



IOWA AVIATION SYSTEM PLAN
AIRPORT SUMMARY REPORT
MASON CITY MUNICIPAL AIRPORT

Prepared for:

IOWA DEPARTMENT OF TRANSPORTATION
OFFICE OF AVIATION

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IOWA AVIATION SYSTEM PLAN - AIRPORT SUMMARY REPORT

This summary is intended to provide a general understanding of the specific information, findings and recommendations from the Iowa Aviation System Plan. An individual airport report was prepared for each public owned airport in Iowa.

INTRODUCTION

The Iowa Department of Transportation Office of Aviation, along with the System Plan Advisory Committee and consultant team, developed a strategic approach by which to identify and evaluate the needs of the Iowa aviation system within the period 2004 to 2024.

The Iowa aviation system is an integral component of the state's transportation network. The aviation system meets aviation and economic needs and links Iowa to the national transportation system. Aviation provides an important and efficient means of transportation for the movement of people and goods. The vision for the Iowa aviation system is to have safe, quality facilities and services that support transportation demands and meet economic development and quality of life needs in the state.

The primary goal of the system plan is to provide a framework that supports informed decisions related to planning and developing the Iowa aviation system. The objectives of this update of the Iowa Aviation System Plan are to:

- Identify and analyze aviation assets, including airspace, ground facilities and services, and needs of the state to assure that aviation performs its role in Iowa's economy and for its citizens.
- Provide continued guidance for development of a system of airports to meet the state's existing and future air transportation needs, projecting five, ten, and 20-year projects and giving guidance to meet needs.
- Build consensus among public policy makers, airport sponsors and users so that the plan's recommendations can be more readily accomplished.

Each airport was assigned to a functional classification. Facility and service objectives were developed for functional classifications. Based on existing facilities and services, recommendations were set forth for each airport.

SYSTEM GOALS

The following five goals and associated performance measures were identified and adopted to guide the Iowa aviation system development and establish the framework for the Iowa Aviation System Plan:

- **Development** – To provide an airport system that meets current and future customer needs.
- **Economic Support** – To promote an aviation system that sustains and enhances Iowa's economy.
- **Safety & Security** – To promote a safe and secure system of airports.
- **Accessibility** – To provide a system of airports that is accessible from both the ground and the air.
- **Education** – To support a system of airports that provides educational and career opportunities and promotes an understanding of the benefits of Iowa's air transportation system.

Performance Measure & Benchmark Summary	
<p>Performance Measure: Development</p> <p><i>Benchmarks</i></p> <ul style="list-style-type: none"> • Airports meeting aircraft storage objectives • Airports meeting aircraft parking objectives • Airports meeting auto parking objectives • Airports with Pavement Condition Index (PCI) rating of 70 or higher on primary runway • Airports with current master plan or Airport Layout Plan (ALP) • Airports included in a local comprehensive plan or with surrounding land use controls/zonings <p>Performance Measure: Economic Support</p> <p><i>Benchmarks</i></p> <ul style="list-style-type: none"> • Airports with jet fuel • Airports with a runway length of 5,500 feet or greater • Airports with rental car services • Airports with a courtesy car available • Airports with a 24-7 fueling (credit card or FBO) • Iowa employment within a 30-minute drive time of Commercial or Enhanced Service airport • Employment growth counties within 30-minute drive time of Commercial or Enhanced Service airport • Airports supporting air cargo • Airports with aircraft maintenance <p>Performance Measure: Safety and Security</p> <p><i>Benchmarks</i></p> <ul style="list-style-type: none"> • Airports with clear approaches to primary runway • Airports with wildlife management plans • Airports with emergency response plans • Airports with perimeter fencing • Airports with controlled access to airfield 	<p>Performance Measure: Accessibility</p> <p><i>Benchmarks</i></p> <ul style="list-style-type: none"> • Airports with precision approaches • Airports with any instrument approach • Airports with approach lighting system (ALS) • Airports with a precision approach and ALS • Iowa's Population within 30 minutes of any system airport • Iowa's population within 30 minutes of a Commercial or Enhanced Service airport • Iowa's population within 30 minutes of a General Service airport • Iowa's population within 30 minutes of an airport with a non-precision approach • Iowa's population within 30 minutes of an airport with a precision approach • Iowa's population within 30 minutes of an airport with onsite weather reporting equipment • Iowa's population within 60 minutes of an airport with one or more scheduled commercial airlines • Iowa's population within 120 minutes of an airport with two or more scheduled commercial airlines • Iowa's population within 120 minutes of an airport with two or more scheduled commercial airlines or 60 minutes of an airport with one or more scheduled commercial airlines <p>Performance Measure: Education</p> <p><i>Benchmarks</i></p> <ul style="list-style-type: none"> • Airports with on-site flight instruction • Aviation related training programs connected with local schools • Airports with public outreach/educational (following National Air Transportation Association (NATA,) National Business Aircraft Association (NBAA,) and Aircraft Owners and Pilots Association (AOPA) guidelines) programs, or hosting functions to bring the non-flying public to the airport

