

# Technical Advisory Committee (TAC)

**Meeting #5 | February 1, 2022**



# Introductions

- IDOT Bureau of Planning
- IDOT Aeronautics
- TAC Members
- Consultant team
  - Kimley-Horn
    - CMT
    - Hanson
    - EBP US



Kimley»»Horn



# Agenda

1. Project Recap
2. Future System Performance
3. Aviation Activity Forecasts
4. Cost Estimates
5. IASP Recommendations
6. Deliverables
7. Next Steps



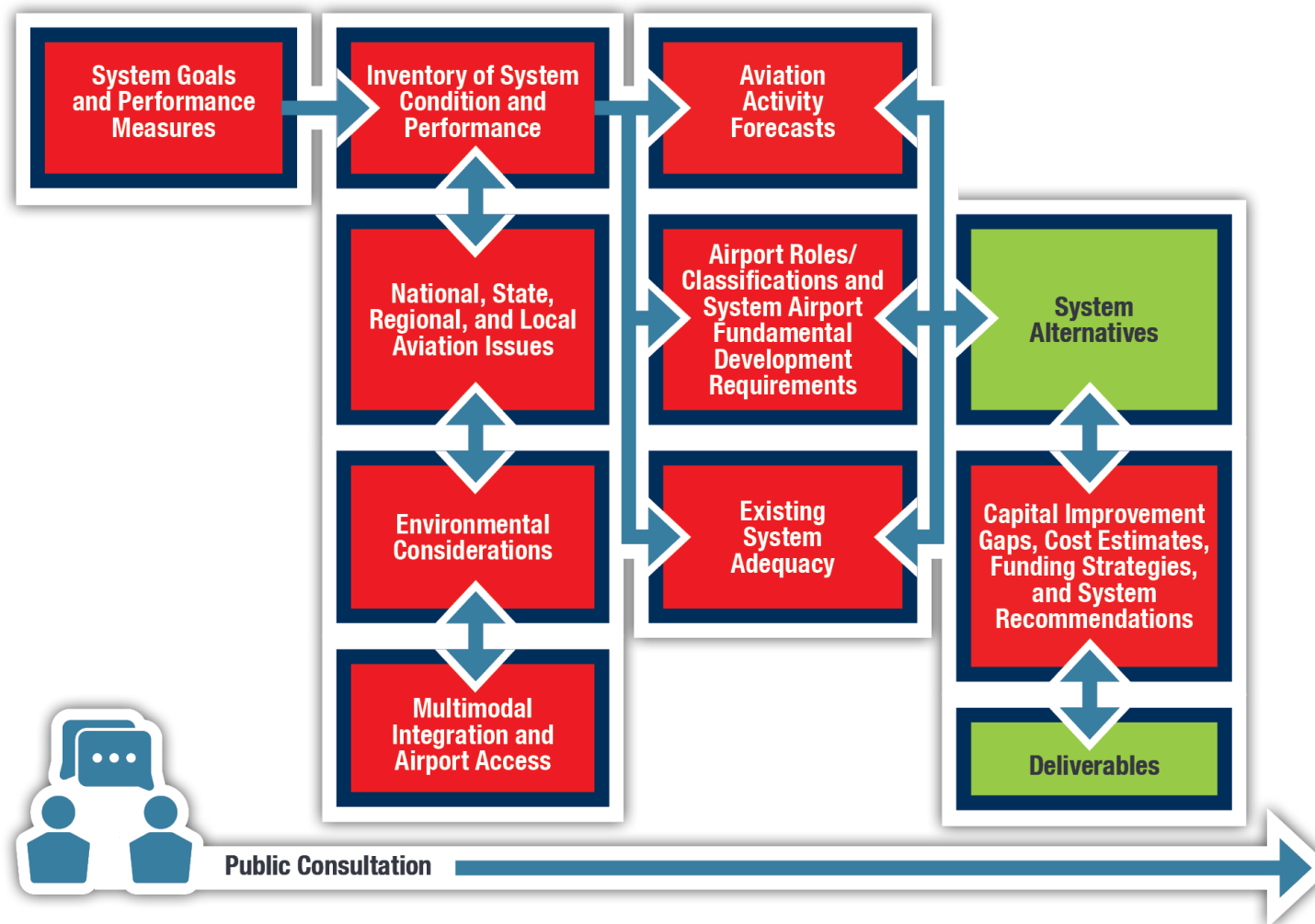




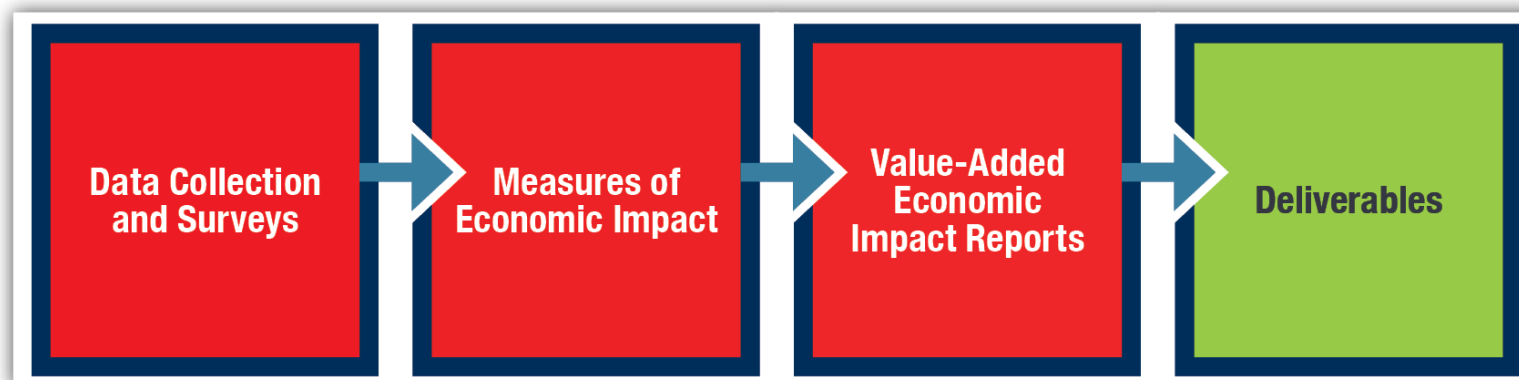
# 1 Project Recap...



