IOWA AVIATION SYSTEM PLAN

AIRPORT SUMMARY REPORT

SIOUX GATEWAY AIRPORT /COL. BUD DAY FIELD

Prepared for:

IOWA DEPARTMENT OF TRANSPORTATION
OFFICE OF AVIATION

2004

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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

Performance Measure: Development

Benchmarks

- 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

Performance Measure: Economic Support

Benchmarks

- 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

Performance Measure: Safety and Security

Benchmarks

- 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

Performance Measure: Accessibility

Benchmarks

- 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

Performance Measure: Education

Benchmarks

- 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.

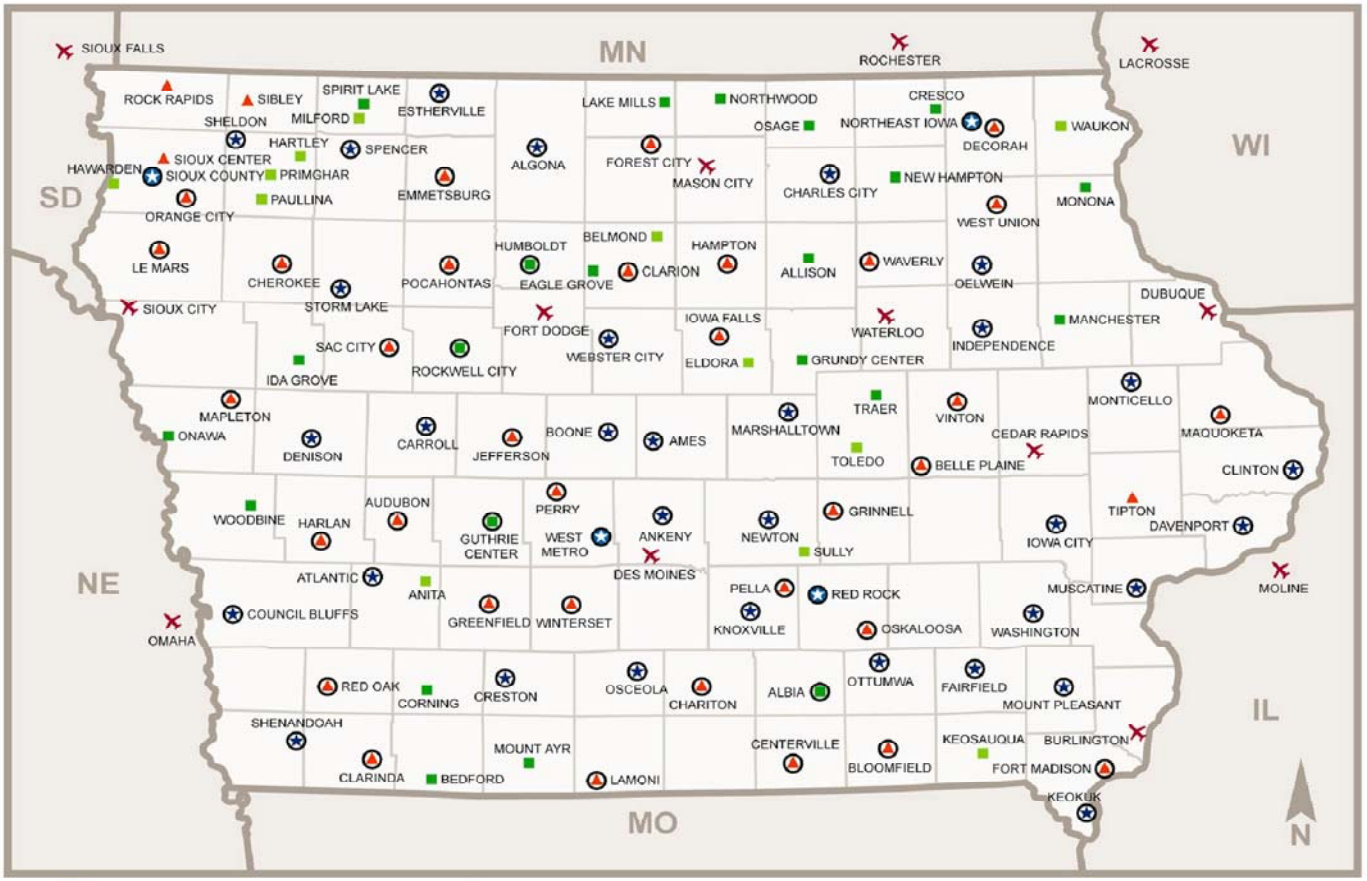
The following table sets forth the facility and service objectives for Enhanced Service, General Service, and Basic Service airports.

