

**APPLICATION UNDER
SMALL COMMUNITY AIR SERVICE DEVELOPMENT PROGRAM
DOCKET DOT-OST-2020-0231**

SUMMARY INFORMATION¹

All applicants **must** submit this Summary Information schedule, as the application coversheet, a completed standard form SF424 and the full application proposal on www.grants.gov.

For your preparation convenience, this Summary Information schedule is located at <http://www.transportation.gov/policy/aviation-policy/small-community-rural-air-service/SCASDP>

A. PROVIDE THE LEGAL SPONSOR AND ITS DUN AND BRADSTREET (D&B) DATA UNIVERSAL NUMBERING SYSTEM (DUNS) NUMBER, INCLUDING +4, EMPLOYEE IDENTIFICATION NUMBER (EIN) OR TAX ID.

Legal Sponsor Name:

Name of Signatory Party for Legal Sponsor:

DUNS Number:

EIN/Tax ID: XXXXXXXXXX

B. LIST THE NAME OF THE COMMUNITY OR CONSORTIUM OF COMMUNITIES APPLYING:

1. _____
2. _____
3. _____
4. _____

C. PROVIDE THE FULL AIRPORT NAME AND 3-LETTER IATA AIRPORT CODE FOR THE APPLICANT(S) AIRPORT(S) (ONLY PROVIDE CODES FOR THE AIRPORT(S) THAT ARE ACTUALLY SEEKING SERVICE).

- | | |
|----------|----------|
| 1. _____ | 2. _____ |
| 3. _____ | 4. _____ |
-

¹ Note that the Summary Information does not count against the 20-page limit of the SCASDP application.

IS THE AIRPORT SEEKING SERVICE NOT LARGER THAN A SMALL HUB AIRPORT UNDER FAA HUB CLASSIFICATION EFFECTIVE ON THE DATE OF SERVICE OF THE ATTACHED ORDER?

Yes No

DOES THE AIRPORT SEEKING SERVICE HOLD AN AIRPORT OPERATING CERTIFICATE ISSUED BY THE FEDERAL AVIATION ADMINISTRATION UNDER 14 CFR PART 139? (If “No”, PLEASE EXPLAIN WHETHER THE AIRPORT INTENDS TO APPLY FOR A CERTIFICATE OR WHETHER AN APPLICATION UNDER PART 139 IS PENDING.)

Yes No

D. SHOW THE DRIVING DISTANCE FROM THE APPLICANT COMMUNITY TO THE NEAREST:

1. Large hub airport: _____

2. Medium hub airport: _____

3. Small hub airport: _____

4. Airport with jet service: _____

Note: Provide the airport name and distance, in miles, for each category.

E. LIST THE 2-DIGIT CONGRESSIONAL DISTRICT CODE APPLICABLE TO THE SPONSORING ORGANIZATION, AND IF A CONSORTIUM, TO EACH PARTICIPATING COMMUNITY.

1.	2.
3.	4.

F. APPLICANT INFORMATION: (CHECK ALL THAT APPLY)

☐ Not a Consortium ☐ Interstate Consortium ☐ Intrastate Consortium

Community (or Consortium member) previously received a Small Community Air Service Development Program Grant

NOTE: A community that currently receives subsidized Essential Air Service funding, receives assistance under the Alternate Essential Air Service Pilot Program, or is a participant in, and has received a grant under, the Community Flexibility Pilot Program, is not eligible for SCASDP grant funds. See Section C.1. (“Essential Air Service Communities”)

If previous recipient: Provide year of grant(s): _____; and, the text of the grant agreement section(s) setting forth the scope of the grant project:

G. PUBLIC/PRIVATE PARTNERSHIPS: (LIST ORGANIZATION NAMES)

PUBLIC	PRIVATE
1.	1.
2.	2.
3.	3.
4.	4.
5.	5.

