

IDOT AERONAUTICS & FAA STAFF

A PRIMER FOR THE DECISION-MAKERS INFLUENCING 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 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 IDOT Division of Aeronautics and FAA staff, including an overview of the IASP goals, existing and future system performance, policies and considerations, and forecasts.



85 12 & 73

Airports included in the Illinois Aviation System

Commercial Service *General Aviation*



Illinois Department
of Transportation

Kimley » Horn

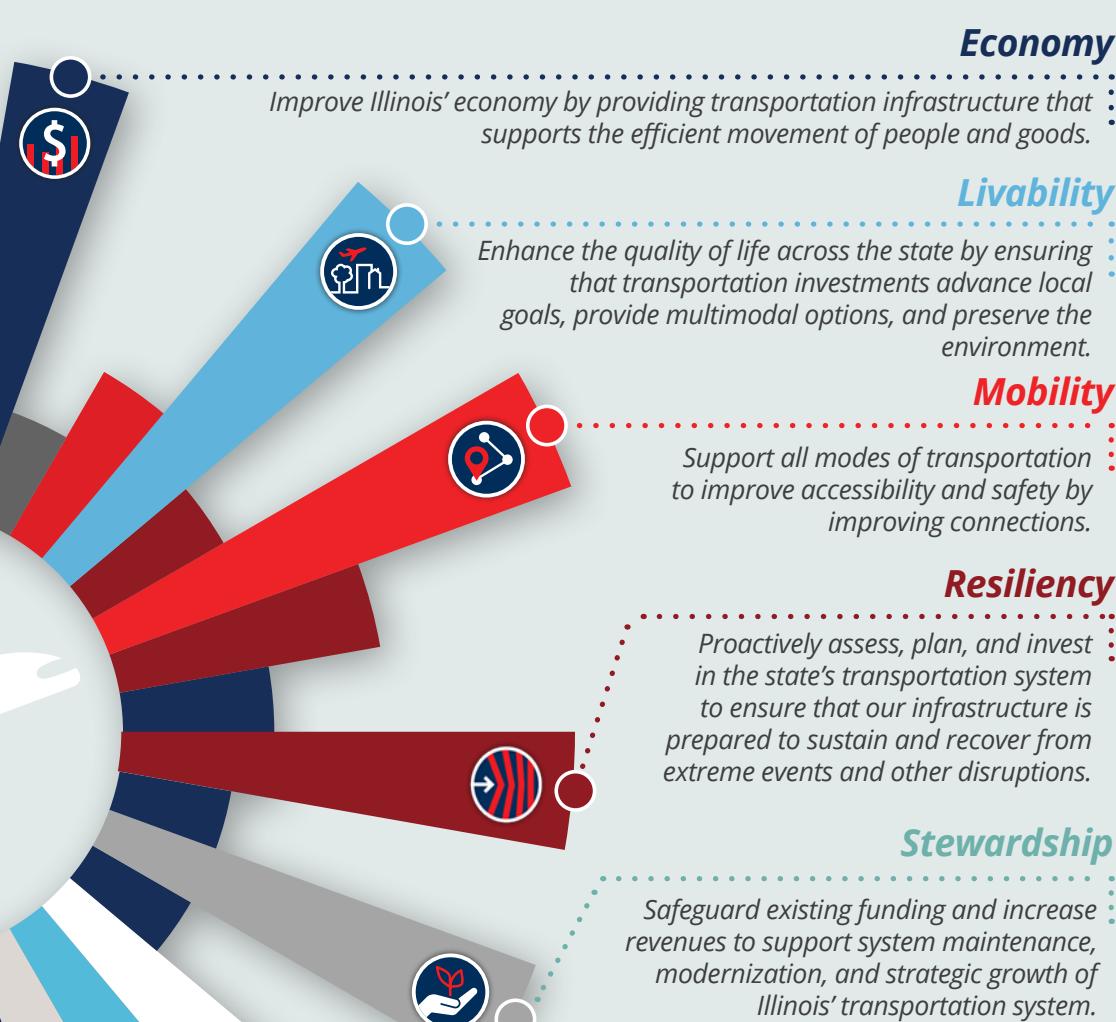
Expect More. Experience Better.

