

REGIONAL AIRPORT INFORMATIONAL MEETING

APRIL 18, 2013



28E Agreement

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- July 2010 - Oskaloosa and Pella begin to work jointly on regional transportation projects
- March 2012 - Oskaloosa, Pella and Mahaska County approve 28E Agreement forming the South Central Regional Airport Agency (SCRAA)



Existing Oskaloosa Airport



Existing Pella Airport

What is SCRAA?

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- The South Central Regional Airport Agency (SCRAA) is a government entity formed to construct and govern the Regional Airport.
- SCRAA is governed by a six member Board of Directors who are appointed by Mahaska County, the City of Oskaloosa, and the City of Pella.
- Listed below are highlights of the 28E Agreement.

28E Agreement Highlights

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Existing Facilities

- Mahaska County, City of Oskaloosa, and City of Pella shall retain ownership of its existing facilities and assets.

Airport Location

- The 28E Agreement states the site for the Airport Facility must be within 10 miles of the corporate limits of both the City of Oskaloosa and the City of Pella, and the airport entrance must be within 4 miles of Highway 163 unless five members of the Board vote otherwise.

Category C Airport

- The 28E Agreement requires the airport to be built as a Category C Airport.

28E Agreement Highlights

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Financial Impact

- Construction expenditures not funded by the Federal Aviation Administration shall be allocated as follows:
 - ▣ City of Oskaloosa 50% and City of Pella 50%
- The net operating expenditures for the new airport shall be allocated based on Board representation with 60% to the City of Pella and 40% to the City of Oskaloosa.
- It is important to note, Mahaska County is not financially responsible for the Regional Airport.

General Timeline of Events

- May/June 2012 - Cities and County appoint SCRAA members
- SCRAA board meetings begin:
 - June 2012 in Oskaloosa
 - Appoint Chair, Vice Chair, Secretary
 - Discuss RFP/SOQ for engineering services
 - August 2012 in Pella
 - Engineering firm interviews
 - Tentative selection of project engineers - Snyder & Associates
 - October 2012 in Oskaloosa
 - Resolution approving contract with Snyder & Associates
 - Discussion and finalization of criteria to evaluate candidate sites
 - January 2013 in Pella
 - Selection of three candidate sites and submittal to FAA for review
 - March 2013 in Oskaloosa
 - SCRAA creates subcommittees, general administrative items

What is the Regional Airport?

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- Category C Airport
- Estimated cost between \$24 - \$30 million
 - FAA grants fund up to 90% of eligible costs
 - Local match anticipated to be between 10%-20% of project costs and is estimated to be in the range of \$5.0 to \$6.0 million.
- Primary runway 5,500 feet
 - Future expansion capability of 7,000 feet
- Buildings
 - Public aircraft hangars equivalent to existing sites
 - Fixed Based Operator facilities and terminal building
- The site will be capable of providing a precision approach landing
 - This is critical for business aviation needs in the region
 - Minimums as low as 1/2 mile forward visibility and 200 foot decision height

What is a Category C Aircraft?

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**What Type of Aircraft
Does a Typical
Category C Facility
Accommodate?**

Design Aircraft Group:
ARC C-II

Approach Speed:
Less than 141 knots

Wing Span:
Less than 79 feet

*Typically 6-12
passengers*



Why is a Regional Airport Necessary?

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□ Operational Safety Concerns

