

REGIONAL AIRPORT INFORMATIONAL MEETING



Presentation made available publicly March 6, 2013
www.oskaloosaiowa.org and www.cityofpella.com

General Timeline of Events

- 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

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

Why is a Regional Airport Necessary?

□ Operational Safety Concerns

□ Pella Airport - Category B-II

- Does not meet minimum safety zones for Category C flights
- Required to have ground - based infrastructure for Category C aircraft landings
 - 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

Why is a Regional Airport Necessary?

□ 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

- *2012 General Aviation Airports report* - 7 regional facilities listed, the joint facility is included
 - The joint facility would rank 5th in “based” aircraft
- Iowa DOT 2012-2030 Aviation System Plan
 - Plan shows facility between Pella and Oskaloosa

Why is a Regional Airport Necessary?



□ **Support Local Business and Industry**

- Major employers fly Category B and C aircraft
 - Key customers use Category B and C aircraft
- Category C aircraft access east/west coasts more efficiently
 - Major employers' competition use Category C aircraft, becomes a business necessity to stay competitive
- Shared maintenance, pilots, aircraft, etc.
- Creates opportunity for successful FBO business
 - Capable of supporting a wide range of aeronautical services

Why is a Replacement Airport Necessary?

**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

Take off Weights:
Up to 60,000 pounds



Why is a Regional Airport Necessary?

□ **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

□ **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

□ **Strengthen Regional Cooperation**

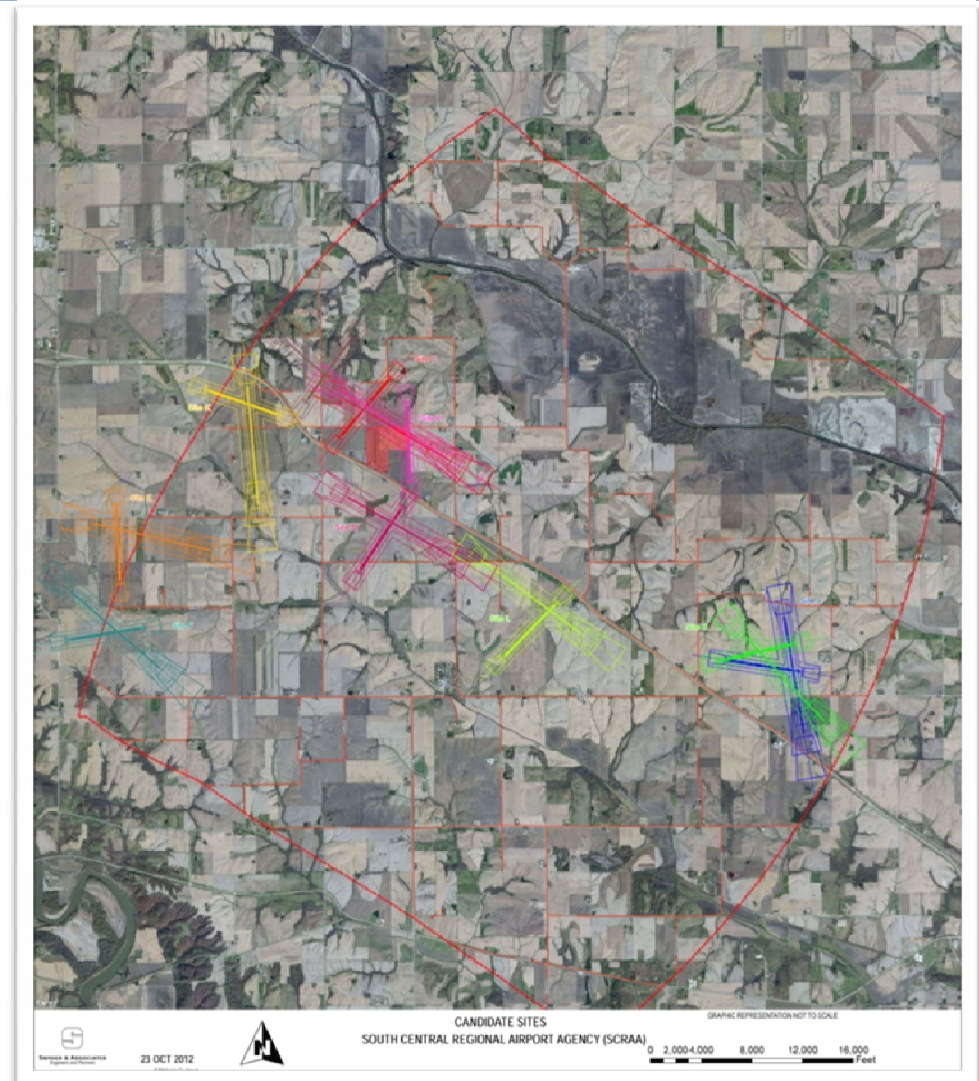
- 28E Agreement details partnership
 - Cities cost share operations based upon board representation
 - No Mahaska County financial contribution
 - Modifications to Agreement require unanimous consent of the parties

What is the Regional Airport?

