

MARCH JOINT POWERS AUTHORITY



MARCH INLAND PORT AIRPORT AUTHORITY

DATE: April 2023

PURPOSE

To provide information and overview of the March Inland Port Airport Authority.

DISCUSSION

Joint Use Agreement Overview:

- The March Joint Powers Authority (March JPA) was created during March Air Force Base's (MARB) realignment in 1993. During the initial decision to realign MARB, the Department of Defense identified that March JPA and MARB would operate a "joint-use airport". The civilian airport portion is run by the March JPA's Inland Port Airport Authority (MIPAA) with an ICAO code of KRIV (FAA Identifier: RIV).

-- According to the FAA, the term "joint-use airport" means an airport is owned by the Department of Defense, at which both military and civilian aircraft make shared use of the airfield.

--- Currently, there are 21 joint-use airports in operation including MARB. The three airfields that belong to AFRC are Westover, Grissom, and MARB.

-- MARB operates the military installation of approximately 2,200 acres while March JPA operates the March Inland Port Airport Authority on 365 acres owned by the authority but directly adjacent to MARB installation boundary.

- On May 7, 1997, the United States Air Force (USAF) and March JPA entered into a Joint Use Agreement (JUA). Key Provisions of the JUA are:

-- Allowed the March JPA to "develop surplus land contiguous to MARB for aviation uses"

-- Limits MIPAA to 21,000 annual operations

-- Prioritizes military operations over civilian operations except for emergencies

-- Closes Runway 12/30 to civilian traffic during Hot Cargo Pad operations

-- Provides MIPAA fire support through MARB resources as a reimbursable expense

-- Provides payment structure to the Air Force Reserve for use of the flying facilities as follows:

--- Flat fee of \$25,000 per year (paid quarterly) which includes unlimited landings of all aircraft with a maximum gross take-off weight (MGTOW) of 40,000 pounds or less

---- An additional surcharge of twenty-five cents (\$.25) per thousand pounds of Maximum Landing Weight will be assessed for those aircraft weighing more than 40,000 pounds MGTOW

--- All charges and surcharges adjusted for inflation annually based on the Consumer Price/Index-All Items, not to exceed five percent (5%) annually.

--- MIPAA pays any amounts required to reimburse the Air Force for expenses incurred for any services the Air Force provides under the JUA such as additional tower or other essential airfield management services, civil aircraft repair (as defined in the JUA), and fire fighting and/or crash and rescue services and materials. Payment shall be made quarterly.

--- Major Repairs and Construction requirements for airfield facilities are split into two categories: “required” and “desirable for civil aviation”. Neither of these categories is included in the scope of the JUA, rather they are both subject to separate negotiations between MJPA and the 452 AMW Commander.

- There have been three subsequent amendments to the JUA (2001, 2008, and 2014)

-- 2001 Key Changes: Included a new requirement to make MIPAA subject to local airfield instructions. Removed PPR requirements for civil aircraft and replaced with required schedule of civilian operations or flight plan. Clarified the term General Aviation. And placed strict limitations on non-military flight training.

-- 2008 Key Changes: Removed requirement to make MIPAA subject to local airfield instructions. Removed requirements for MIPAA to provide schedule of civilian operations or flight plan. Required MARB provide MIPAA advance notice of hot pad operations that would affect civilian air traffic on Runway 12/30. Provided all military flights priority over all civilian flights except for emergencies. Prohibited all non-military flight training. Removed requirement for MARB to work with MIPAA to provide base passes for airport employees POV's.

-- 2014 Key Changes: Air Force authorized MIPAA to permit civil aircraft capable of communicating with the MARB control tower to use flying facilities at MARB. Requires MIPAA to hire at its own expense a Fix Based Operator to provide support to civilian aircraft. Provides clarification that more environmental study may be required if MIPAA exceeds 21,000 operations. Clarifies civilian aircraft on official government business but using MIPAA facilities do not count against the 21,000 operations limitation. Requires civilian aircraft operations outside normal hours of the March Air Traffic Control Tower will incur a fee for MIPAA. Amendment 3 supercedes/cancels all previous agreements between MIPAA and MARB.

- Since 2002, MIPAA has spent over \$8M in local funding and \$33M in Grants to enhance civilian airport infrastructure. Some infrastructure items added have been security fencing (in accordance with MARB and FAA security requirements); a civilian fuel farm with lighting (no connection to MARB facilities or supplies); an Executive General Aviation Terminal; Electrical Vault; Apron G Rehabilitation; Taxiway G Realignment; and a public parking apron for General Aviation aircraft.

Current MIPAA Operations Summary:

-- Scheduled Daily Flights: 2 x B-737 and 1 B-767 servicing Amazon; 1 flight daily Civilian KC-135 (Civilian carrier contracted to provide Navy Training support)

--- DLA issued a DESC contract to Freeman Holdings of Riverside (dba. Million Air) for military fueling support for transient military aircraft at March. The contract allows for DESC fueling of military and military contract aircraft by Million Air effective May 1, 2018.

-- Unscheduled: There are approximately 2-3 General Aviation operations per day on average with aircraft such as corporate jets or local users with tie-down agreements.

-- 2022 MIPAA Annual Operational Summary:

--- Total Fees remitted to MARB: \$114K

--- Total Operations: 4,254

---- Commercial Cargo: 3,070

---- General Aviation: 926

---- Military: 188* Does not count against the 21,000 Total Operations Cap

----- MIPAA Fixed Base Operator provides fueling and servicing of aircraft used for Army Fort Irwin rotations. MARB provides service to aircraft supporting I MEF.

Projects in progress at MIPAA:

-- March JPA has filed a lawsuit against the City of Moreno Valley to challenge the city's approval of a 9-acre parking lot project planned within MARB's Clear Zone at the south end of Runway 14/32. The Air Force is working with the Justice Department to decide if they will join in the CEQA challenge and/or file their own lawsuit over the project. March JPA is in contact with the MARB Judge Advocate and will continue to support as needed.

-- FAA Master Plan for MIPAA is currently being drafted with a completion date of December 2023. The March JPA Executive Director is keeping the 452 AMW CC apprised of the planning progress. Several action officer level planning sessions were held that included MARB civil engineers, airfield management as well as stakeholders from surrounding communities. The Master Plan will consider the buildout of civilian aviation over the next 20 years and in line with JUA criteria.

-- MIPA will continue to operate the Green Acres Housing Development for the foreseeable future. The Executive Director of March JPA has offered to work with the 452 AMW CC to develop a plan that addresses the need for affordable housing for MARB employees (military and civilian). As a part of development in the March JPA planning area and future capital improvement plans for Green Acres, March JPA staff will work with base staff to leverage federal grants to address base infrastructure resiliency.

-- There is a development application currently pending for airport property development of a new air cargo terminal. This project (referred to as "D-1") is in the environmental review stage and is not yet approved for construction. Environmental work is coordinated with the FAA and MARB staff. The March JPA Executive Director will continue to work with the 452 AMW CC and staff to ensure all base equities are considered in accordance with the JUA and any development does not levy an undue burden on an effective military mission.

-- March JPA staff is working closely with the base civil engineering staff and Riverside County Flood Control District to address drainage on the south end of Runway 14/32. Construction slated for completion in 2 to 4 years.

RECOMMENDATIONS / REQUESTS

- None. Provided for background and situational awareness.