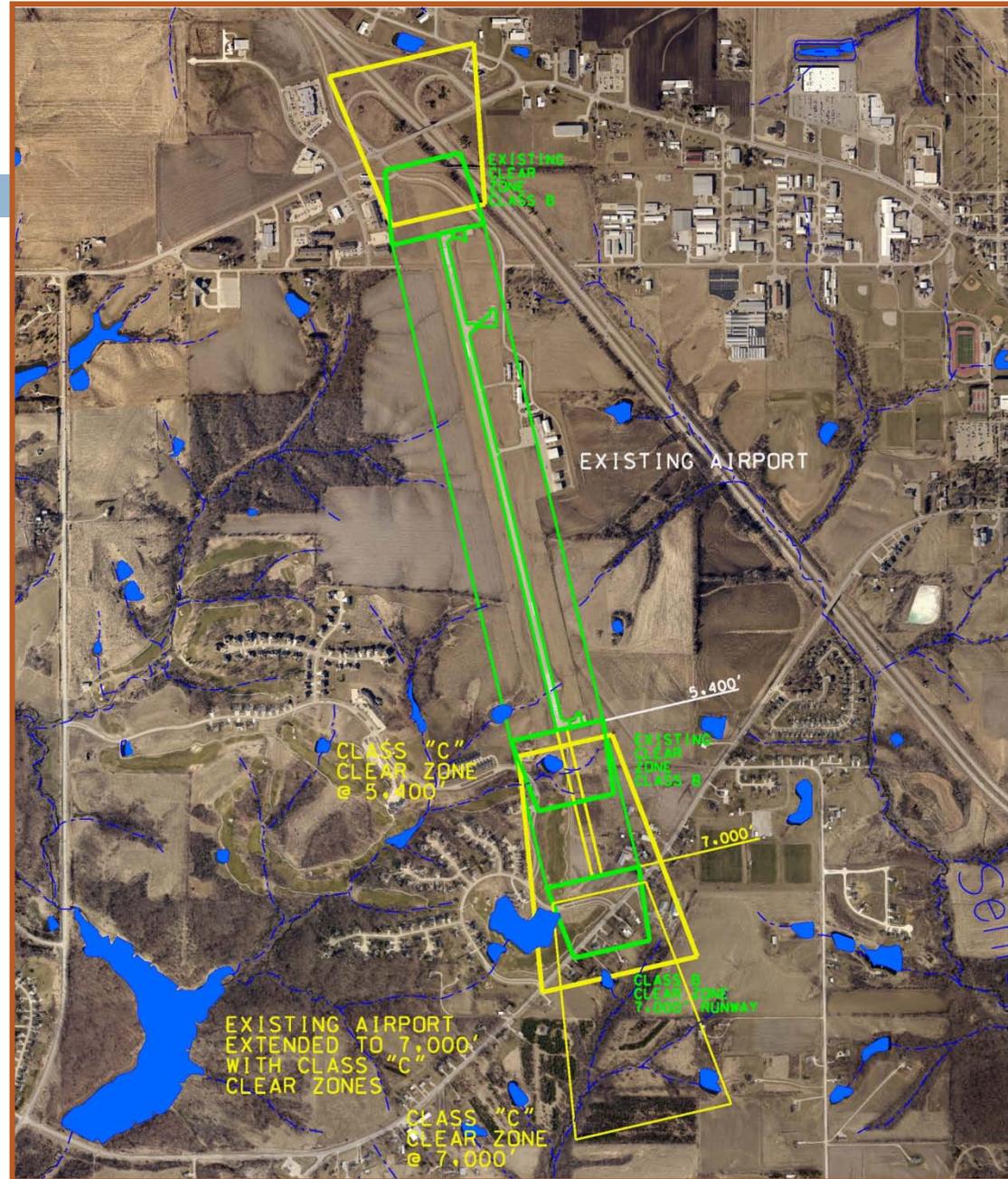
□ Pella Airport - Category B-II

- Does not meet minimum safety related standards for Category C flights
- Required to have ground - based infrastructure for Category C approach and departure
 - Existing Pella site is cost prohibitive to upgrade due to the following site constraints abutting the airport:
 - Highway 163
 - Residential & commercial development
 - Less expensive to build new Category C facility than upgrade existing Pella facility
 - Fewer airspace constraints at a new site

Listed below are the principal differences between the Pella Municipal Airport (B II airport) and a Category "C" airport:

Criteria	Current B II	Category "C"
Runway Length	5,400 ft Max	5,500-6,000 ft
Width	75 ft	100 ft initially
Overrun-Safety areas beyond runway end	300 ft	1,000 ft-Required for all weather airport minimums
Precision Approach	Unable to provide	Able to accommodate

Pella's Current Airport



Why is a Regional Airport Necessary?

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□ **Support Local Business and Industry**

- A few major employers in the area utilize Category C aircraft
 - Their key customers utilize Category C aircraft.
 - In addition, their competition utilize Category C aircraft, so it becomes a business necessity to stay competitive.
- Category C aircraft access east/west coasts more efficiently
- Shared maintenance, pilots, aircraft, etc.
- Creates opportunity for successful FBO business
 - Capable of supporting a wide range of aeronautical services

Why is a Regional Airport Necessary?

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- **Strengthen Regional Economic Development & Infrastructure**
 - Offer safe and diverse infrastructure to public and private partners
 - Enhance region's business environment for recruitment and retention
 - State supports infrastructure improvements tied to jobs and economic development
- **Strengthen Regional Cooperation**
 - 28E Agreement details partnership
 - Cities cost share operations based upon board representation
 - No Mahaska County financial contribution
 - Modifications to Agreement require unanimous consent of the parties
- **Achieve More Efficient Government Operations**
 - Close two airports - operate one
 - Reduce ongoing Federal subsidy to multiple facilities
 - Shared costs borne by cities during construction and operation of facility
 - Sell existing airports to help fund the joint facility

Why is a Regional Airport Necessary?

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□ Aviation System Demand

- Addresses current and future system demands.
- Once constructed the joint facility will be the 10th busiest Iowa airport.

