

MINUTES  
SOUTH CENTRAL REGIONAL AIRPORT AGENCY  
MEETING  
THURSDAY, OCTOBER 11, 2012  
5:30 P.M.

Committee Members Present: David Barnes, Pamela Blomgren, James Hansen, Donna Smith, Steve Van Weelden and Joe Warrick. Also present: David Krutzfeldt, Mayor of Oskaloosa; Tom Walling, Oskaloosa City Council Member; Willie Van Weelden, Mahaska County Supervisor; Mike Nardini, Pella City Administrator; Michael Schrock Jr., Oskaloosa City Manager; Jerry Nusbaum, Mahaska County Engineer; Jerry Searle and Mwasi Mwamba, Snyder & Associates; Ken Allsup and Charlie Comfort, Oskey News; Andy Goodell, Oskaloosa Herald; and Marilyn Johannes.

Meeting called to order by Chairman Hansen at 5:35 p.m. in the City Council Chambers, Oskaloosa City Hall.

It was moved by Barnes, seconded by Blomgren to approve the August 14, 2012 meeting minutes. Motion carried unanimously.

Hansen asked for comments from the public. There were no comments received.

Nardini said the SCRAA and the FAA had approved the selection of Snyder & Associates as the consultant to provide engineering services for the regional airport. Nardini explained the components of the engineering services agreement, and noted the total cost is \$511,790.71 which includes the following studies: Site Selection, Master Plan and Environmental Assessment.

Nardini said staff is recommending proceeding only with the site selection process at this time for an amount of \$89,439.12, and once an airport site has been identified, the board will determine how to best proceed with the remaining Task Orders within the master plan and environmental assessments.

Nardini also gave an overview of the timeline for the project and provided information regarding determination of the site. Nardini told the board the FAA air space analysis would help with evaluation of candidate sites.

Nardini said there would be a master plan, operational plan and financial plan, indicating that 90% of funding would be entitlement funds and 10% would come from Pella and Oskaloosa according to the 28E Agreement and told the board that timing of funding for the project was off with FAA grant availabilities so Pella and Oskaloosa would have to cover the cost of the environmental assessment and be reimbursed by the FAA grant in the spring.

Discussion of adoption of the resolution followed. Searle explained his firm looks at FAA sources and explained the procedure. Searle said the firm relies on local

sources and compares, looks at total activity at the airport, concentrates on businesses that use the airport because they are typically larger than aircraft generated locally, based on purpose and need. Searle said FAA and IDOT concurrence is required during the process.

Searle said the number of sites is a board decision. Schrock said to expedite the process need to limit number of candidate sites, perhaps three or less. Nardini said the Pella city attorney had reviewed the contract.

It was moved by Barnes, seconded by Blomgren to approve the resolution entitled, **“RESOLUTION APPROVING AIRPORT ENGINEERING SERVICES CONTRACT FOR PLANNING STUDIES REQUIRED TO CONTRUCT A CATEGORY C AIRPORT WITH SNYDER & ASSOCIATES, INC.”** Motion carried unanimously.

Searle gave a PowerPoint presentation that outlined the process and parameters to identify reasonable sites for consideration to provide to the FAA for concurrence. Searle explained the service area is defined by purpose and need; runway would be up to 7,000 feet but would begin with construction of a 5,500 foot runway and extend it to 7,000 feet. Searle said the number of sites in the area would be limited due to drainage and number of roads in the area. Searle then went over the 31 scoring criteria with the board.

Searle said want to accommodate 60-80 airplanes at this location. Searle pointed out the FAA rates airports on national significance and the Pella airport is identified as being of national significance and the new airport should rank within the top 15.

Nardini mentioned the 28E Agreement requirements and pointed out there are discrepancies of the plan with the agreement that would need to be worked out. For example, the 28E Agreement says the airport runway will be expanded to 7,500 feet instead of 7,000 because the runway has to be able to accommodate a precision airport approach.

**Searle said his firm opts to minimize impacting people’s livelihoods during their evaluation of sites.** Discussion of the number of candidate sites followed with the consensus of the board being to provide at least three sites with a maximum of five if more reasonable sites are determined and bring them to the board for consideration with the ultimate goal to provide three sites to the FAA.

Hansen asked what process is to be followed before submitting sites to the FAA and wanted to know if there would be a public hearing. Schrock said after the next meeting. Searle pointed out the board might want to get comments from the FAA first because the public wants FAA information too. Nardini said after airspace analysis from the FAA which is the process that was followed before.

Hansen asked for future agenda items for the next meeting and asked Searle

how much time he needed before the next meeting. Searle said he would like to meet with the board monthly. Schrock said that meeting in November and then not until March would work. Nardini said goal should be to have monthly meetings if necessary. Future items for the agenda named were adoption of the rating system and review of sites themselves.

It was moved by Smith, seconded by Barnes to adjourn. Motion carried unanimously.

The meeting adjourned at 6:42 p.m.

Minutes by Marilyn Johannes