



Owatonna Degner Regional Airport Quarterly EDA Report, April 2021



Activity Update

- Fuel volumes dispensed through first quarter at 10 year high (surpassing 2018 super bowl volumes).
 - Accelerated Aviation and Trident flight training working with a number of students to achieve flight ratings including private, instrument, and multi-engine.
 - Langer Aviation aircraft maintenance business remains brisk with high demand for position on service schedule.
 - Business aircraft arrivals including examples such as arrivals and departures for Costco, Lakeside Foods, and Becks Seeds.
- Owatonna Civil Air Patrol (CAP) resuming weekly in person meetings at the airport.
 - T-Hangar occupancy and demand continues to be strong.
 - Exploring formation of Owatonna area based flying club.

Building Capacity

Bids were received in March for a new 10-unit T-hangar building at the airport. There are currently three of these buildings at the airport that allow for the rental of individual aircraft storage spaces (the buildings have five units per side in a back to back in nested “T” shape configuration). The project, prioritized on the airport CIP budget, will help meet the existing and future projected growth.

Demand for this space is assumed to remain strong as it is economical for the user. The 2018 airport Master Plan projected the need for an additional 8-13 units in the planning period and recommends the construction of the new T-hangar as a need beginning in 2021 – “At least one additional T-hangar building with a minimum of eight aircraft units is recommended to be planned”.

Funding alternatives available through the Federal Aviation Administration (FAA) are currently being reviewed in order to accommodate the anticipated construction phase.



Trending In Aviation

Industry sources predict continued strong levels of use for business aviation. The Owatonna Degner Regional Airport is particularly well positioned to meet this demand which in turn supports local economic development. According to an article in **AIN Online 4/8/21**,

“Business aviation activity continues to remain at healthier levels than the scheduled airlines, which saw flights at levels 40 percent below those of Easter 2019 even as they were 140 percent above last year’s holiday. Since the beginning of 2021, business aviation traffic is up 5 percent versus the same period in 2020, while scheduled airline activity is down 39 percent.”

“Business jet movements reached their highest level since the onset of the pandemic on March 27, marking 8,571 daily flights. That approached the 2020 peak day of 8,699.”

Why business aviation.....

Business Aviation – No Plane, No Gain

A few compelling findings summarized from a National Business Aviation Association (NBAA) survey of companies using general aviation aircraft:

- **Most companies using business aviation are small companies** – 57% employ 500 or fewer workers
- **Many business aircraft are largely flown to towns with little or no airline service** – providing efficient access to smaller markets
- **A primary driver of business aircraft use is scheduling flexibility** – meet schedules that could not be kept using schedule airline service.
- **Business aviation missions often involve multiple destinations** – allows trips stopping at more than one location and on flexible timelines
- **Companies use both business aircraft and airlines as appropriate** – business aircraft often co-exist as a complement to commercial service depending on the mission
- **Top management is on board aircraft just over half the time** – a significant portion of passengers include technical specialists, middle managers and customers
- **Employees use their time on company aircraft to be highly effective and productive** – using working time on a business aircraft as a working, flying office