AIRPORT FUNCTIONAL ROLES

Airports within any transportation system contribute to meeting air transportation and economic needs in different ways and at varying levels. While each airport within a system contributes in some way, airports fill different roles. Because airports in the Iowa aviation system play different roles, their needs for facilities and services also vary accordingly.

With input from the Iowa DOT Office of Aviation and the System Plan Advisory Committee, each public owned airport in Iowa was assigned to one of five roles.

RECOMMENDED FUNCTIONAL AIRPORT ROLES

- **Commercial Service Airports** – these airports support some level of scheduled commercial airline service and they support a full range of general aviation aircraft to virtually all domestic and possibly some international destinations.
- **Enhanced Service Airports** – these airports support almost all general aviation aircraft, including most types of business jets; these airports generally serve as transportation centers and economic catalysts for the State.
Facility and service objectives: 5,500' x 100' runway, parallel taxiway, precision approach, approach lighting, AWOS/ASOS, covered aircraft storage, jet and aviation fuel, full service FBO, and ground transportation
- **General Service Airports** – these airports support most twin and single engine general aviation aircraft and may experience occasional use by business jets. These airports support regional and in-state air transportation needs and local economic development.
Facility and service objectives: 4,000' x 75' runway, partial parallel taxiway or turnarounds, non-precision approach, AWOS/ASOS, covered aircraft storage, jet and aviation fuel, limited service FBO, and ground transportation.
- **Basic Service Airports** – these airports support primarily single engine general aviation aircraft but may also sometimes accommodate smaller twin-engine general aviation aircraft. These airports support local air transportation, and special use aviation activities.
Facility and service objectives: 3,000' x 60' runway (paved), 2,500' runway (turf), exits as needed, visual approach, covered aircraft storage, and aviation fuel.
- **Basis Service II Airports** – These airports support local air transportation, special use aviation activities, and may duplicate services in the area.
No facility and service objectives are specified for these airports.

AIRPORT FACILITY AND SERVICE OBJECTIVE

Airport facility and service objectives were established for the functional roles. These objectives were developed with input from the Iowa DOT Office of Aviation and System Plan Advisory Committee. The facility and services objectives should not be considered a requirement or development standard. Current airport facilities and services were compared to the facility and service objectives. Where existing facilities and services do not meet or exceed the objectives, consideration may be given by the airport owner to develop future facility and services improvements. Development of some facilities would require local support and justification of need through development of an airport master plan or through the environmental documentation process.

No state or federal funding resources are guaranteed or committed by inclusion of specific facility and service improvements in this report.

Facility and service objectives for commercial service airports should, at minimum, equal those developed for enhanced service airports as well as recommendations set forth in a current Airport Master Plan.