# IASP Progress



# EIA Progress





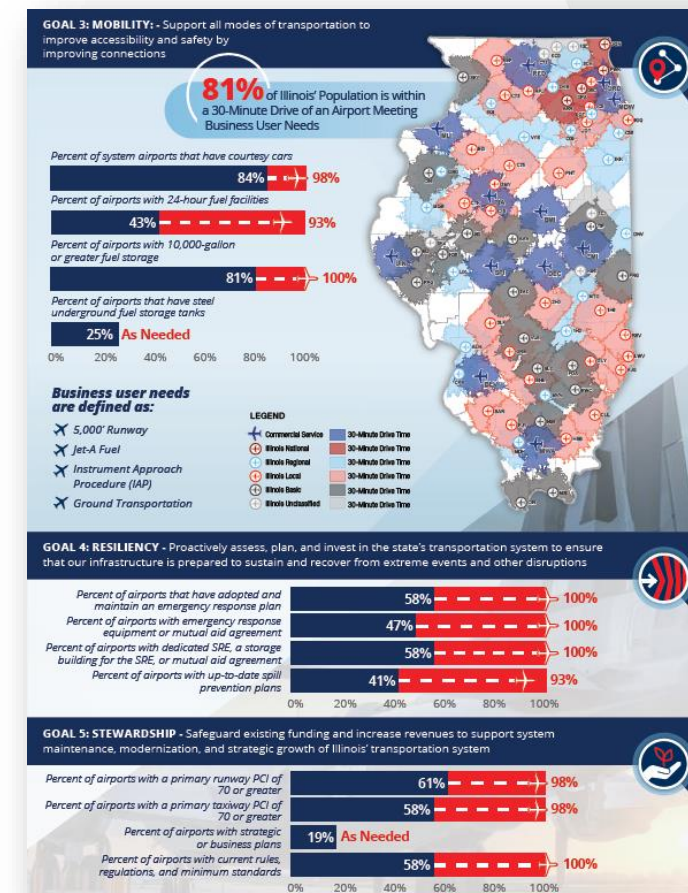
# 2 Future System Performance





# Future Performance Targets

- Important for measuring improvements over time
- Identifies the ultimate performance level
- Identifies gaps or deficiencies in performance
- Contributes to recommendation development
- Informs decision-making about resource allocation



