a fashion to protect the public investment and level of use. Annual municipal budgetary considerations should be applied to airport improvements to provide facilities commensurate with current and projected use.

A tall structure zoning ordinance based on FAA Part 77 should be adopted to control the height of objects within the airport environs.

## DEVELOPMENT COSTS - OTHER

None.

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.

ENGINEERS
PLANNERS
ECONOMISTS
Wilbur Smith Associates

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

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