H. PROJECT PROPOSAL:

1a. GRANT GOALS: (CHECK ALL THAT APPLY)

- | | | |
|---|---|---|
| ☐ Launch New Carrier | ☐ Secure Additional Service | ☐ Upgrade Aircraft |
| ☐ First Service | ☐ New Route | ☐ Service Restoration |
| ☐ Regional Service | ☐ Surface Transportation | ☐ Professional Services² |
| ☐ Other (explain below) | | |

1b. GRANT GOALS: (SYNOPSIS)

CONCISELY DESCRIBE THE SCOPE OF THE PROPOSED GRANT PROJECT (FOR EXAMPLE, "REVENUE GUARANTEE TO RECRUIT, INITIATE AND SUPPORT NEW DAILY SERVICE BETWEEN ___ AND ___. OR "MARKETING PROGRAM TO SUPPORT EXISTING SERVICE BETWEEN ___ AND ___ BY ___ AIRLINES."

² "Professional Services" involve a community contracting with a firm to produce a product such as a marketing plan, study, air carrier proposal, etc.

1c. GRANT HISTORY

DOES THIS APPLICATION SEEK TO REPEAT A PAST GRANT PROJECT OF THE COMMUNITY OR CONSORTIUM (FOR EXAMPLE, A SPECIFIC DESTINATION AIRPORT)?

Yes No

IF THE ANSWER TO THE ABOVE QUESTION IS "YES":

A: WHAT YEAR WAS THE FORMER GRANT AGREEMENT SIGNED? _____

B: HAVE 10 YEARS PASSED SINCE THE PREVIOUS GRANT AGREEMENT WAS SIGNED?

Yes No

IF THE ANSWER TO 'B' ABOVE IS 'NO,' THE APPLICANT SHOULD APPLY FOR A FORMAL WAIVER OF THE TEN-YEAR SAME PROJECT LIMITATION (SEE SECTION C.1. "SAME PROJECT LIMITATION"). THE REQUEST FOR WAIVER SHOULD INCLUDE A) A STATEMENT THAT THE COMMUNITY OR CONSORTIUM IS REQUESTING A WAIVER OF THE LIMITATION IN ACCORDANCE WITH THE PROVISIONS OF 49 U.S.C. § 41743(C) (4)(C); AND B) INFORMATION AND EVIDENCE TO SUPPORT A FINDING THAT THE APPLICANT SPENT LITTLE OR NO MONEY ON ITS PREVIOUS PROJECT OR ENCOUNTERED INDUSTRY OR ENVIRONMENTAL CHALLENGES, DUE TO CIRCUMSTANCES THAT WERE REASONABLY BEYOND THE CONTROL OF THE COMMUNITY OR CONSORTIUM. IF YOU HAVE ANY QUESTIONS ABOUT YOUR COMMUNITY'S PAST GRANTS, PLEASE CONTACT THE DEPARTMENT.

2. FINANCIAL TOOLS TO BE USED: (CHECK ALL THAT APPLY)

- ☐ **Marketing (including Advertising):** promotion of the air service to the public
 - ☐ **Start-up Cost Offset:** offsetting expenses to assist an air service provider in setting up a new station and starting new service (for example, ticket counter reconfiguration)
 - ☐ **Revenue Guarantee:** an agreement with an air service provider setting forth a minimum guaranteed profit margin, a portion of which is eligible for reimbursement by the community
 - ☐ **Recruitment of U.S. Air Carrier:** air service development activities to recruit new air service, including expenses for airport marketers to meet with air service providers to make the case for new air service
 - ☐ **Fee Waivers:** waiver of airport fees, such as landing fees, to encourage new air service; counted as in-kind contributions only
 - ☐ **Ground Handling Fee:** reimbursement of expenses for passenger, cabin, and ramp (below wing) services provided by third party ground handlers
 - ☐ **Travel Bank:** travel pledges, or deposited monetary funds, from participating parties for the purchase of air travel on a U.S. air carrier, with defined procedures for the subsequent use of the pledges or the deposited funds; counted as in-kind contributions only
 - ☐ **Other** (explain below)
-
-

I. EXISTING LANDING AIDS AT LOCAL AIRPORT:

- ☐ Full ILS ☐ Outer/Middle Marker ☐ Published Instrument Approach
- ☐ Localizer ☐ Other (specify)

J. PROJECT COST: DO NOT ENTER TEXT IN SHADED AREA

REMINDER: LOCAL CASH CONTRIBUTIONS MAY NOT BE PROVIDED BY AN AIR CARRIER (SEE "TYPES OF CONTRIBUTIONS" FOR REFERENCE).