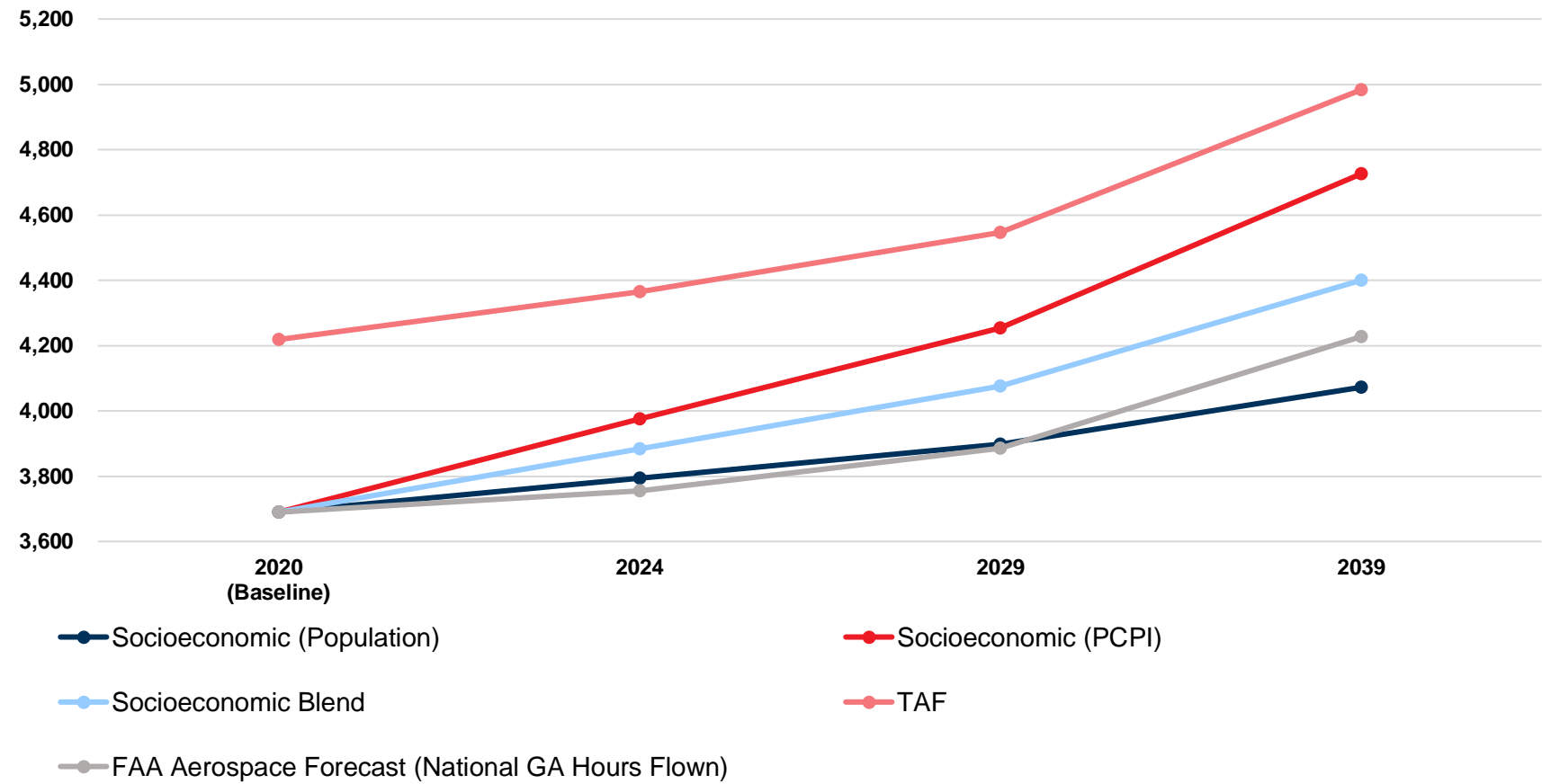




# 3 Aviation Activity Forecasts

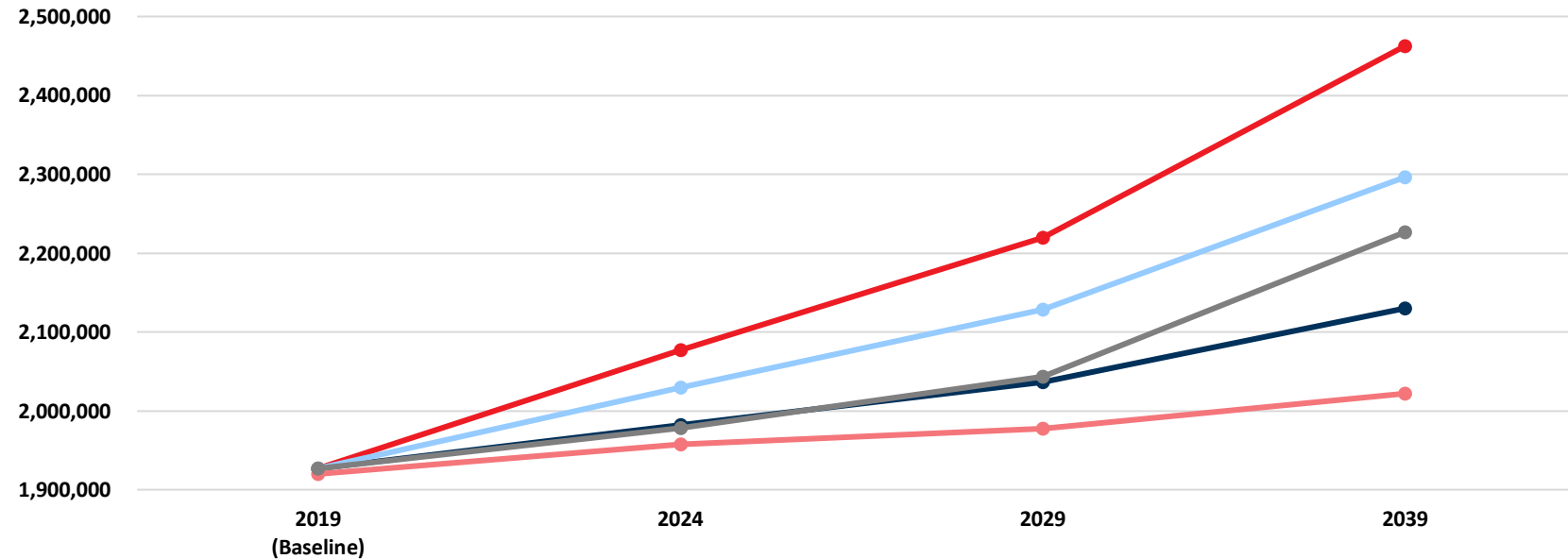


# Based Aircraft



*Statewide based aircraft are projected to grow 19%, or to 4,400 by 2039*

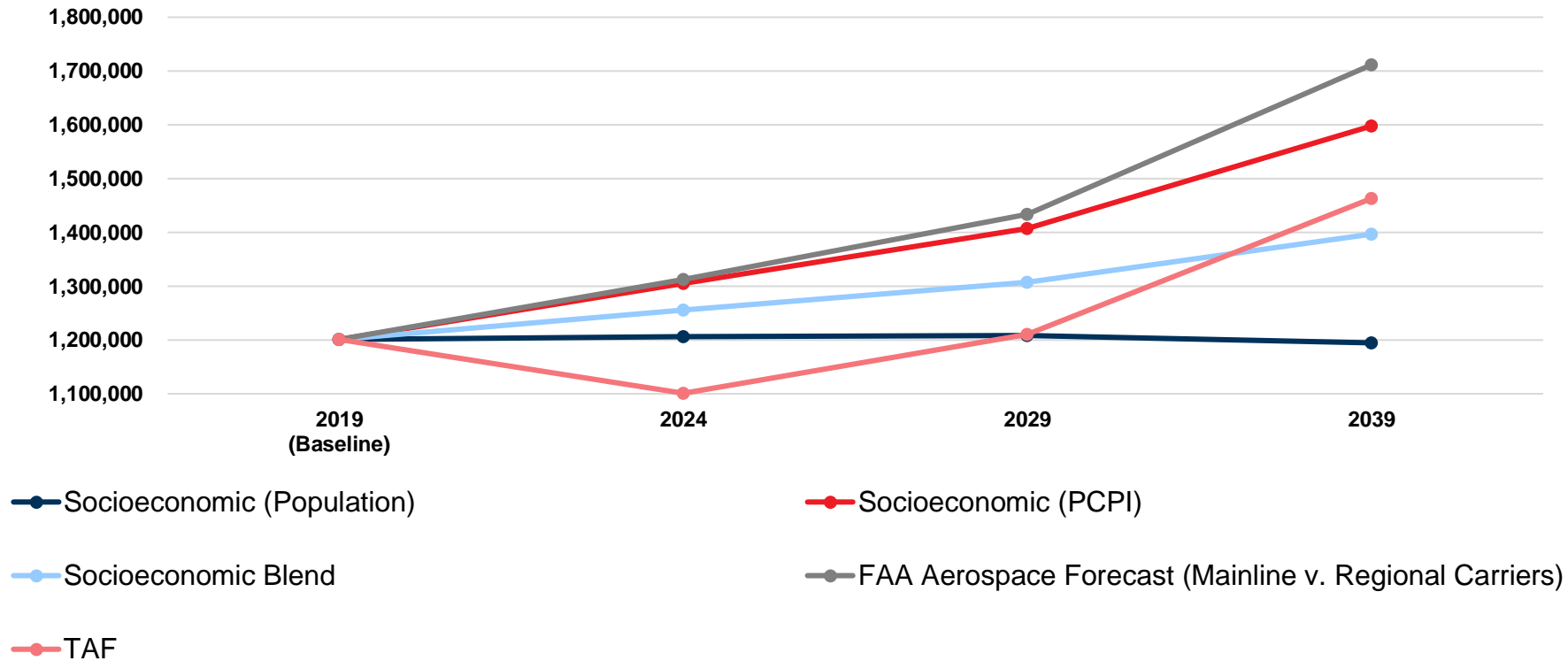
# GA Operations



*Statewide GA Operations are projected to grow 16%, or to 2.3 million by 2039*

- Socioeconomic (Population)
- Socioeconomic (PCPI)
- Socioeconomic Blend
- TAF
- FAA Aerospace Forecast (National GA Hours Flown)