IASP GOALS ARE IDOT'S GOALS

The overall function of an airport is inextricably tied to the function of all other forms of transportation, enabling the safe and efficient movement of people and goods from one location to another. However, most users don't both begin and end an entire trip at an airport(s). Rather, there are additional transportation modes that need to be utilized to reach their intended final destination. For an airport to be an effective mode of transportation, airports must provide the means for passengers and goods to be transported between the airport and destination. Similarly, the Illinois aviation system must consider the statewide multimodal landscape to provide a more comprehensive picture of the overarching transportation system. One of IASP's initiatives is to better align itself with existing statewide planning documents, including the Illinois Long-Range Transportation Plan (LRTP) which is designed to provide strategic direction for the development of the Illinois transportation system as a whole. The LRTP vision for transportation in Illinois is to provide innovative, sustainable, and multimodal transportation solutions that support local goals and grow Illinois' economy.

FRAMEWORK FOR SUCCESS

The IASP goals were developed to align with the five goals of the LRTP: Economy, Livability, Mobility, Resiliency, and Stewardship. Aligning the IASP goals with the LRTP goals promotes the FAA's desired emphasis on one larger, intermodal system and follows a goal structure that parallels IDOT's 20-year vision for the aviation system in a monitorable and measurable way. The IASP goals are the foundation of the aviation system planning process as they provide direction for desired results, serve as a starting point for developing performance-related metrics, and provide a framework for IASP recommendations.



EXISTING AND FUTURE SYSTEM PERFORMANCE

IASP goals were developed to shape the future of Illinois' aviation system and to assess performance in achieving that vision. To identify future needs, the IASP also established future performance targets for various Performance Measures (PMs). Future performance targets are defined as the total and percent of airports by classification that need to meet each PM in order to accomplish the overarching goals of the IASP. The difference between existing system performance and future system performance is important for defining system investment needs and recommendations to ensure that the system continues to meet current demands and is poised to meet future demands. Examples of two goals' existing and future system performance are provided below.

■ Existing system performance
✈ Future system performance

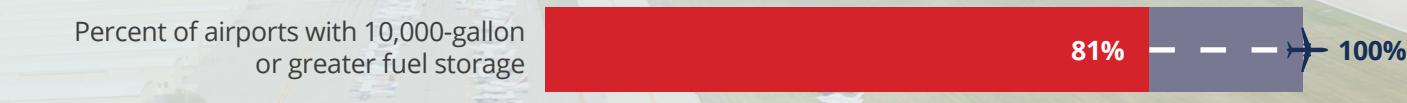
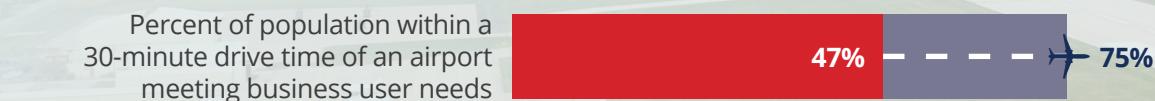
Goal 1: Economy

Improve Illinois' economy by providing transportation infrastructure that supports the efficient movement of people and goods.