LINE	DESCRIPTION		SUB TOTAL	TOTAL AMOUNT
1	Federal amount requested			
2	State <u>cash</u> financial contribution			
	<i>Local cash financial contribution</i>			
	3a	Airport <u>cash</u> funds		
	3b	Non-airport <u>cash</u> funds		
3	Total local <u>cash</u> funds (3a + 3b)			
4	TOTAL CASH FUNDING (1+2+3)			
	<i>In-Kind contribution</i>			
	5a	Airport <u>In-Kind</u> contribution**		
	5b	Other <u>In-Kind</u> contribution**		
5	TOTAL IN-KIND CONTRIBUTION (5a + 5b)			
6	TOTAL PROJECT COST (4+5)			

K. IN-KIND CONTRIBUTIONS**

For funds in lines 5a (Airport In-Kind contribution) and 5b (Other In-Kind contribution), please describe the source(s) of fund(s) and the value (\$) of each.

L. IS THIS APPLICATION SUBJECT TO REVIEW BY AN AFFECTED STATE UNDER EXECUTIVE ORDER 12372 PROCESS?

- ☐ a. This application was made available to the State under the Executive Order 12372 Process for review on (date) _____.
- ☐ b. Program is subject to E.O. 12372, but has not been selected by the State for review.
- ☐ c. Program is not covered by E.O. 12372.

M. IS THE LEAD APPLICANT OR ANY CO-APPLICANTS DELINQUENT ON ANY FEDERAL DEBT?

(IF “YES”, PROVIDE EXPLANATION)

☐ No ☐ Yes (explain)

APPLICATION CHECKLIST

INCLUDED?	ITEM
<i>For Immediate Action</i>	
Y	Determine Eligibility
Y	New Grants.gov users must register with www.grants.gov . Existing Grants.gov users must verify existing www.grants.gov account has not expired and the Authorized Organization Representative (AOR) is current.
<i>For Submission by 4:00 PM EDT on January 26, 2021</i>	
N/A	Communities with active SCASDP grants: notify DOT/X50 of intent to terminate existing grant in order to be eligible for selection.
Y	Complete Application for Federal Domestic Assistance (SF424) via www.grants.gov
Y	Summary Information schedule complete and used as cover sheet (see Appendix B)
Y	Application of up to 20 one-sided pages (excluding any letters from the community or an air carrier showing support for the application), to include:
Y	• A description of the community's air service needs or deficiencies.
Y	• The driving distance, in miles, to the nearest large, medium, and small hub airports, and airport with jet service.
Y	• A strategic plan for meeting those needs under the Small Community Program, including a concise synopsis of the scope of the proposed grant project.
Y	• For service to or from a specific city or market, such as New York, Chicago, Los Angeles, or Washington, D.C., for example), a list of the airports that the applicant considers part of the market.
Y	• A detailed description of the funding necessary for implementation of the community's project.
N/A	• An explanation of how the proposed project differs from any previous projects for which the community received SCASDP funds (if applicable).
Y	• Designation of a legal sponsor responsible for administering the program.
N/A	• A request for a waiver of the ten year same project limitation (if applicable) See Appendix B
N/A	• A motion for confidential treatment (if applicable) – see Appendix D below.



PURDUE UNIVERSITY AIRPORT

SCASDP Grant Application

Docket DOT-OST-2020-0231

Summary of Grant Application

Purdue University Airport (LAF), located in West Lafayette, Indiana, has been **without scheduled air service since 2004**. The Lafayette/West Lafayette community is home not only to Purdue University, a leading global university, but also a thriving manufacturing industry, home to companies such as Subaru, Caterpillar, Arconic, Wabash National, and GE Aviation, just to name a few. Over 650,000 people reside within a 45-minute drive of LAF.