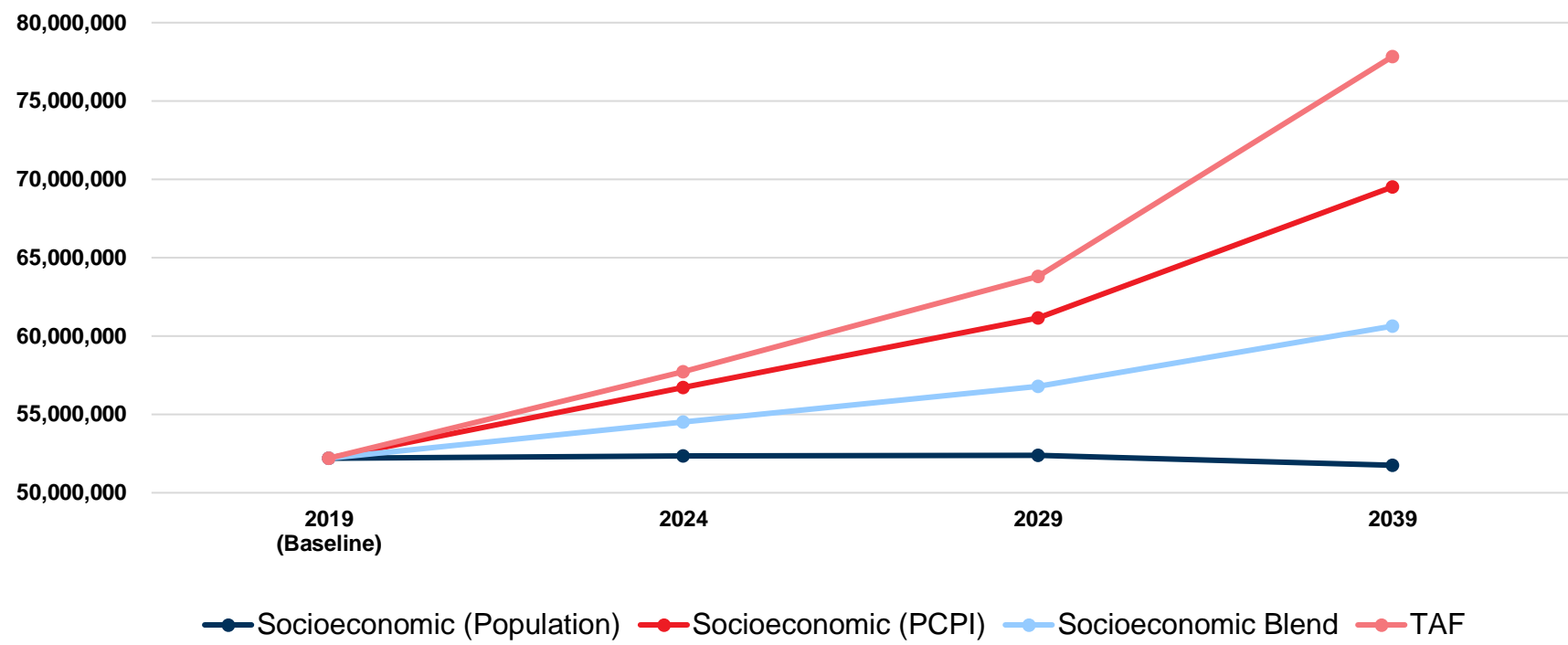
# Commercial Service Operations



*Statewide CS Operations are projected to grow 22%, or to 1.5 million by 2039*



# Enplanements



*Statewide enplanements are projected to grow 49%, or to 77.8 million by 2039*



# Forecast Summary

Forecast	Preferred Methodology	Base Year	2024	2029	2034	2039	AAGR
Enplanements	TAF	52,190,800	57,701,600	63,821,200	70,703,400	77,838,700	2.02%
General Aviation Operations	National GA Hours Flown	1,927,400	1,978,700	2,043,500	2,123,200	2,226,600	0.72%
Commercial Service Operations	TAF	1,201,800	1,102,000	1,210,800	1,334,600	1,463,100	0.99%
Based Aircraft	Socioeconomic Blend (Population & PCPI)	3,690	3,885	4,076	4,242	4,400	0.87%

*\*FAA review process is ongoing*





# 4 Cost Estimates



# Methodology

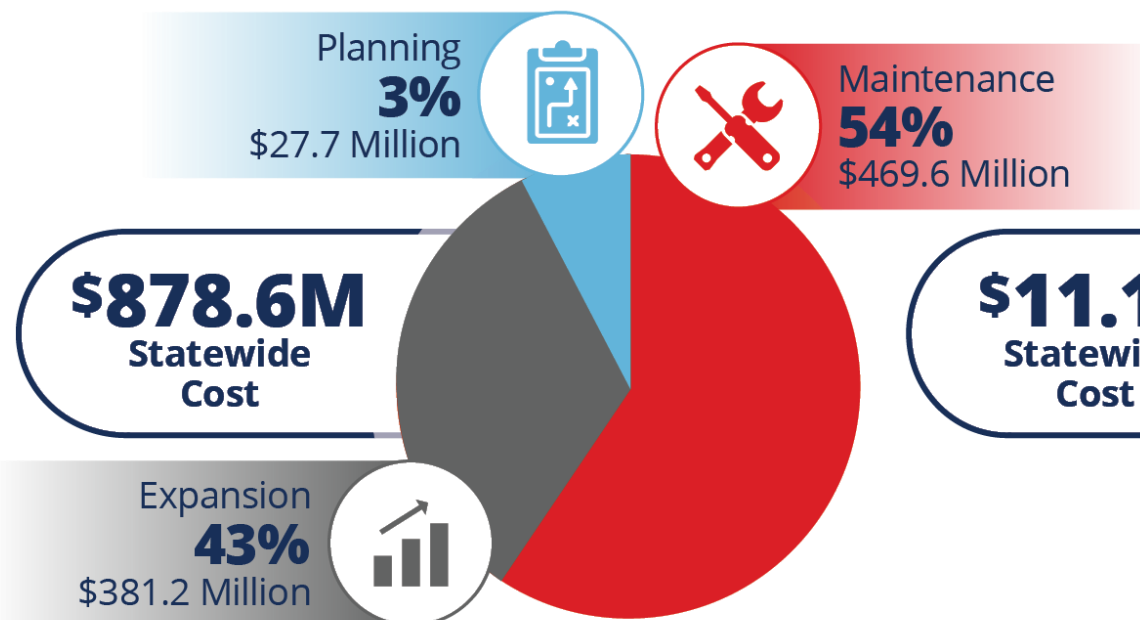
- Needs quantified from deficiencies identified in the future performance process
- Planning level cost estimates, Rough Order of Magnitude (ROM)
- Removed duplicates (similar needs from PMs, FSOs, etc.)
- ORD and MDW CIP



