

OVERVIEW

The Iowa DOT Aviation Bureau, in completing the 2020 Iowa Statewide Aviation System Plan (SASP 2020), seeks to support its mission to ensure that the airport system will serve all facets of aviation in a safe and efficient manner. This report provides a summary of findings as they relate to Larchwood - Zangger Vintage Airpark Airport and the state system.



LARCHWOOD - ZANGGER VINTAGE AIRPARK AIRPORT (2VA)

LARCHWOOD, IOWA

PRIMARY RUNWAY: 12/30, 2,000' X 100'

APPROACH TYPE: VISUAL

FUEL: 100LL

BASED AIRCRAFT: 21

FIXED BASE OPERATOR: NOT AVAILABLE

IOWA'S MARKET CONNECTIONS

Data collection from the SASP 2020 showed that airports are used for a variety of aeronautical uses that promote the economy, welfare, and vitality of local communities. Airports keep rural communities vibrant and connected to the air transportation system.

FLIGHT TRAINING



FLY-INS



AGRICULTURAL SPRAYING



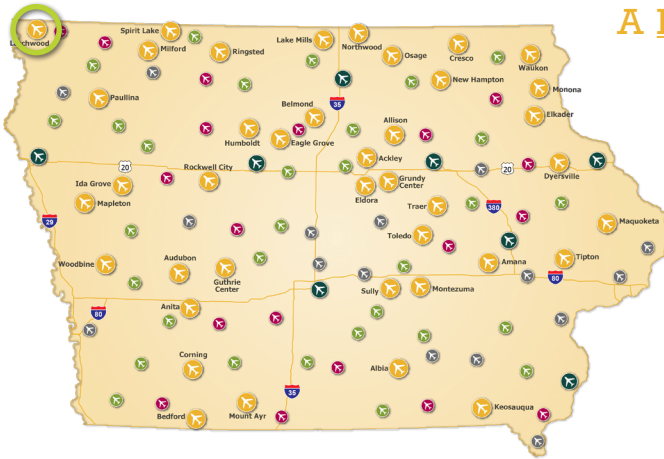
AIR AMBULANCE





LARCHWOOD - ZANGGER VINTAGE AIRPARK AIRPORT

A LOCAL SERVICE AIRPORT



- COMMERCIAL SERVICE**
- ENHANCED SERVICE**
- GENERAL SERVICE**
- BASIC SERVICE**
- LOCAL SERVICE**

LOCAL SERVICE airports include those that primarily support local activity and provide limited aircraft services.

DIFFERENT ROLES FOR DIFFERENT NEEDS

A highly-functioning transportation system has airports with varying facilities and services that serve distinct roles. Iowa's airport system is stratified into five roles that aid the Aviation Bureau in planning and prioritizing airport improvement and maintenance projects. These roles help the Aviation Bureau drive Iowa airports to best serve their market niche and user base.

LARCHWOOD - ZANGGER VINTAGE AIRPARK AIRPORT

FACILITY AND SERVICE OBJECTIVES

AIRSIDE FACILITIES	OBJECTIVE STATUS
Primary Runway Dimensions	✓
Taxiway Layout	—
Approach Type	✓
Navigational and Visual Aids	—
Weather Reporting	—
LANDSIDE FACILITIES	
Aircraft Storage	—
Terminal Building	—
Paved Auto Parking	—
SERVICES	
Fixed Base Operator	—
Fueling Services	—
Attendance Schedule	—
Terminal Amenities	—
Ground Transportation	—
Snow Removal	—
Security	!
Aircraft Maintenance	—
Flight Instruction	—
Aircraft Rental/Charter	—
PLANNING	
Land Use Plan	!
Height Zoning	!
Airport Layout Plan	—

✓ Meets Objective ! Improvement Recommended — Not An Objective

FACILITY AND SERVICE OBJECTIVES

Facility and service objectives were identified to help guide future development, creating a path for each airport to best serve its market. Existing airport conditions are compared to the objectives for each role; projects are recommended when a deficiency is noted.



FUTURE AIRPORT DEVELOPMENT NEEDS

Development needs from 2021-2030 for this airport include system plan recommendations, the airport's current capital improvement program (CIP), and identified pavement maintenance.

SYSTEM PLAN DEVELOPMENT RECOMMENDATIONS	----- \$81,800*
CAPITAL IMPROVEMENT PROGRAM (CIP)	----- PRIVATELY-OWNED
PAVEMENT MAINTENANCE	----- NONE (TURF)
TOTAL	----- \$81,800*

*Privately-owned airports are not eligible for FAA or State funding.