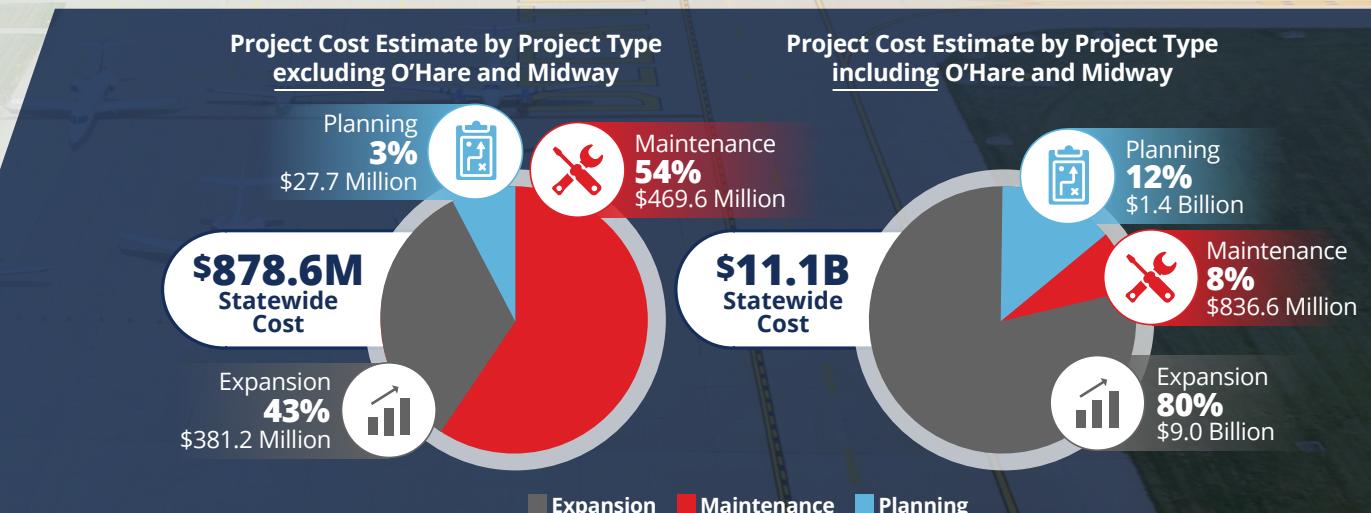
Goal 3: Mobility

Support all modes of transportation to improve accessibility and safety by improving connections.



SYSTEMWIDE COST ESTIMATES

Systemwide cost estimates are based on IASP performance measures (PMs), facility and service objectives (FSOs), and systemwide minimums. Projects were developed based on airports with identified deficiencies. These projects are needed to continue to meet current and future system performance goals and objectives. Systemwide, there is an estimated \$11.1 billion in needed planning, maintenance, and expansion projects. Planning projects are those needed to develop planning documents and procedures at current system airports. Maintenance projects are those needed to maintain the existing aviation system. Expansion projects are those needed for new infrastructure or new program projects at current system airports.



POLICY AND FOLLOW-ON STUDY CONSIDERATIONS

Various follow-on studies and policies were considered for future implementation to provide direction to IDOT Aeronautics for preserving and enhancing Illinois' aviation system. These considerations address identified system inadequacies, as well as provide support to the current aviation system, through funding and procedural mechanisms at the state and IDOT office level. The policy considerations identified as part of the IASP provide a framework for maintenance and future growth. These considerations are based on current IDOT policies, as well as on current peer state policies and procedures. These considerations are also in response to the aviation issues identified in the IASP that have high potentials to impact the state's aviation system over the 20-year planning horizon. To name a few, policy considerations included dedicated aviation funding and IDOT Aeronautics staffing. Additionally, some follow-on studies include statewide aircraft electrification and air cargo studies.

✓ Dedicated Aviation Funding

✓ Increased IDOT Aeronautics Staffing

✓ Statewide Aircraft Electrification Study

✓ Statewide Air Cargo Study

FORECASTS

Forecast analyses are a crucial element of aviation system planning as they provide insight into future aviation demand and how this demand will impact the system. Forecasts are developed using indicators such as enplanements, operations, and based aircraft at commercial service and general aviation airports. Forecast indicators are used to gauge future demand and to identify strengths and potential weaknesses that could result from this shift in future performance, capacity, and demand. For the IASP, forecasts were conducted for the next 20 years (to 2039). Based on IDOT-approved methodologies, growth is anticipated in all sectors of the state's aviation industry.



STATEWIDE TOTAL ENPLANEMENTS

Projected to grow
49%, or to 77,838,700



GENERAL AVIATION OPERATIONS

Projected to grow
16%, or to 2,227,300



BASED AIRCRAFT

Projected to grow
19%, or to 4,400



COMMERCIAL SERVICE

Projected to grow by
22%, or to 1,463,000

