

**MONDAY MORNING GROUP OF WESTERN RIVERSIDE COUNTY**  
**ANNUAL ADVOCACY TRIP – WASHINGTON, DC**  
**April 9 – 11, 2024**

**POTENTIAL INCREASE IN ANNUAL OPERATIONS AT MARCH AIR RESERVE BASE**

**ISSUE:** March Joint Powers Authority (March JPA), in conjunction with its customers, are looking to grow their physical footprint on the airfield at March Air Reserve Base, California (March ARB) as well as potentially increase civilian air traffic activity up to the current plan cap of 21,000 annual operations. This increase may potentially impact military operations that support daily tasks and Higher Headquarters requirements.

**ACTION:** The Monday Morning Groups urges support from United States Air Force Reserve Command to renegotiate and reduce the cap of civilian air traffic activity to prioritize military use of the airfield and facilities at March ARB. A capped allotment of 8,000 flight operations for March JPA commercial flights is necessary to preserve March ARB's mission readiness and preparedness.

Additional federal assistance will be beneficial to address the lack of logistical support, an aging infrastructure, and manning in order to ensure the continued effectiveness and operational capabilities of March ARB, as well as the continued ability to support military and civilian flight operations. Increasing manning, equipment and upgrading and modernizing infrastructure are essential steps in overcoming these challenges and maintaining a resilient and adaptive military presence, as well as serving as a crucial hub.

**BACKGROUND:** March ARB has been a key element in joint military operations for over a century, playing a vital role in every major conflict since WWI. However, due to a lack of logistical support functions, an aging infrastructure, and personnel recruitment/retention issues, March ARB runs the risk of being unable to keep up with continuing increases in demand signal.

Airfield Operations can currently meet today's air traffic activity and the forecasted activity of the March Inland Port Airport Authority (MIPAA) which is currently capped at 21,000 annual operations. This assumes the increase in cumulative flying operations (civil and military) will not exceed an average of eight aircraft per hour. To facilitate this increase in air traffic activity, it is assumed that March ARB's Air Traffic Control facilities are fully operational and will have the full capability to provide Air Traffic Control (ATC) services for aircraft landing, departing and transitioning March ARB's delegated airspace. Notably, the March JPA's current authorization of 21,000 annual operations is derived from a Federal Aviation Administration (FAA) document preceding 9/11, when there were less considerations for security framework to protect the nation from large-scale attacks. It is important to note that at the present time, March JPA is only flying 4,000 flight operations annually.

Additionally, aircraft parking aprons (MIPAA and military aprons) and ground support services are available to park aircraft. Other factors that may potentially play a vital role impacting March ARB's airfield capacity include significant changes to the military flying mission and mix of aircraft, changes to runway configuration/availability, changes to operational procedures such as instrument approach/departure procedures, and changes to ATC and airspace such as degradation to ATC facilities and/or constraints to delegated airspace. Since FAA's Southern California Terminal Radar Approach Control (TRACON) facility is the release authority for aircraft departing from March ARB, there is the potential for aircraft to experience departure delays with a significant increase in aircraft activity (military or civilian). Loss of capability or capacity in any of the areas above could have a significant impact on March ARB's ability to meet current and forecasted operations.

It is expected that improvements made to any of the factors listed previously would improve airfield capacity, depending on what the improvements entail. For example, improvements to the intersection of Taxiway C and A would allow right turns onto Taxi A would improve aircraft taxi circulation. Also, decreasing the time required to access funding needed to operate and maintain March ARB's radar, airfield, and weather systems (e.g., ATC radios, Navigation Aids, etc.) would minimize negative impacts to airfield capacity.

NOTE: March ARB has experienced this in the past when a lack of funding to procure Instrument Landing System (ILS) parts resulted in the system being taken temporarily out of service and no precision approach capability can be provided to aircraft during inclement weather conditions.