Basic Service II airports should meet state minimum safety standards: Runway width 50', visual approach 20:1, wind indicator, and 24 hour public telephone. Additional facility and service objectives were not established for Basic Service II airports.

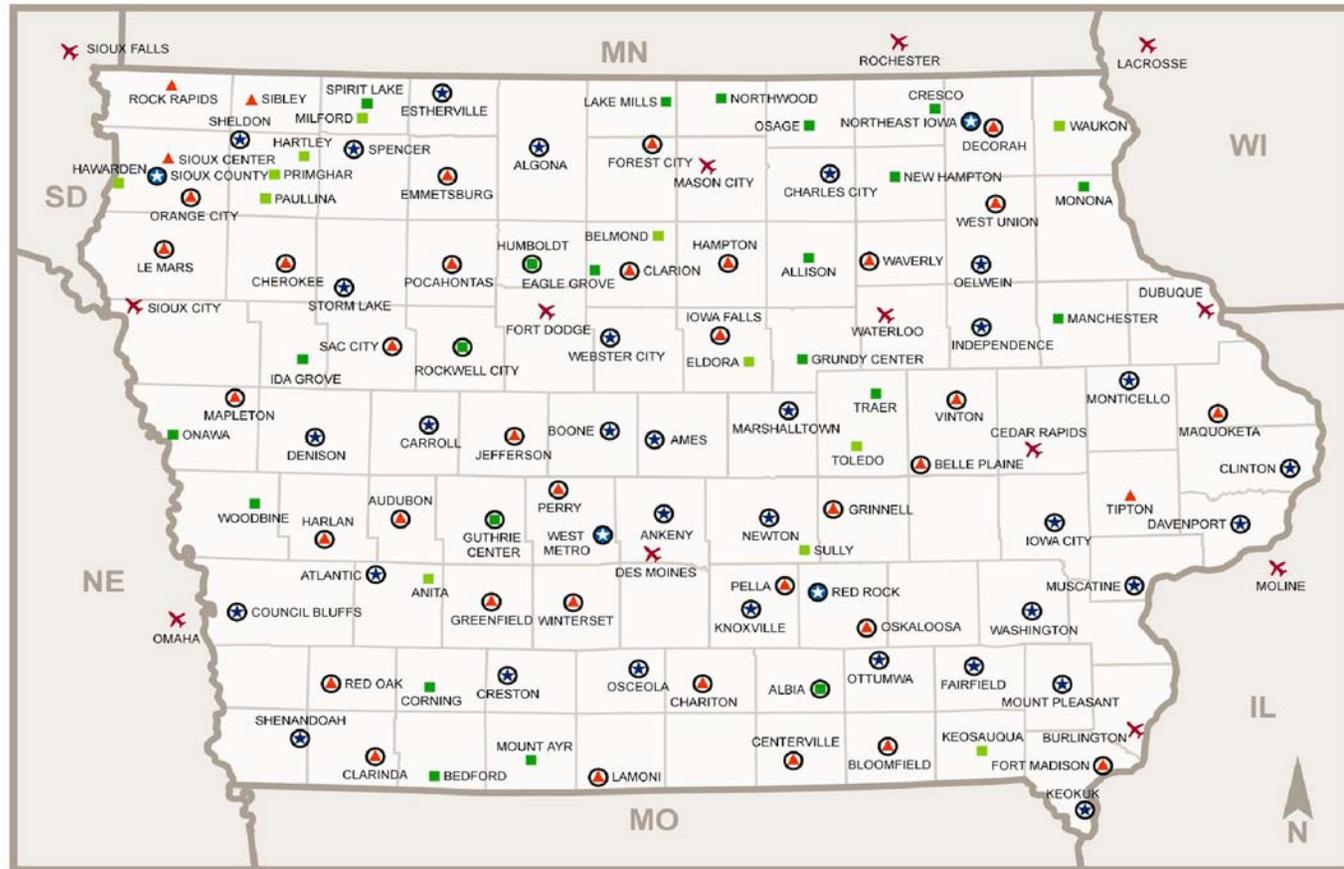
The following table sets forth the facility and service objectives for Enhanced Service, General Service, and Basic Service airports.

