



Council Communication No. 97-300

SYNOPSIS –

The FAA has presented to the City Supplement No. 17 for the installation of a equipment associated with qualifying the Runway 31R as a Category II Instrument Runway. The installation of the subject equipment will greatly increase the approach navigational aids to Runway 31R. Supplement No. 17 to the FAA's Master Site Lease allows the FAA to proceed with the installation of the subject equipment and removal of obsolete equipment. The installation of this navigational aid is a necessary and welcomed upgrade to the Airport's navigation system.

FISCAL IMPACT –

There will be no fiscal impact to the City. Supplement No. 17 will not generate any direct revenue. By requirements set forth in the FAA grant assurances with the City, the FAA is allowed to install air navigation aids on the Airport with no monetary compensation to the City.

RECOMMENDATION –

On June 3, 1997, the Des Moines International Airport Board will be presented with a staff recommendation to recommend approval of Supplement No. 17 to the Master Site Lease between the City and the FAA. Because the FAA Master Site Lease has over three years remaining, Supplement No. 17 to the FAA Master Site Lease must have a public hearing set and be approved by the City Council. Therefore it is recommended that a public hearing be set for 5:30 PM on June 16, 1997, for public comment on Supplement No. 17.

BACKGROUND –

The United States Government (FAA) and the City of Des Moines entered into a Master Site Lease (DOT-FA70CE-5359) for Navigational Aids at Des Moines International Airport on December 12, 1969, by Roll Call No. 5511. Over the years, the Master Site Lease has been supplemented to include necessary changes in the navigational aid system.