The airport is located adjacent to a massive 40-acre, \$1.2 Billion economic development project known as Discovery Park, which is funded through a public-private partnership between Purdue Research Foundation (PRF) and Purdue University. This on-campus project will allow innovative corporations and high-growth business to access a pipeline of globally respected research talent, advanced R&D facilities, and a business-minded university to solve their most pressing challenges. At the heart of Discovery Park, and adjacent to the airport, is The Aerospace District. Here, tenants such as Rolls-Royce, Saab Defense, Schweitzer Engineering Laboratories, and Sandia National Labs not only research aerospace innovations, but they leverage the manufacturing expertise in the area to produce advanced components on-site. While these projects have already begun to create jobs and significant economic impact in the Lafayette/West Lafayette community, the University recognizes that **restoring scheduled passenger air service** will act as a multiplier to the projects that have been completed and will further enable the economic impact of projects in the future.

The University has formed **a public-private partnership** with Purdue Research Foundation (PRF), a private nonprofit foundation that supports the University in economic development efforts such as Discovery Park; the City of Lafayette, Indiana; the City of West Lafayette, Indiana; Tippecanoe County, Indiana; and nearly 20 private companies with operations in the community, nine of whom have provided pledges of cash donations to support this air service development project. Collectively, pledges from PRF, the Cities, the County, the companies, and the University make up a fund of \$330,000 in **cash match that is not sourced from airport revenues**. The breadth of contributions from this group indicates that the community sees that restoration of air service at LAF **will provide material benefits to a broad segment of the traveling public whose access to the national air transportation system is limited** in our community, who currently spend considerable time and money to travel to a commercial service airport.

The proposed project for restoring service at LAF is **backed by a letter of support from Allegiant Airlines**. LAF's analysis of the proposed service indicates a need for \$780,000 in minimum revenue guarantee to support the entry of ultra-low-cost service over two years, before **achieving sustainability in year 3**. LAF seeks the \$780,000 in SCASDP funding for this project, to be supported by \$330,000 in marketing funds from the community, as well as \$50,000 in airport fee waivers. The airport and the community have developed a detailed action plan to secure the proposed service to ensure **the assistance from SCASDP will be used in a timely manner**.

1 Legal Sponsor and Introduction to the Airport

Purdue University Airport (LAF) is an FAA Part 139 Certificated Airport located on the Purdue campus in Tippecanoe County, Indiana between Indianapolis and Chicago. The airport is owned and operated by Purdue University. The University is the legal sponsor responsible for this grant application. The primary contact for this application is:

Adam Baxmeyer, CM

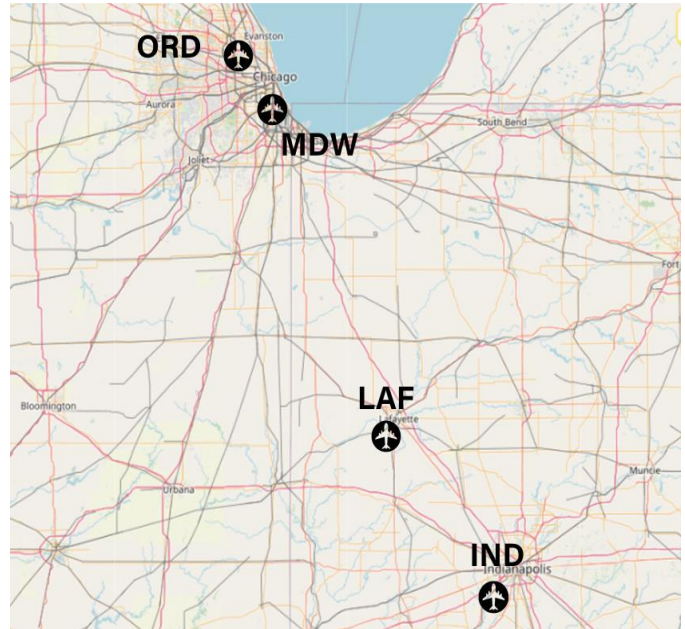
Purdue University Airport Director

1501 Aviation Drive

West Lafayette, IN 47907

765-496-6850

abaxmeyer@purdue.edu



The airport has two runways, 10/28 (6,600 x 150 ft) and 5/23 (4,225 x 100 ft) and has historically supported scheduled service but has been without scheduled air service since 2004. Significant economic development activities are occurring on the Purdue campus and in the Greater Lafayette and West Lafayette areas, and re-establishing scheduled air service will strengthen these efforts. The purpose of this application is to build support for an ultra-low-cost carrier to resume scheduled air service at LAF.