FACILITY AND SERVICE OBJECTIVES

	Enhanced Service Airports	General Service Airports	Basic Service Airports
Airport Reference Code (ARC)	C-II	B-II	B-I or Below
Runway Length (Primary)	Minimum 5,500 feet	Minimum Length 4,000 feet	3,000 feet Paved; 2500 feet Turf
Runway Width	100 feet	75 feet	60 feet Paved; 120 feet Turf
Taxiway	Full Parallel	Partial or Turnarounds	Exits as Needed
Approach	Precision	Non-Precision	Visual
Runway Lighting	MIRL/HIRL	MIRL	LIRL (Pilot Controlled)
Taxiway Lighting	MITL/HITL	LITL	Not An Objective
Weather Reporting	AWOS/ASOS	AWOS/ASOS	Not An Objective
Approach Aids	ALS	ALS	Not An Objective
Visual Guidance Slope Indicator (VGSI)	Both Runway Ends	Both Runway Ends	Not An Objective
Runway End Identifier Lights (REILS)	Both Runway Ends	Both Runway Ends	Not An Objective
Rotating Beacon	Rotating Beacon	Rotating Beacon	Not an Objective
Lighted Wind Indicator	Lighted Wind Indicator	Lighted Wind Indicator	Lighted Wind Indicator/Wind Sock
RCO Facilities	RCO Facilities	Not an Objective	Not an Objective
Other Pavement Strength	To Be Determined	To Be Determined	To Be Determined
Covered Storage	For 100% of Based Aircraft	100% of Based Aircraft	100% of Based Aircraft
Aircraft Apron	100% of Daily Transient	50% of Daily Transient	50% of Daily Transient
Terminal/Administration Bldg.	Yes	Not An Objective	Not An Objective
Auto Parking	Spaces equal to 100% of Based Aircraft (paved)	75% of Based Aircraft	50% of Based Aircraft
Fencing	Perimeter	Not An Objective	Not An Objective
Other	Building for Airport Maintenance Equipment	Not An Objective	Not An Objective
Fuel	100LL & Jet A - 24 Hour	100LL & Jet A 24 Hour (as needed)	100LL
FBO	Full Service - 24 Hour	Limited	Not An Objective
Ground Transportation	Rental Car, Taxi or Other	Courtesy Car/Off Site Rental Car	Not An Objective
Food Services	Vending	Vending	Not An Objective
Phone	Yes	Yes	Yes
Restroom	Yes	Yes	Yes
Pilot Lounge	Yes with Weather Reporting	Yes with Weather Reporting	Not An Objective
Security*	*	*	*
Snow Removal	Snow Removal	Snow Removal	Yes

*See the Iowa DOT Security Enhancement Guidelines.