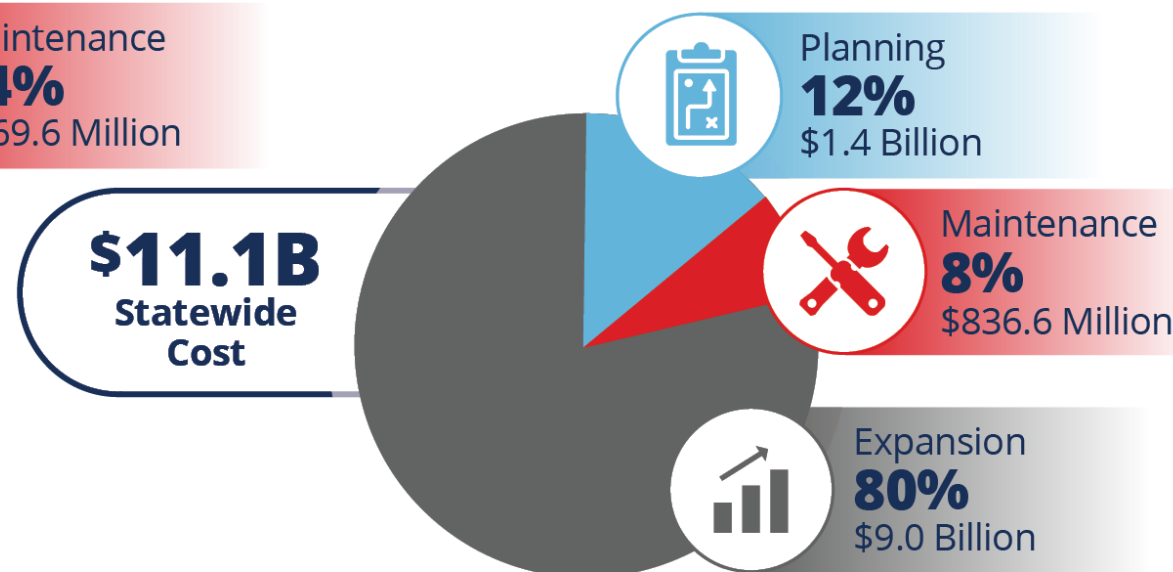


# 20-Year System Needs

Project Cost Estimate by Project Type  
excluding O'Hare and Midway



Project Cost Estimate by Project Type  
including O'Hare and Midway



■ Expansion ■ Maintenance ■ Planning



# 5 IASP Future Considerations



# Follow-On Study Considerations

-  Airport Pavement Management System
-  General Aviation Runway Safety Area Inventory
-  Heliport and Vertiport System Plan
-  IDOT Aeronautics Procedures Manual
-  Recurring Economic Impact Analysis
-  Runway Protection Zone and Obstruction Analysis
-  Advanced Air Mobility Integration
-  Aircraft Operational Counts at Non-Towered Airports

# Future Policy Considerations



Dedicated Aviation Funding



Environmental Justice



IDOT Aeronautics Staffing



Web-Based Management Programs







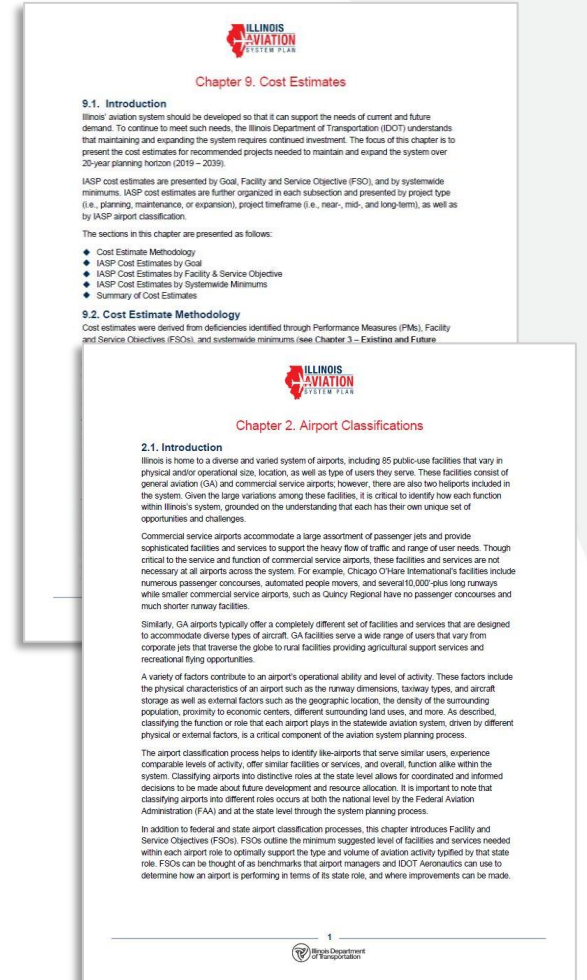
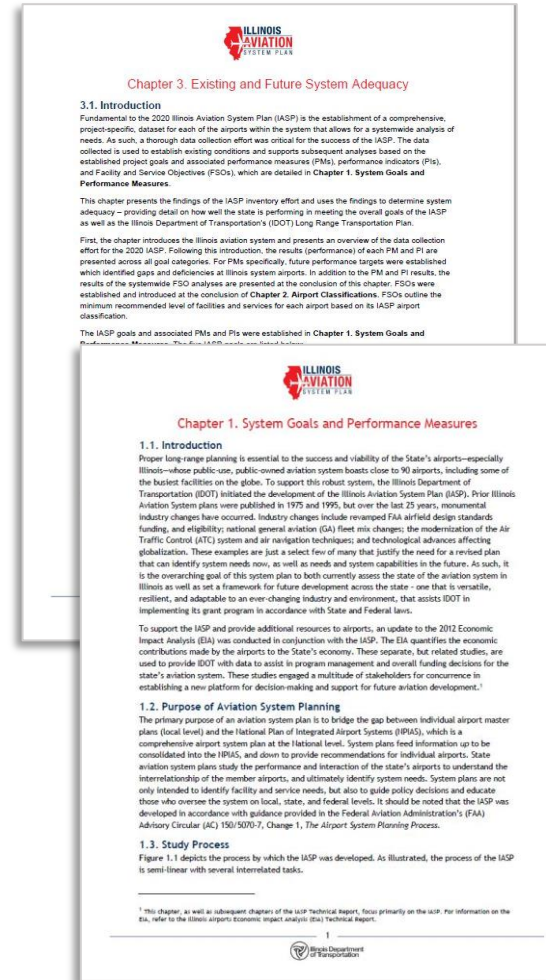
# 6 Deliverables

