



MARCH INLAND PORT AIRPORT AUTHORITY

DATE: April 2024

PURPOSE

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

BACKGROUND

Joint Use Agreement Overview:

The March Joint Powers Authority (March JPA) was created during March Air Force Base's (MARB) realignment in 1993. The Department of Defense identified that March JPA and MARB would operate a joint use airport.

Joint Use Airport means a Department of Defense airport where both military and civilian aircraft make shared use of the airfield. 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).

There are 21 joint-use airports in the U.S. The three airfields belonging to AFRC include Westover, Grissom, and MARB.

MARB operates the military installation of approximately 2,200 acres while MIPAA operates 365 acres of Aviation designated properties directly west and east of MARB Runway 14/32.

May 7, 1997: United States Air Force (USAF) and March JPA Joint Use Agreement (JUA):

- 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:
 - a) Annual flat fee: \$25,000 per year (paid quarterly) - includes unlimited landings of all aircraft with a maximum gross take-off weight (MGTOW) of 40,000 pounds;

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- b) Additional surcharge of twenty-five cents (\$.25) per thousand pounds assessed for those aircraft weighing more than 40,000 pounds MGTOW;
- c) All charges and surcharges adjusted for inflation annually based on the Consumer Price/Index-All Items, not to exceed five percent (5%) annually;
- d) MIPAA to reimburse the Air Force for expenses incurred for 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. Payments shall be made quarterly;
- e) 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.

Subsequent Amendments to the JUA (2001, 2008, and 2014):

2001 Amendment No. 1: Added 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 Amendment No. 2: 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 Amendment No. 3: 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 it’s 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 federal grants to enhance civilian airport infrastructure. Completed infrastructure improvements include a) security fencing (consistent with MARB and FAA security requirements); b) a civilian fuel farm with lighting (no connection to MARB facilities or supplies); c) an Executive General Aviation Terminal; d)

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electrical vault; e) apron G and apron rehabilitation for air cargo and general aviation; and f) taxiway G realignment.

Current MIPAA Operations Summary:

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 to 3 General Aviation operations per day on average with aircraft such as corporate jets or local users with tie-down agreements.

2023 MIPAA Annual Operational Summary:

- 1) Total Fees remitted to MARB: \$98,000
- 2) Total Operations: 3,386
 - a) Commercial Cargo: 2,190
 - b) General Aviation: 1,196
 - c) Military: 338* Does not count against the 21,000 Total Operations Cap

MIPAA Fixed Base Operator, Million Air, 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:

- 1) March JPA challenged a locally approved project within MARB's Clear Zone at the south end of Runway 14/32. In March 2024, the Department of Justice filed their own lawsuit over the project. March JPA is in contact with the MARB Judge Advocate and will continue to support as needed.
- 2) The FAA funded Airport Master Plan for MIPAA is currently underway with community and stakeholder input incorporated into plan exhibits and layout. The 452nd AMW CC are integrated within the planning process as improvements would benefit both military and civilian operations. The Master Plan will consider the buildout of civilian aviation over the next 20 years and in line with JUA criteria. March JPA will work with MARB to ensure the Airport Master Plan is mutually beneficial to both parties, while preserving national security.
- 3) MJPA will continue to operate the Green Acres Housing Development for the foreseeable future with housing priority given to military personnel. As part of developing the March JPA planning area directly outside of the cantonment area, to include future capital improvement plans for Green Acres, JPA staff is working closely with MARB staff to leverage federal grants that address base infrastructure and energy resiliency.

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- 4) There is a development application currently under review for 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. March JPA staff 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 military missions.

- 5) March JPA staff is working closely with the base civil engineering staff and Riverside County Flood Control and Water Conservation 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.