



C65

2022 Indiana State Aviation System Plan

Plymouth Municipal Airport

Associated City: Plymouth

County: Marshall

ISASP Facility Category: Local



Plymouth Municipal Airport (C65) is a general aviation (GA) airport located in northern Indiana, just outside Plymouth. Serving the GA community, the airport supports regular recreational flights along with corporate and business flights, aerial photography, and occasional aerial agricultural operations. The airport also offers opportunities for flight instruction and training. With the on-site flight school in the process of obtaining Federal Aviation Administration (FAA) Part 141 licensing, the school will soon be able to provide support for several higher education and military transition training programs. Several local businesses also utilize the airport for various corporate and business purposes. Additionally, the airport is utilized by charter and private flights for individuals visiting Culver Academies, a charter school located 16 miles south of Plymouth, in Culver. Events held at C65 include an annual Blueberry Festival fly-in and Optimist Club pancake breakfasts at the airport, both of which promote aviation in the local and regional area, strengthening the relationship between C65 and the community.

Airport Activities



Recreational Flying



Corporate or Business Activity



Career Training or Flight Instruction



Aerial Inspection



Police or Law Enforcement

Airside Facilities



Primary Runway
10/28



Runway Surface Type
Asphalt



Runway Dimensions
4,400' x 75'



Fuel Availability
100LL & Jet A

Activity Forecasts

Activity	2019*	2039
Based Aircraft	21	25
GA Operations	10,500	11,370
Commercial Service Operations	-	-
Enplanements	-	-

* **Note:** For based aircraft, 2021 was used as the base year. See the 2022 ISASP Technical Report, Chapter 4 – Aviation Demand and Activity Forecasts for more details.



Minimum Service Level Recommendations (MSLRs)

The following individual airport report card was developed using the MSLRs for each ISASP category. This report card shows the existing conditions for Plymouth Municipal Airport, the MSLR target set for the ISASP category, and whether or not the airport meets the given MSLR target. It should be noted that these are not requirements for airport performance, instead these are recommendations for the facility based on its current ISASP category.

Airport Information			
Primary Runway:	10/28		
Primary Runway Approach Type:	RNAV(LPV)/RNAV(LPV)		
Primary Runway Approach Category:	Non-precision with Vertical Guidance		
MSLR Category	Local MSLR Target	Existing Condition	Meets MSLR Target?
Primary Runway Characteristics			
Runway Length	3,400'	4,400'	Yes ✓
Runway Strength	30,000 lb.	DW: 45,000 lb.	Yes ✓
Runway Grooving	Maintain Existing	None	Yes ✓
Runway Lights	LIRL	MIRL	Yes ✓
Full Parallel Taxiway	Recommended	Connector and Turnaround	Yes ✓
Taxiway Lights	Yes	None	No ✗
Visibility Minimums (One End Minimum)	1 mile	1 mile	Yes ✓
Ceiling Minimums (One End Minimum)	350'	303'	Yes ✓
Visual Glide Slope Indicator (VGSI)	VGSI	P2L/V4L	Yes ✓
Approach Lighting System (ALS)		N/N	
Runway End Indicator Lights (REILs)	REILs	Y/Y	Yes ✓
Runway Markings & Signage	NPI	NPI/NPI	Yes ✓
Clear Precision Obstacle Free Zone	If Applicable	N/N	N/A ○

Notes

DW: Dual Wheel

LIRL: Low Intensity Runway Lights

MIRL: Medium Intensity Runway Lights

NPI: Non-precision Instrument

P2L: 2-box Precision Approach Path Indicator (PAPI) On the Left Side of the Runway

RNAV (LPV): Area Navigation with Vertical Guidance

V4: 4-box Visual Approach Slope Indicator (VASI)

C65's Airport Economic Impacts

Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. Individual airport and statewide economic impacts were developed through surveying of airport activity, employment, expenditures, and operating budget. These data were then used to calculate direct employment, wages, Gross Domestic Product (GDP), and output. These direct economic impacts were then evaluated considering the indirect and induced impacts (often called "multiplier impacts"), producing a comprehensive representation of the airport's total annual economic contribution to the state economy.



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