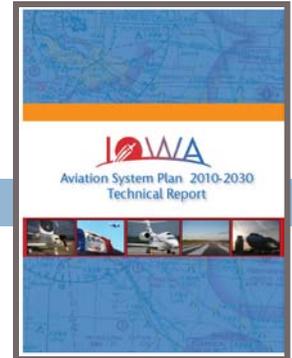
□ Facility is included in Federal and State plans/studies

- *FAA Report entitled “General Aviation Airports: A National Asset” dated May of 2012 – The joint facility is one of 7 regional facilities listed in this report. The others are Ankeny, Burlington, Council Bluffs, Davenport, Fort Dodge, and Iowa City.*
- A regional airport as defined in this report is one that supports regional economies by connecting communities to statewide and interstate markets.
 - The joint facility would rank 5th in “based” aircraft

Why is a Regional Airport Necessary?

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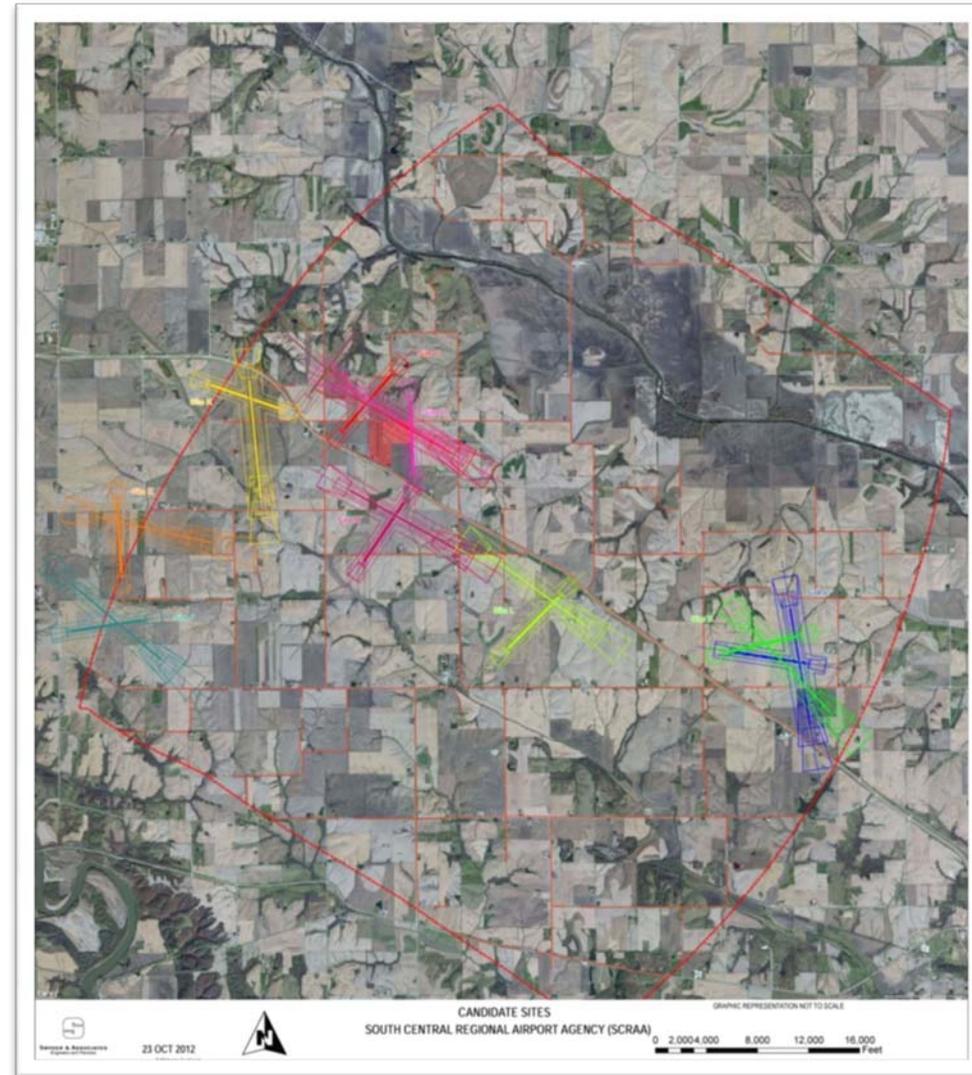
- ▣ Iowa DOT 2012-2030 Aviation System Plan
 - Plan shows a regional airport between Pella and Oskaloosa
 - Listed below are excerpts from the Plan.
- ▣ It is recommended the cities of Pella and Oskaloosa increase cooperation to develop a new regional airport to replace existing airports serving these communities.
- ▣ A mutually agreed upon location, in proximity to both Pella and Oskaloosa, will be essential to the successful development of a new airport.
- ▣ Lack of cooperation may result in airports with inadequate infrastructure and services to meet the air transportation demands of the region, impacting quality of life and opportunities for economic growth.



Where are we now?