Airports by System Role



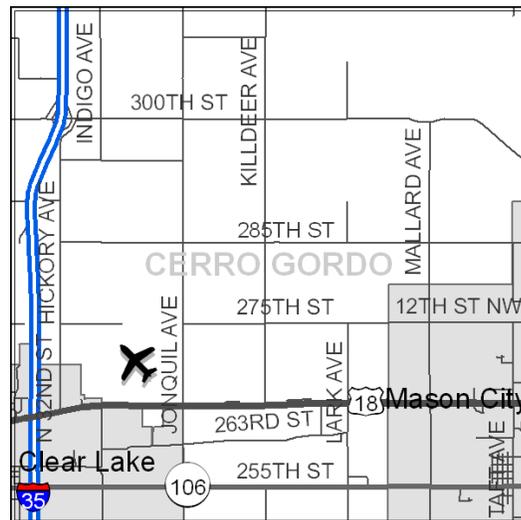
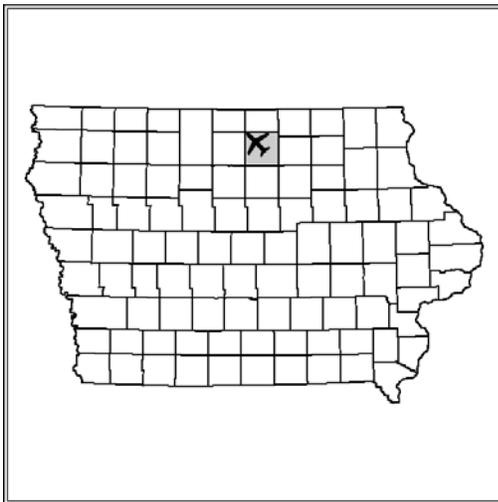
- | | | |
|----------------------------------|------------------------------|---------|
| ✕ Commercial Service Airports | ▲ General Service Airports | |
| ★ Enhanced Service Airports | ■ Basic Service Airports | ○ NPIAS |
| ★+ New Enhanced Service Airports | ■+ Basic Service II Airports | |

MASON CITY MUNICIPAL AIRPORT (MCW) INDIVIDUAL SUMMARY REPORT

The airport was originally constructed at its present site in 1945 as an emergency landing facility during World War II. It is owned and operated by the City of Mason City through a five-member airport commission whose members are appointed by the mayor. The airport commission is responsible for making policy and capital improvement decisions for the airport. The airport commission has full authority to make decisions on behalf of the airport, with the exception of the sale of airport land and the levying of property taxes. The airport has an annual operating budget of approximately \$600,000 and an annual capital improvement budget of between \$1,000,000 and \$1,500,000.

The airport is classified in the National Plan of Integrated Airport Systems (NPIAS) as a non-hub primary airport and is identified in the Iowa Aviation System Plan as a Commercial Service airport. (A non-hub primary airport is one that enplanes more than 10,000, but less than 0.05 percent of the total U.S. passengers.) The airport is currently enplaning over 14,000 passengers, 1% of the state's total enplaned passengers. The airport serves the general aviation community in north-central Iowa with 52 based aircraft.

LOCATION MAP



The Mason City Municipal Airport is approximately 960-acre facility located in north central Iowa. The airport is located 6.5 miles to the west of the business center of Mason City, Iowa, and 2 miles east of the business center of Clear Lake, Iowa. The airport is located outside the jurisdictional boundaries of both the City of Mason City and the City of Clear Lake. The airport currently serves the north central Iowa community with aviation facilities and services. The airport is bordered by agricultural land on the north, east and west and by Iowa Highway 122 and undeveloped commercial on the south. Highway 122 is a 4 lane divided, east-west roadway connecting Mason City to the east with Clear Lake to the west. There is one entrance road into the airport connecting the airport terminal, general aviation areas, and other support areas of the airport. The entrance to the airport is located approximately one mile east of Interstate 35.

EXISTING FACILITIES

- **Runway Facilities**

The Mason City Municipal Airport supports two runway facilities. The primary runway is oriented north-south on 17/35 headings, is 6,501 feet in length, 150 feet in width and has a grooved asphalt surface. The runway has precision markings (i.e. runway designation, centerline, threshold, touchdown point, touchdown zone, side stripes, and aircraft holding positions), high intensity runway edge lights (HIRL) and is currently classified as Aircraft Approach Category D and Aircraft Design Group 111. The pavement is strength-rated at 80,000 pounds for single wheel gear (SWL), 110,000 pounds for dual wheel gear (DWL), and 180,000 pounds for dual tandem gear (DTWL). Both approaches to Runway 17-35 are supported with published global positioning system (GPS) approaches and Localizer (LOC). The approach for Runway 35 is classified as precision instrument Cat I approach. The runway's navigational approach aids including an instrument landing system (ILS), medium approach lighting system with a runway alignment indicator light (MALSR), and a precision approach path indicators (PAPI's), a non-directional radio beacon (NDB), very high frequency omni-directional range transmitter (VOR), allowing for runway minimums of 200 feet ceiling and 1/2 mile visibility. Runway 17 is equipped with a visual approach slope indicator (VASI), and a medium approach lighting system (MALS).