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

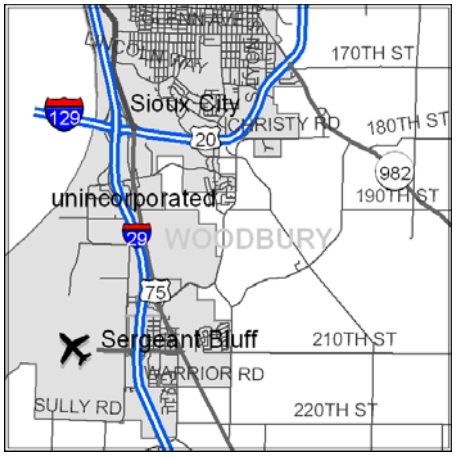


SIOUX GATEWAY AIRPORT/COL BUD DAY FIELD (SUX)
INDIVIDUAL SUMMARY REPORT

The airport was first developed with a turf runway and several small buildings prior to 1938 with three hard surface runways completed in 1938. The airport is owned by the City of Sioux City, Iowa. The airport was leased to the U.S. War Department during World War II, deeded back to the City in 1948, reactivated as a military training base by the federal government during the Korean War and finely transferred back to the City in 1967. In 1995 the city created an Airport Board of Trustees. The Board of Trustees is a governing body established by city ordinance to operate the airport, and make recommendations to the city on the development of the airport. The airport has an annual operating budget, including $500,000 of debt service, of approximately $2.0 million and an annual capital budget that averages approximately $2.25 million.

The airport is classified in the National Plan of Integrated Airport Systems (NPIAS) as a non-hub primary airport and is identified in the State 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 42,000 passengers. The airport serves the general aviation community in northwest Iowa with 65 based aircraft. The airport is also a major base for the Iowa Air National Guard.

LOCATION MAP



The Sioux Gateway Airport/Col. Bud Day Field is a 2,660 acre facility located within the corporate boundaries of the City of Sioux City, Iowa. The airport is located in the southwest corner of the City approximately 6.5 miles from the central business district. The airport is generally bordered on the west by the Missouri River and the east by industrial commercial users, Interstate 29 and the community of Sergeant Bluff. The north and south sides of the airport are bordered by agricultural and commercial land uses. Highway access to the airport is provided by Airport Boulevard, a 4-lane divided roadway which runs in an east-west direction and interchanges with I-29. Interstate 29, U.S. Route 75/77, and U.S. Route 20 provide the highway network to serve regional airport traffic.

EXISTING FACILITIES

- **Runway Facilities**

The Sioux Gateway Airport supports two runway facilities. The main runway is oriented northwest-southeast on 13/31 headings, is 9,002 feet in length, 150 feet in width and is concrete. 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 IV. The pavement is strength-rated at 75,000 pounds for single wheel gear (SWL), 125,000 pounds for dual wheel gear (DWL), and 300,000 pounds for dual tandem gear (DTWL) and 770,000 pounds double dual tandem gear loading (DDWL). The approaches for both ends of Runway 13/31 are classified as precision instrument approaches with navigational approach aids including instrument landing systems (ILS's), published global positioning system (GPS) approaches, very high frequency omni-directional range transmitters (VOR), a non-directional radio beacon (NDB), Localizers (LOC), tactical air navigation (TACOM). Runway 31 is a Cat I approach with a medium approach lighting system with a runway alignment indicator light (MALSR), a visual approach slope indicator (VASI-4), a runway visual range (RVR)) allowing for runway minimums of 200 feet ceiling and ½ mile visibility. Runway 13 is equipped with a visual approach slope indicator (VASI-4), and a medium approach lighting system (MALS) allowing for runway minimums of 200 feet ceiling and ¾ mile visibility.

