



PENNSYLVANIA STATEWIDE AIRPORT SYSTEM PLAN (SASP) UPDATE SUMMARY of FINDINGS

The Pennsylvania Statewide Airport System Plan (PA SASP) provides the Pennsylvania Department of Transportation (PennDOT), Bureau of Aviation (BOA) with the tools necessary to make decisions about the preservation, enhancement, and promotion of its air transportation system, as economic, industry, and regulatory changes continue to pose new aviation challenges in the Commonwealth. Here is the summary of findings from the 2016 Update published in March of 2018.

2016 PA SASP Update Summary of Findings

Forecasts (2016 – 2036)
➤ Passenger enplanements: +33 percent growth
➤ Commercial aircraft operations: +17 percent growth
➤ General Aviation (GA) based aircraft: +12 percent growth
➤ GA aircraft operations: +10 percent growth
Airport Classifications
➤ In the PASASP, airports are classified based on their runways and navigational facilities, which dictate the type of aircraft and aviation operations they can handle. See Figure 1 for PA 2016 SASP Airports and their Classification.
➤ In the FAA’s National Plan of Integrated Airport Systems (NPIAS), airports nationwide are categorized differently, predominantly by their level of activity. Of the 128 public-use airports in the PA system, 63 are also categorized in the NPIAS.
System Requirements
➤ Most airports meet their classification criteria <ul style="list-style-type: none"> ○ <i>95 out of 128 airports have a performance score greater than 90 percent.</i>
➤ Certain facility upgrades are recommended, if feasible and justifiable, to improve overall system performance, particularly at facilities with a performance score below 75 percent
➤ No classification upgrades or downgrades are recommended from initial assessment
➤ Pennsylvania’s population has sufficient automobile access to system airports. In total, 96 percent have access to any system airport in less than a 30-minute drive.
➤ Minor access gaps do exist in certain counties: <ul style="list-style-type: none"> ○ <i>Northern portions of Wayne and Pike Counties.</i> ○ <i>Northeastern suburbs of the Pittsburgh metropolitan area in Allegheny and Armstrong Counties.</i>
Implementation Plan
➤ The implementation plan in the PA SASP identifies facilities as either Core Airports or System Airports. Core Airports include: <ul style="list-style-type: none"> ○ <i>Primary airports as defined in the FAA’s NPIAS.</i> ○ <i>Non-primary airports as defined in the FAA’s NPIAS that are also classified in the FAA’s ASSET report.</i> ○ <i>Non-NPIAS airports that serve a Core Airport role by providing system coverage to population centers not covered by a NPIAS airport’s service area or possess 2016 activity levels equal to or exceeding FAA ASSET National or Regional categories.</i>



2016 PA SASP Update Summary of Findings (Continued)

<ul style="list-style-type: none"> ○ <i>Public Special Use facilities identified as being an essential transportation asset by its Metropolitan Planning Organization (MPO), Regional Planning Organization (RPO) and the BOA.</i> ➤ System Airports are all other public-use facilities not classified as Core Airports.
<ul style="list-style-type: none"> ➤ Core and System Airports' funding emphasis should focus on system preservation and economic development.
<ul style="list-style-type: none"> ➤ Three major priorities should be addressed in the near future: <ul style="list-style-type: none"> ○ <i>Maximize drive time accessibility of population and economic centers, and reduce identified gaps.</i> ○ <i>Implement, along with system preservation and economic development needs, feasible upgrades and expansions justified through the master planning process or documented operational need.</i> ○ <i>Ensure that operational capacity will accommodate future demand.</i>
<ul style="list-style-type: none"> ➤ Overall, the PA air transportation system is in a good shape: <ul style="list-style-type: none"> ○ <i>The average performance score of airports is 94 percent, indicating adequate facilities system-wide.</i> ○ <i>Although forecasts indicate a rise in based aircraft and operations, there is sufficient capacity system-wide to accommodate future growth.</i>
<p>Selected Airport Improvements: Return on Investment</p>
<ul style="list-style-type: none"> ➤ Case study airports generated a medium to high Return on Investment (ROI), based on both quantitative and qualitative impacts: <ul style="list-style-type: none"> ○ Indiana County Airport - IDI (Runway Extension): Medium ROI ○ New Garden Flying Field - N57 (Runway Reconstruction): High ROI ○ Pocono Mountains Municipal Airport - MPO (Runway Extension): High ROI ○ Erie International Airport - ERI (Runway Extension): Medium ROI ○ McVille Airport - 6P7 (Runway Reconstruction): Medium ROI
<ul style="list-style-type: none"> ➤ Two major trends identified: <ul style="list-style-type: none"> ○ <i>Large investments do not always result immediately in the highest returns, but have the ability to do so in the future.</i> ○ <i>Airport location and proximity to large business centers greatly enhance growth potential, and ultimately, return on investment.</i>

The Pennsylvania airport system is in a solid and functional shape. With only a few exceptions, most airports currently meet the vast majorities of their performance objectives based on their classification and will be capable of accommodating future demands as identified in this PA SASP. With regards to accessibility, the state's Core Airports provide 30-minute drive time coverage to 93 percent of Pennsylvania's population as well as most major economic centers.

Moving forward, the funding emphasis for Core and System Airports should focus on system preservation (including safety) and economic development, which would foster optimization and/or promote and preserve a sustainable airport system. Subsequently, Core Airports, could be considered for upgrade and expansion projects that are feasible and justifiable through the master planning process or documented operational need.



Figure 1: 2016 PA SASP Airports and Classifications (As of May 2017)