The secondary runway, 12/30 is 5,501 feet in length and 150 feet in width serving the needs of all aircraft when winds are not favorable for use of the primary runway. The runway has non-precision markings, medium intensity runway edge lights (MIRL) and is constructed with a grooved asphalt surface and is strength rated at 80,000 pounds SWL, 110,000 pounds DWL, and 180,000 pounds DTWL. The approach for Runway 12 has a precision approach path indicator (PAPI) and runway end identifier lights (REIL). The approach to Runway 30 includes area navigation (RNAV) and a precision approach path indicator (PAPI).

Runway 17/35 is served by partial parallel taxiway, Taxiway B, while Runway 12/30 is served by a full-length parallel taxiway, Taxiway A. All the taxiways at the airport are 75 feet in width and are marked with medium intensity delineators on the edges. Airfield guidance signs are in place throughout the airport's runway and taxiway system.

In addition, other landing aids at the airport include a rotating beacon, UNICOM (a private radio communication service which provides air traffic, weather, and other advisories to pilots arriving and/or departing the airport) and an Automated Surface Observing System (ASOS).

- **Terminal Facilities**

Landside facilities at the Mason City Municipal Airport include the airline passenger terminal complex, general aviation facilities, fuel storage facilities and airport maintenance facilities.

The existing airline passenger terminal complex is located on the south-central portion of the airport with vehicle access from a 4-lane divided, facility, Iowa Highway 122 and a two-lane boulevard up to the terminal building. The terminal access road provides traffic flow around the terminal building and parking lots. The existing terminal building constructed in 1965, is a two-story, concrete framed

structure, with basement. The existing gross square footage for the three floors of the passenger terminal facility totals 30,140 square feet, with the second floor occupying 8,390 square feet and the first floor occupying 13,050 square feet. The existing terminal building provides for airline ticketing, airline boarding, baggage claim, car rental, lounge, gift shop, and restaurant all on the main floor. Airport administration offices are located on the second floor. The airport is in a unique position in that a passenger bus terminal is co-located in the passenger terminal building. The front curb area of the terminal building is approximately 91 feet in length and can accommodate approximately 4 vehicles.

Departing passengers enter the terminal building from the curbside at ground level. Ticketing and bag checking takes place on the ground level. The existing terminal facility does not have hold room facilities and functions using a combined lobby configuration with the existing lobby area doubling as a passenger waiting area and public seating. The first floor of the terminal building also contains restaurant, space for two rental car counters, bus operator, baggage claim, public meeting rooms and restrooms. The existing baggage claim device is a simple sloping shelf with two feeder openings. Public telephone, newspaper/vending machines and various advertising concessions are located throughout the terminal facility.

Vehicle parking for the passenger terminal complex is immediately south of passenger terminal building in a surface parking lot of 180 spaces. A total of 11 spaces of the lot are used for short-term parking, 93 spaces for long term parking, 16 spaces for car rental ready and return, 57 for employees and 3 for FBO customer parking.

The passenger terminal apron providing for air carrier aircraft parking currently encompasses approximately 10,000 square yards of pavement adjacent to the north side of the terminal building.

- **General Aviation Facilities**

General aviation facilities are facilities necessary for handling general aviation aircraft, passengers, and cargo while on the ground. General aviation facilities primarily consist of hangars for aircraft, aircraft parking apron and terminal facilities. General aviation terminal facilities provide space for passenger waiting, pilots' lounge and flight planning, concessions, management, storage, and various other needs.

