



# McBreen & Kopko

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## Aviation Group Client Update

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### FAA UPDATES THE NATIONAL PLAN OF INTEGRATED AIRPORT SYSTEMS (NPIAS) REPORT FOR 2017-2021.

The Secretary of Transportation transmitted the [2017-2021 National Plan of Integrated Airport Systems \(NPIAS\)](#) to Congress on September 30, 2016.

**Background.** The NPIAS report identifies airports included in the national airport system, the role they serve, and the amounts and types of airport development eligible for Federal funding under the Airport Improvement Program (AIP) over the next 5 years. The Federal Aviation Administration (FAA) has been publishing the NPIAS since 1984.

**Purpose.** This edition of the NPIAS identifies 3,340 public-use airports (3,332 existing and 8 proposed) that are important to national air transportation. It also estimates approximately \$32.5 billion in AIP-eligible airport projects between 2017 and 2021 which is a decrease of \$1 billion from the report issued in 2015, \$10 billion from the 2013 report and \$20 billion from that of 2011. Cost estimates in the NPIAS are obtained primarily from airport master and State system plans prepared by planning and engineering firms for airport sponsors and local and State agencies and only include development to be undertaken by airport sponsors. The NPIAS cost estimates are based upon planning estimates developed prior to design and full environmental evaluation.

Airport capital development needs are based on a number of factors including current and forecasted traffic, use and age of facilities, and changing aircraft technology, which requires airports to update or replace equipment and infrastructure. The FAA anticipates that AIP-eligible development will decrease at large and medium hubs, increase at small hubs, and remain flat at all other airport categories. Capacity-related development continues to decrease while development to reconstruct pavement, bring an airport up to design standards, and expand or rehabilitate terminal buildings are projected to increase.

**General Aviation.** About 88% of NPIAS airports are considered non-primary airports and serve mainly general aviation activity. General aviation activity has decreased 36% since 2000 and can be attributed to economic conditions, high fuel prices, and other factors.

General aviation encompasses a diverse range of commercial, governmental, and recreational uses, as well as public aircraft operations, and humanitarian services, such as transporting patients to medical centers or delivering relief supplies to areas following natural disasters. Because general aviation has various land use, airspace, and air traffic requirements that are much different from those of commercial air service, it necessitates a system of airports that is flexible in design and construction to accommodate these uses. General aviation airports are included in the NPIAS due to their capacity to accommodate varied uses and roles.

For further information on the NPIAS Report, and if you have any questions, please contact Shelley Ewalt.

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McBreen & Kopko's Aviation Group represents air carriers, fixed base operators (FBOs), airport managers, aviation service providers, and business aircraft owners and operators on a wide range of aviation issues including regulatory matters, commercial transactions, aircraft finance matters, and bankruptcy and creditors' rights.