The crosswind runway, 17/35 is 6,599 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 (i.e. runway centerline, designation, touch down point, threshold, and aircraft hold positions), medium intensity runway edge lights (MIRL), is currently classified as Aircraft Approach Category C and Aircraft Design Group III, is constructed of asphalt with a porous friction coat surface treatment and is strength rated at 65,000 pounds SWL, 80,000 pounds DWL, and 130,000 pounds DTWL. The approaches for both ends of Runway 17/35 have published global positioning system (GPS) approaches, a non-directional radio beacon (NDB), and visual approach slope indicators (VASI-4). Runway 17 is equipped with a runway end identifier light (REIL). Runway 35 has a precision instrument approach while the approach to Runway 17 is a non-precision instrument approach.

Both runways are served by partial parallel taxiways 75 feet in width with medium intensity taxiway lighting (MITL). Taxiway A runs along much of the length on the east side of Runway 13/31. Taxiway C is a parallel taxiway running along the east side of a portion of Runway 17/35. 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, light wind indicators, remote communications outlet (RCO), airport surveillance radar (ASR), low-level wind shear alert system (LLWAS), 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 observation system (ASOS).

- **Terminal Facilities**

The existing airline passenger terminal complex is located on the east-central portion of the airport with vehicle access from Aviation Boulevard. The terminal access road provides one-way traffic flow around the terminal building and parking lots. The west lane of the roadway provides access to the surface parking lots. The access roadway expands from two lanes to three as it approaches the terminal building. Private vehicles use the lane adjacent to the terminal building for loading and unloading. The outside lane (east) is a through lane and provides for direct access to the surface parking lots. The middle two lanes are for through traffic. The front curb area of the terminal building is approximately 250 feet in length and can accommodate approximately 10 vehicles.

The current passenger terminal, opened in 1951, includes 29,000 square feet of enclosed space. 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 third floor, in a section of the previous airport traffic control tower. Departing passengers enter the terminal building from the curbside at ground level. Ticketing and bag checking takes place along the southern wall of the terminal on the ground level.

The airline gates are located at two separate locations in the building. Currently there are two gate positions (Gates 1 & 2) available for major airlines and three positions for regional airline use (Gates 1AQ, 2A & 3). Each of the major airline gates have passenger boarding bridges. Gates 1, 1A, 2, and 2A are located at the northwest corner of the terminal building. These gates are supported by a security check point and a departure lounge. Located at the southwest corner of the terminal building, Gate 3 is utilized for unscreened commuter aircraft boarding. This gate provides a small departure hold room.

The first floor of the terminal building also contains a business center, restaurant, lounge, arcade, information booth, rental car counters, baggage claim, and restrooms. One bag claim device, a flatbed tee with direct feed from and enclosed bag input area, is available in the southeastern corner of the terminal. The western wall of the southern portion of the terminal also provides space for four rental car counters. Public telephone, newspaper/vending machines and various advertising concessions are located throughout the terminal and concourse areas.

Vehicle parking for the passenger terminal complex includes public, employee, and rental car space. There are 389 public spaces available in the surface lots. A total of 99 spaces for short-term parking and 290 spaces for long term parking are currently available. Employees currently park in 75 parking spaces adjacent to the north side of the terminal building. Parking for the rental car ready and return is in a 69 space lot southeast of the terminal building.

The passenger terminal apron currently encompasses approximately 15,000 square yards of pavement adjacent to the terminal building. The apron provides for aircraft parking, access, and circulation for two commuter and two air carrier gate positions at the north end, and well as one commuter gate position at the south end of the terminal.