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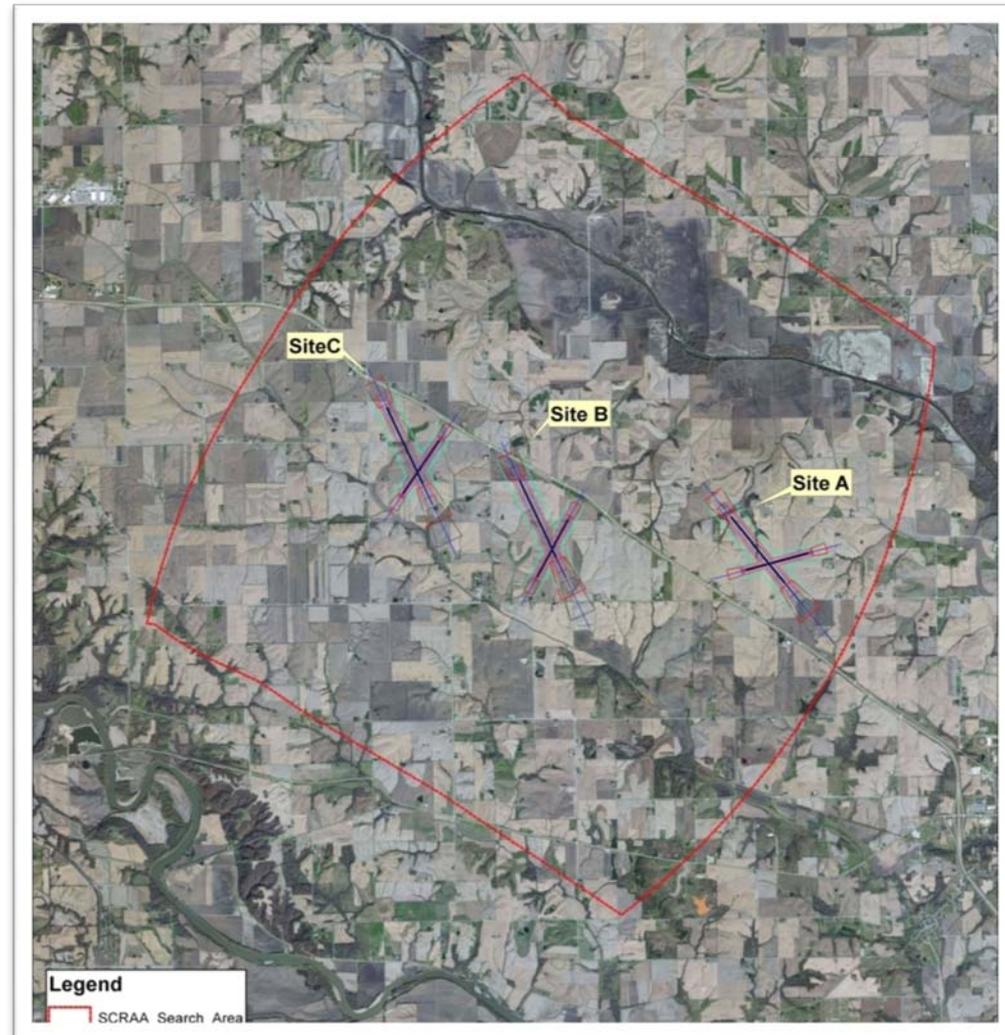
- Site Selection Process:
October 2012 - June 2013
 - 9 sites were identified by Snyder & Associates
 - Sites rated utilizing 30+ different criteria
 - Airspace restrictions, property impacts, century farms, road disconnects or relocations, runway expansion, access to Highway 163, etc.



Where are we now?

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- Site Selection Process:
October 2012 - June 2013
 - 3 sites presented and approved by SCRAA board
 - Sites sent to FAA for airspace review
 - FAA concluded the sites will not adversely affect the safe and efficient use of navigable airspace by aircraft, provided, certain conditions are met



What can be Expected Next?

- SCRAA to review and rank the sites now that FAA airspace review has occurred
 - SCRAA will also review selection criteria
 - SCRAA will re-rank the sites based upon criteria
- SCRAA to select primary and alternate sites for additional FAA required studies
 - Airport Master Plan and Environmental
 - These studies generally take 18-24 months to complete
 - Land Acquisition
 - Process does not start until the studies above are completed and approved by the FAA

Land Acquisition Process

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- Cannot start acquisition discussions until Airport Master Plan and Environmental studies are completed and approved by FAA
 - ▣ Once approved, SCRAA can start acquisition discussions

- SCRAA must follow Federal regulations
 - ▣ Intent of regulations is to provide uniform and equitable treatment of impacted property owners
 - ▣ Look to Sioux Center/Orange City as a recent example
 - Acquisition process recently completed
 - Approximately two years from start to finish AFTER the environmental work was completed and approved

THANK YOU