**IASP & EIA**



# IASP Full Technical Report

- Chapter 1: System Goals and PMs
- Chapter 2: Airport Classifications
- Chapter 3: Existing and Future System Adequacy
- Chapter 4: Aviation Issues
- Chapter 5: Multimodal Integration and Airport Access
- Chapter 6: Land Use Evaluation and Environmental Considerations
- Chapter 7: Aviation Activity Forecasts
- Chapter 8: Future Aviation Scenarios
- Chapter 9: Cost Estimates
- Chapter 10: System Recommendations
- Appendix A: Airport Report Cards



# Case Studies

- Ultra-Low Cost Carriers in Illinois
- Agriculture and Sustainability at Illinois Airports
- Illinois Airports Role in Emergency Response
- Military Aviation In Illinois
- Aviation and Aerospace Education in Illinois
- Airports and COVID-19 Relief Efforts
- Supporting Illinois' Businesses and Industries
- Enhancing Access for Rural Areas
- Air Cargo and Shipping





# IASP Executive Summary





# IASP & EIA Project Summary Poster



# EIA Full Technical Report

- Chapter 1: Introduction
- Chapter 2: District Approach
- Chapter 3: Data Sources and Modeling
- Chapter 4: Economic Assessment
- Chapter 5: Systemwide Impacts
- Chapter 6: Economic Impact Matrices



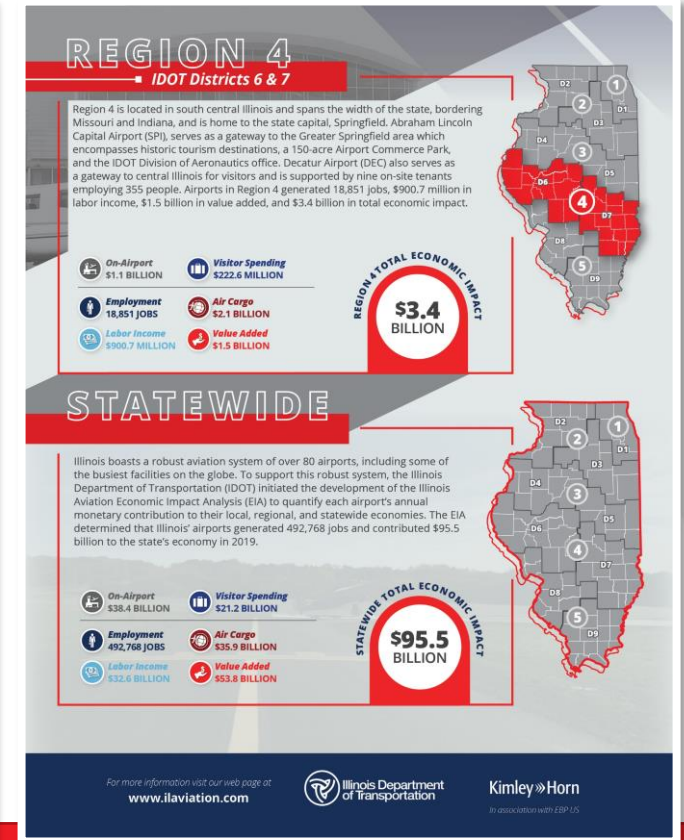
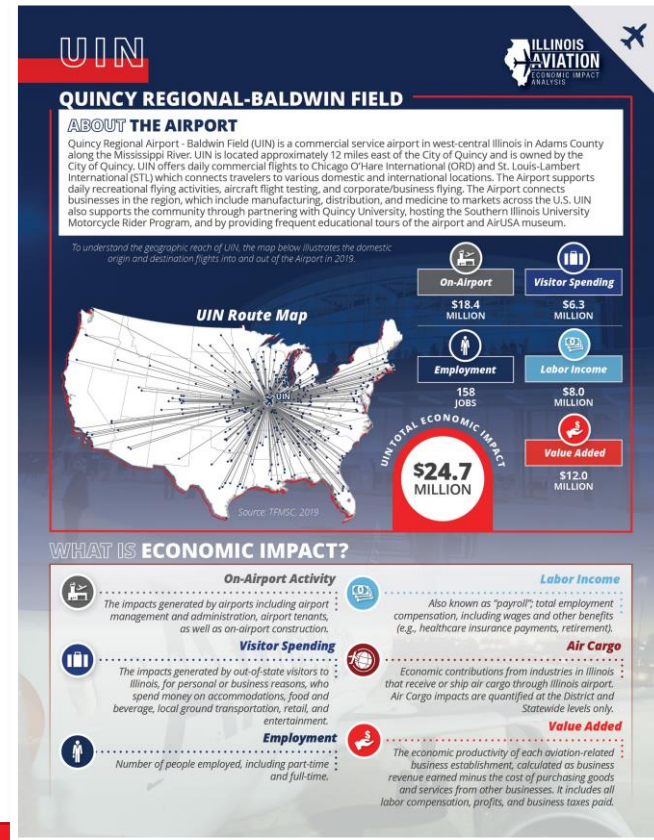
# EIA Executive Summary