- **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), located just south of the passenger terminal building. The airport has five corporate flight centers, Tyson Foods, Long Lines/Marian Air Care, Great West Casualty, B.P.I., and Gateway. The first two properties are located south of passenger terminal complex with the remaining four located north of the passenger terminal. The airport currently has 232,100 square feet of hangar space, which includes 20 individual T-hangars. The airport also has approximately 64,000 square yards of apron for general aviation aircraft approximately 6,000 square feet of general aviation terminal facilities and 60 parking spaces to support the general aviation facilities.

- **Military Facilities**

The airport shares the use of the airfield with the Iowa Air National Guard. The IANG 's 185th Iowa Air National Guard Unit is currently stationed on the southeastern corner of the airport. The 185th's primary mission is operating and maintaining 8 KC-135 aerial refueling aircraft. The Air National Guard Aircraft Paint Facility is located on the southwest side of the airport. The facility paints F-16, F-15, and A-10 aircraft (the fighter aircraft in the Air National Guard inventory), and receives aircraft from units all over the country.

- **Fuel Facilities**

Aviation fuel is currently stored in a consolidated fuel farm on the west side of the airport. The existing aviation fuel farm consists of two above-ground 20,000 gallon tanks dedicated to jet fuel storage, one above-ground 10,000 gallon tank for avgas storage and 400 gallons of storage for MOGAS.

- **Other Facilities**

The FAA owns and operates an air traffic control tower located on the east side of the airport, just northeast of the passenger terminal facilities. The airport owns and maintains a 12,000 square foot aircraft rescue and fire fighting (ARFF) facility located on the east side of the airport, south of the passenger terminal facilities, immediately southeast of the T-hangars, and adjacent to Taxiway A. This facility is used by the IANG in providing services to both military and civilian users of the airport. The airport also has field maintenance facilities and a storage yard located on the east side of the airport just east of the south T-hangars. These facilities are used for maintaining and storing airport maintenance equipment including tractors, snowblowers, snowplow, loaders, and various sizes of trucks.

- **Zoning**

At present, there are no airspace limitations that would adversely affect flight operations or otherwise restrict aircraft that could operate at the airport. Zoning in the vicinity of the airport is controlled by the City of Sioux City. The Sioux Gateway Airport/Col. Bud Day Field Airport Height and Hazard Zoning Regulations were established by the city to monitor the height of structures proposed for development within the various F.A.R. Part 77 airport height zones (horizontal, conical, approach, etc.)

EXISTING SERVICES

- **Commercial Services**

Currently nonstop scheduled commercial airline service is provided from the Sioux Gateway Airport as follows:

The Sioux Gateway Airport – Sioux City

Carrier	Equipment	#Seats	Daily Departure	Non-stop Destination
Pinnacle/Northwest	Canadair RJ	52	2	Minneapolis
Mesaba/Northwest	Saab 340	34	5	Minneapolis

Source: Sioux Gateway Airport, January 2004

In 2003 the airport accommodated over 42,000 enplaning passengers, approximately 3% of the state's total enplaning passengers, with 7 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 and adjacent lounge, a news and gift shop, rental car counters and offices.