Currently the airport has one fixed-base operator (FBO) operating from a hangar approximately 10,000 square feet in size and located just east of the passenger terminal building. The remaining hangars are located further east of the main hangar and include a mix of conventional hangars and T-hangars. The FBO has one, 10-unit T-hangar building which can be leased to private pilots. The remaining two 10-unit T-hangar buildings are leased directly to the pilots by the airport. The airport has five conventional hangars owned by private individuals.

The airport also has approximately 21,200 square yards of apron for general aviation aircraft (approximately 10,600 square yard concrete apron which is available for both based and transient aircraft use and approximately 10,600 square yards where 30 aircraft tie-down positions are located). Auto parking at the airport for general aviation is provided in proximity to the general aviation hangars and FBO facilities. There are currently 3 parking spaces set aside for FBO use in close proximity to the

terminal building and 10 spaces by the FBO maintenance hangar. The T-hangar development has approximately 6 spaces used by the T-hangar tenants. (It is typical practice for some general aviation patrons to park their automobiles in the hangars while they are flying. This practice eliminates the need for additional parking spaces in some cases.)

- **Military**

There are no military installations at the airport. Military operations at the Mason City Municipal Airport include training and other operations conducted by the various armed services. Future military activity at the airport will likely vary from 200 to 500 annual operations.

- **Fuel Facilities**

Fuel storage facilities at the airport are located east of the passenger terminal building. The airport currently has two 12,000 gallon fuel tanks, one containing Jet A and the other containing AvGas. The FBO at the airport has two mobile fuel trucks that service the aircraft on the aprons. One truck holds 2,400 gallons of Jet A fuel and the other holds 1,200 gallons of AvGas.

- **Other Facilities**

The airport does not have an air traffic control tower. The airport maintenance and snow removal equipment building is located west of the passenger terminal building and is approximately 10,600 square feet in size. In addition to housing all the airport equipment for maintenance and snow removal operations this building also houses the aircraft rescue and fire fighting (ARFF) equipment. ARFF services are provided by the airport at Index A standards. The airport also has an industrial park on the airport. The industrial park comprises approximately 90 acres and is located south of the passenger terminal building and just north of Highway 122. The industrial park is currently home to the Northern Trails Area Education Agency, the Kinney Pioneer Museum, and the Adams Nut and Bolt Company.

- **Zoning**

At present, there are no airspace limitations adversely affecting flight operations or otherwise restricting aircraft that could operate at the airport. The airport is located outside of the jurisdictional boundaries of both the City of Mason City and the City of Clear Lake and thus the current zoning for either city does not extend to the airport property. However, the airport does have existing overlay zoning that references Title 14 CFR Part 77 and currently has a zoning ordinance pending which should be adopted by all affected governmental jurisdictions. The current land uses around the airport are agricultural, commercial, and industrial.

EXISTING SERVICES

- **Commercial Services**

Currently nonstop scheduled commercial airline service is provided from the Mason City Municipal Airport as follows:

Mason City Municipal Airport

Carrier	Equipment	# Seats	Daily Departures	Non-stop Destinations
Mesaba/Northwest	Saab 340	34	3	Minneapolis

January 2004

In 2003 the airport accommodated over 14,000 enplaning passengers, approximately 1% of the state's total enplaning passengers, with 5 daily departures. The airline services are provided from the passenger terminal building. Other major services provided from the passenger terminal include food and beverage restaurant, public meeting rooms and rental car counters and offices.

- **General Aviation Services**

The airport is home to North Iowa Air Service, a full service fixed base operator (FBO) providing aeronautical services to the general aviation public. Aeronautical services include fuel sales, avionics, and aircraft sales and repair aircraft. The FBO has its own terminal facilities that include a pilot briefing room, restrooms, public telephones, conference room, offices, pilot lounge, and vending machines. The FBO facility provides access to taxi and rental car services.