# EIA Individual Airport Brochures & PowerPoints

- Notify local and regional stakeholders
- Communicate results with local and regional government officials
- Communicate results with local media
- Upload results to airport website



# Audience-Specific Primers

**ELECTED OFFICIALS & POLICY MAKERS**

**ILLINOIS AVIATION**  
ECONOMIC IMPACT ANALYSIS & SYSTEM PLAN

**A PRIMER FOR KEY DECISION-MAKERS OF ILLINOIS' AVIATION SYSTEM**

**ILLINOIS AVIATION IS ALL IN**

Illinois' aviation system is a vital resource to the state's economy. Illinois airports provide an entry into the state economic system, providing passenger and freight/cargo services, as well as providing numerous employment opportunities. Illinois' aviation system in Illinois connects the state to national and international communities and economies far beyond its midwestern borders. Simply put, Illinois Aviation is All In.

Proper long-range planning is essential to the success and viability of Illinois, including the state's aviation system, which boasts public-use, public-owned 85 airports, including some of the busiest facilities on the globe. The Illinois Department of Transportation (IDOT) initiated the Illinois Aviation System Plan (IASP) and associated Economic Impact Analysis (EIA) to examine current aviation system needs and to provide justification for continued development of Illinois' aviation system.

This primer provides an overview of the IASP and companion EIA by providing select findings of these two studies that are of most interest to elected officials and policy makers, including an overview of the economic impact of the aviation system, freight/cargo analysis, project cost estimates, and forecast analyses that provide crucial insight into how future aviation demand will impact the aviation system in Illinois.

**85**  
Airports included in the Illinois Aviation System

**12 & 73**  
Commercial Service General Aviation



**GENERAL PUBLIC**

**ILLINOIS AVIATION**  
ECONOMIC IMPACT ANALYSIS & SYSTEM PLAN

**A PRIMER FOR THE USERS OF ILLINOIS' AVIATION SYSTEM**

**ILLINOIS AVIATION IS ALL IN**


Aviation in Illinois is multifaceted, supporting everything from freight and cargo shipping to tourism, agriculture, emergency response, military operations, and sustainability efforts. Proper long-range planning is essential to the success and viability of Illinois—whose public-use, public-owned aviation system boasts close to 90 airports, including some of the busiest facilities on the globe. Whether utilizing Illinois' commercial air travel services, purchasing products shipped in via air cargo, or even benefiting from emergency response efforts launched from a community airport, aviation impacts almost every aspect of daily life in Illinois.



The Illinois Department of Transportation (IDOT) initiated the Illinois Aviation System Plan (IASP) to examine current aviation system needs and to provide justification for continued development of Illinois' aviation system. The IASP is used by the IDOT Division of Aeronautics to maintain a safe, efficient, and reliable aviation system and determine key investments that may be needed in order to continue improving the system. The findings of the IASP have led to the development of Goals and Performance Measures (GPMs), assessments of existing and future system performance, and cost estimates and recommendations for system needs.

This primer provides an overview of the IASP and companion Economic Impact Analysis by providing select findings of these two studies, that are of most interest to Illinois citizens, including an overview of the aviation system, the economic impact of the system, user accessibility, and case studies that illustrate how aviation touches the everyday life of Illinois residents.

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**IDOT DIVISION OF AERONAUTICS & FAA STAFF**

**ILLINOIS AVIATION**  
ECONOMIC IMPACT ANALYSIS & SYSTEM PLAN

**A PRIMER FOR THE DECISION-MAKERS INFLUENCING ILLINOIS' AVIATION SYSTEM**

**ILLINOIS AVIATION IS ALL IN**

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This primer provides an overview of the IASP and companion EIA by providing select findings of these two studies that are of most interest to IDOT Division of Aeronautics and FAA staff, including an overview of the IASP goals, existing and future system performance, policies and recommendations, and forecasts.

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**ILLINOIS AIRPORT REPRESENTATIVES**

**ILLINOIS AVIATION**  
ECONOMIC IMPACT ANALYSIS & SYSTEM PLAN

**A PRIMER FOR THE FRONTLINE OF ILLINOIS' AVIATION SYSTEM**

**ILLINOIS AVIATION IS ALL IN**


Illinois' aviation system is a vital resource to the state's economy. Illinois airports serve as a gateway to the state's economy by providing passenger and freight/cargo services, as well as providing numerous employment opportunities. The aviation system in Illinois connects the state to national and international communities and economies far beyond its midwestern borders. Simply put, Illinois Aviation is All In.



Proper long-range planning is essential to the success and viability of Illinois—whose public-use, public-owned aviation system boasts 87 airports, including some of the busiest facilities on the globe. The Illinois Department of Transportation (IDOT) initiated the Illinois Aviation System Plan (IASP) and associated Economic Impact Analysis (EIA) to examine current aviation system needs and to provide justification for continued development of Illinois' aviation system.

This primer provides an overview of the IASP and companion EIA by providing select findings of these two studies that are of most interest to Illinois airport representatives, including an overview of the aviation system, the economic impact of the system, policies and recommendations, and opportunities and key considerations for the continued enhancement of Illinois' aviation system.

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# Next Steps



## Next Steps

- Finalize forecasts + FAA review
- Finalize System Alternatives, send to TAC
- Finalize Recommendations, send to TAC
- Send IASP Executive Summary to TAC
- Send IASP & EIA Project Poster to TAC
- Finalize Primers and sent to TAC

# Questions?

Thank you for your participation!

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