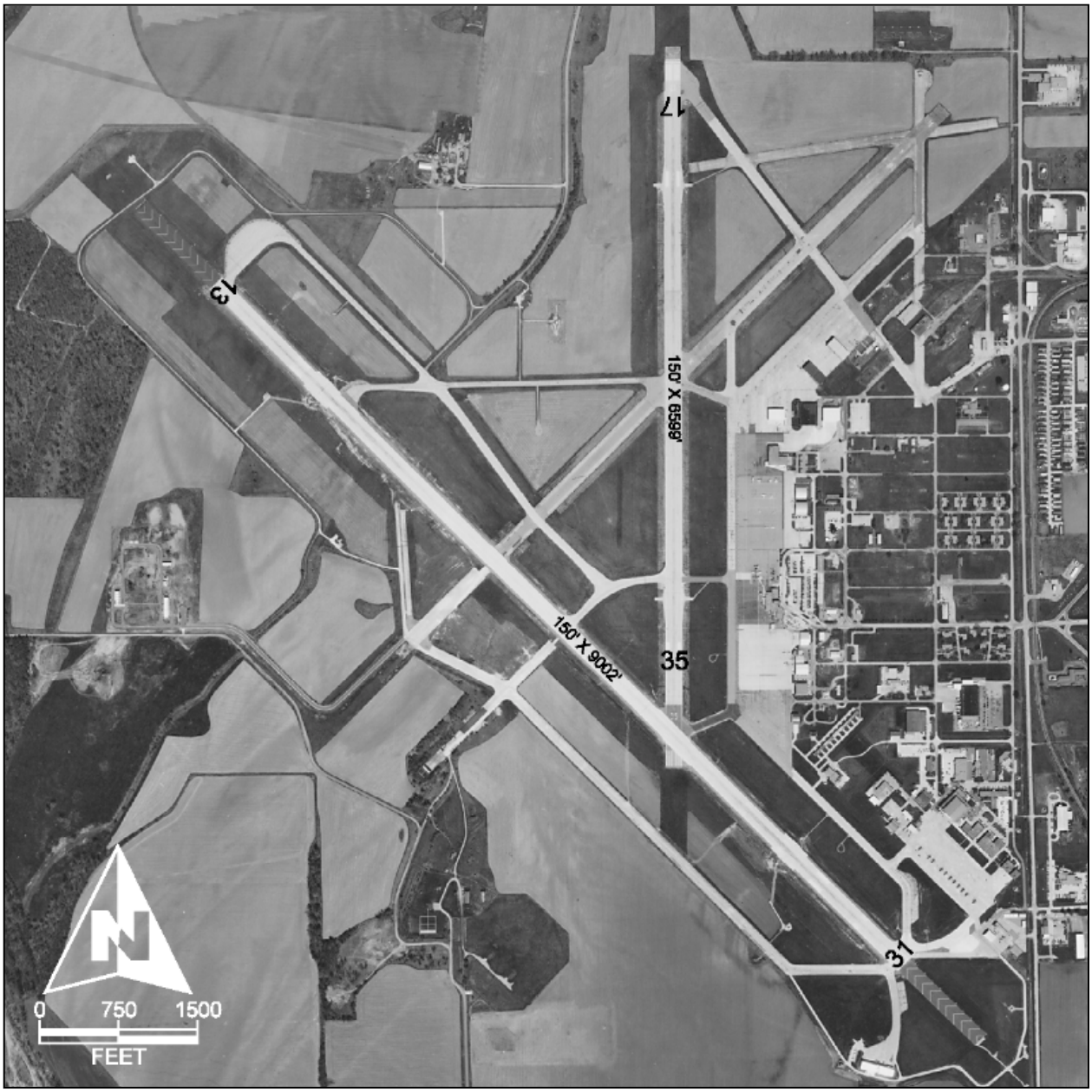
- **General Aviation Services**

The airport is home to JetSun Aviation Centre, a full service fixed-base operator (FBO) who provides aeronautical services to the general aviation public. Aeronautical services provided by the FBO include aircraft sales, hangar rental, charter, aircraft rental, fuel (100LL, Jet A), engine and airframe repair, aircraft sales, avionics sales and repair, and FAR Part 135 charter operations. The FBO has its own terminal facilities, which include pilot briefing room, restrooms, public telephones, conference rooms, offices, pilot lounge, public lounge, and vending machines. The FBO also offers on site courtesy vehicles and access to rental car services. Other off-site ground transportation is also available.

- **Other Government Services**

The airport has an FAA operated an air traffic control tower which provides services between 6:00 a.m. and 12:00 midnight. Between 12:00 midnight and 6:00 a.m. approach control service is provided by the Minneapolis Air Route Traffic Control Center (ARTCC). Aircraft rescue and fire fighting (ARFF) services are provided by the IANG and FAR Part 139 Index A requirements, available 24 hours per day, 7 days per week. (Above Index A can be provided up request.) Security and law enforcement services are provided at the city police department.

SIOUX GATEWAY AIRPORT/COL. BUD DAY FIELD (SUX)



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

CURRENT AND FORECAST DEMAND

Based aircraft at the airport totaled 65 aircraft in 2003. Of those, there are 33 single engine piston, four multi-engine piston, six turbo-prop, and 21 turbojet aircraft and one helicopter. The number of based aircraft is forecast to increase to no fewer than 80 in 2022.