- **Other Government Services**

Aircraft rescue and fire fighting (ARFF) services are provided by Mason City fire fighting personnel and meet FAR Part 139 Index A requirements. Security and law enforcement services are provided at the Mason City police department.

MASON CITY MUNICIPAL AIRPORT (ALO)



Federal Role: Non-Hub Primary Airport
State Role: Commercial Service Airport

CURRENT AND FORECAST DEMAND

Based aircraft at the airport totaled 52 aircraft in 2003. Of those, there were 44 single engine piston, seven multi-engine piston, and one turbojet aircraft. The number of based aircraft is forecast to increase to no fewer than 58 in 2022.

There were an estimated 31,168 total annual operations conducted in 2003. Of that total general aviation had 25,012 operations, commercial carriers had 5,856 operations, and the military had 300 operations. The total number of operations is expected to be 39,137 in 2022.

OPERATIONAL ACTIVITY

	<u>2003</u>	<u>2007</u>	<u>2012</u>	<u>2022</u>	<u>% change 2003-2022</u>
Based Aircraft	52	53	55	58	12%
Annual Operations	31,168	33,804	37,333	39,137	25%
Itinerant Operations	14,207	16,179	17,715	18,797	32%
Local Operations	10,805	10,786	11,810	12,532	16%
Commercial Operations	5,856	6,540	7,508	7,508	28%
Military Operations	300	300	300	300	0%

The based aircraft mix and aircraft operational mix are expected to change over the 20 year planning period. Reference may be made to Chapter Four of the 2004-2024 Iowa Aviation System Plan for additional forecast data regarding:

- Based aircraft mix
- Operational mix
- Annual Instrument Approaches
- Annual Instrument Operations

AIRPORT FACILITY AND SERVICE NEEDS

The Mason City Municipal Airport has been classified as a Commercial Service airport and should provide facilities and services commensurate with its system role. Existing facilities and services at the Mason City Municipal Airport meet or exceed system facility and service objectives.

OTHER RECOMMENDATIONS

Airport improvements identified by the airport anticipated in the future include:

- Acquire all the land located in the Runway Protection Zones (RPZ)
- Maintain all airfield pavements
- Relocate the fence from the safety area on the northeast end of Runway 30
- Expand the baggage input area
- Upgrade the baggage claim shelf to a belt
- Relocate the baggage claim operational and passenger areas
- Centralize the mechanical equipment rooms in the passenger terminal
- Add an elevator for handicap accessibility to the 2nd floor of passenger terminal
- Expand the airport administration spaces
- Add a restroom on the 2nd floor of the passenger terminal
- Add and renovate the lease space on the 2nd floor of the passenger terminal
- Expand the baggage make-up and airline ticketing office areas
- Increase the amount of general aviation hangar space
- Increase the number of vehicle parking spaces to support general aviation
- Upgrade airport security systems
- Add cargo building and aircraft apron
- Add additional space to the field maintenance facility
- Replace and acquire capital equipment

Consideration should be given to renovating/reconstructing the passenger terminal building to make it more functional to today's needs particularly in the area of security. Efforts should continue for preserving the existing facilities including rehabilitating/reconstructing the existing runways, acquiring all the land in the runway protection zones and improve/upgrade the navigational aids on the runway approaches.

DEVELOPMENT COSTS

<u>Description</u>	<u>Budget</u> <u>(FY05-FY08)</u>
Reconstruct/rehabilitate Runway 17/35	\$ 6,378,000
Repairs to Runway 12/30	\$ 230,000
Engineering for reconstruction of Runway 12/30	\$ 275,000
Expand field maintenance/ARFF building	\$ 343,000
Acquire snow plow truck	\$ 200,000
Acquire snow removal broom	\$ 500,000
Reconstruct Runway 12/30	\$ 3,800,000
 Total	 \$11,726,000

The opinion of probable cost is based on 2003 unit pricing.

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