- Phase I estimated cost between \$24 - \$30 million
 - ▣ FAA grants fund up to 90% of eligible costs
- Primary runway 5,500 feet
 - ▣ Future expansion capability of 7,000 feet
- Terminal building
 - ▣ T-hangers equivalent to existing sites
 - ▣ FBO facilities
- The site will be capable of providing a precision approach landing
 - ▣ This is critical for business aviation needs in the region

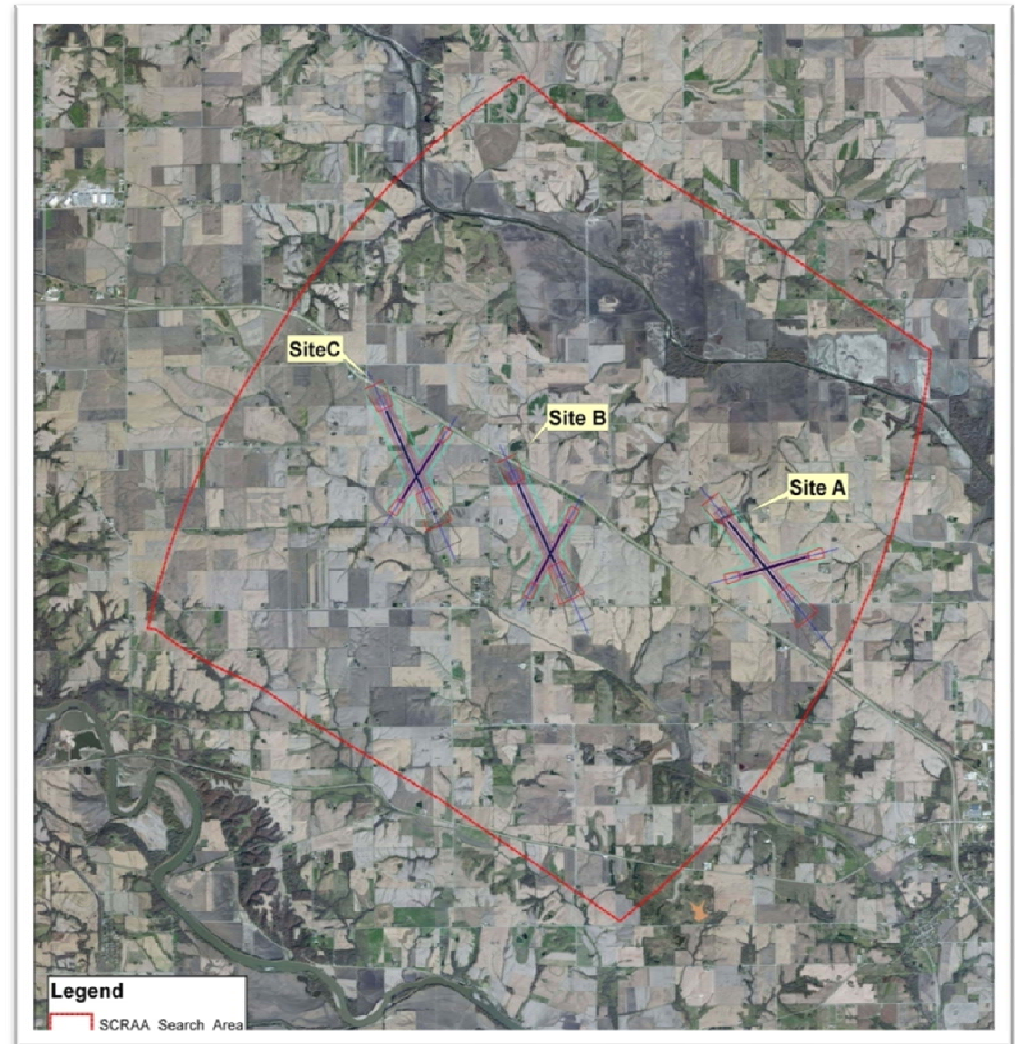
Where are we now?

- Site Selection Process:
October 2012 - May 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?

- Site Selection Process:
October 2012 - May 2013
 - ▣ 3 sites presented and approved by SCRAA board
 - FAA presently reviewing airspace
 - FAA comments to be taken into consideration prior to SCRAA selecting sites



What can be Expected Next?

- FAA review and comments on three candidate sites
- SCRAA to review and rank the sites once FAA comments are provided
 - 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

- 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

QUESTIONS?

Regional Airport Presentation

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