There were an estimated 35,652 total annual operations conducted in 2003. Of that total general aviation had 22,191 operations, commercial carriers had 6,558 operations, and the military had 6,873 operations. The total number of operations is expected to increase to 45,691 in 2022.

OPERATIONAL ACTIVITY

	2003	2007	2012	2022	% Change 2003-2022
Based Aircraft	65	68	72	80	23%
Annual Operations	35,652	43,032	44,070	45,691	28%
Itinerant Operations	16,559	17,300	17,300	18,273	10%
Local Operations	5,632	11,534	11,534	12,182	116%
Commercial Operations	6,588	7,325	8,363	8,363	27%
Military Operations	6,873	6,873	6,873	6,873	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 Sioux Gateway Airport/Col. Bud Day Field has been classified as a Commercial Service Airport and should provide facilities and services commensurate with its system role.

OTHER DEVELOPMENTS

Airport improvements anticipated in the future include:

- Remodel the passenger terminal building
- Acquire land for Harbor Drive Drainage/Runway 13 approach lights
- Construct new airport maintenance facility
- Reconstruct north apron
- Reconstruct south apron
- Widen Taxiway D
- Upgrade airport security system

- Extend parallel Taxiway C to Rwy17
- Reconstruct Taxiway E
- Extend parallel Taxiway A to Taxiway D
- Extend parallel Taxiway A to Taxiway B
- Construct Taxiway F
- Reconstruct Runway 17/35
- Reconstruct northern 1,500 feet of Taxiway A
- Construct exit taxiway on south end of Runway 31
- Construct 30 new T-hangars
- Reconstruct taxiways for new corporate parcel development
- Construct new corporate parcel roadway
- Expand the passenger terminal building to the north
- Expand passenger terminal building parking lot
- Upgrade to MALSR on Runway 13
- Install MALSR on Runway 35
- Construct new FBO apron
- Construct north FBO/Corporate taxiway
- Construct north FBO/Corporate road/auto parking
- Construct new car rental parking lot
- Construct Air Cargo aircraft apron and building
- Acquire property for Runway 13 and 17 RPZ's
- Construct exit taxiway on north end of Runway 17
- Replace and acquire capital equipment

OTHER RECOMMENDATIONS

Consideration is being given to expanding the number of Cat I runway approaches from the one on Runway 31 to include Cat I approaches on Runway 13 and 17 as well. Additional sections of Taxiway A and C should be added so that both runways are served with full-length parallel taxiways. Runway 13-31 should be strengthened to 200,000 pounds DWL and Runway 17-35 should be strengthened to 150,000 DWL. An additional exit taxiway is needed on the south end of Runway 13-31 and on the north end of Runway 17-35. As passenger traffic increases there are plans to expand the passenger terminal to the north by 35,000 square feet for additional baggage claim area, airline ticket counter and ticket office space and additional departure lounge. Also additional front curb area, public and car rental parking are anticipated in the near future. Although general aviation facilities are adequate for today's needs, additional T-hangars and jet fuel storage may be needed in the future. Lastly, a new field maintenance facility is needed.

DEVELOPMENT COSTS

Description	Budget (FY05-FY10)
Extend Taxiway C, remove Taxiway F, Construct new perimeter road	$ 5,335,000
Remove buildings near air traffic control tower	$ 110,000
New T-hangar infrastructure	$ 1,330,000
Replace snow removal equipment	$ 950,000
Construct new airport maintenance facility	$ 845,000
Widen Taxiway D	$ 1,106,000
Reconstruct Taxiway E from Runway 17 to Runway 13	$ 4,100,000
Reconstruct Runway 17/35	$15,330,000
Construct new T-hangars	$ 417,000
Renovate/expand passenger terminal building	$20,781,000
Misc. reconstruction/maintenance projects	$ 228,000
Total	$50,532,000

0The opinion of probable cost is based on 2003 unit pricing.

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