1.1 The Facility

The Purdue University Airport (LAF) was the first university-owned and university-operated airport in the country when it opened in 1930. LAF was also the first airport to offer flight courses for college credit, and Purdue was the first university to offer a bachelor's degree in Aviation. Today, Purdue University Airport is home to the School of Aviation and Transportation Technology which offers undergraduate and graduate courses ranging from airline and airport management, to professional flight, to unmanned aerial systems, to aeronautical engineering technology. The School of Aviation and Transportation



Technology owns a fleet of more than 20 aircraft utilized to train the pilots of tomorrow, and Purdue University Airport has more takeoffs and landings than any other airport in the state of Indiana, besides Indianapolis International Airport, as a result. The airlines are active supporters of flight training at Purdue, with pipeline agreements in place to hire Purdue graduates at Republic Airways, PSA Airlines, and Frontier Airlines.

But the airport is much more than a training facility, handling over 100 charters each year in support of Purdue Athletics and other events, as well as hosting more than 100,000 general aviation operations each year. The airport is also the centerpiece of a more than \$1.2 Billion economic development project known as Discovery Park, which will be discussed in detail later in section 1.4 of this document. With so much development happening on and around the airport, the University and the Airport reinvigorated air service development efforts in 2019, with hopes of restoring scheduled service to amplify the economic impact of Discovery Park.

1.2 The University

Purdue University is the top public University in the state of Indiana and is consistently recognized as a top university both nationally and globally, including being ranked in the top 20 Universities in the US and in the top 100



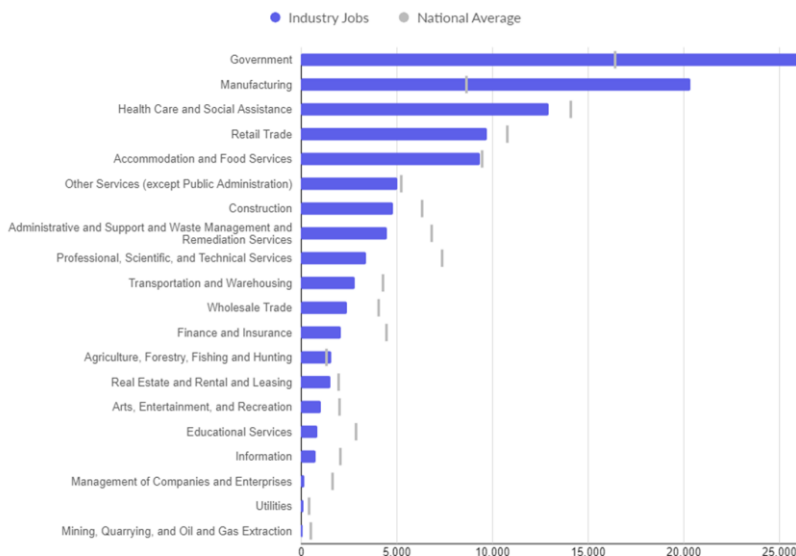
globally by both *US News & World Report* and Academic Ranking of World Universities and was ranked the ninth best public institution in the United States by *The Wall Street Journal*. In fall of 2020, Purdue set an enrollment record at the West Lafayette campus with nearly 46,000 students who are supported by more than 17,000 faculty and staff. Much of this success has been driven by Purdue's innovative approaches to operating a public university – creating public/private partnerships that benefit the local economy while generating additional revenues to offset cost increases key among them. These efforts have held in-state tuition flat for ten consecutive years, a feat nearly unheard of at public universities. According to *The Wall Street Journal*, Purdue's approach has saved students and their families more than half a billion dollars over that time compared to if tuition had followed national trends. With its status as a top University in the US and in the world, Purdue competes globally for the best researchers to come to West Lafayette to work on solving some of the world's most challenging problems. The University believes that, in addition to benefitting the Lafayette and West Lafayette communities, restoring scheduled air service to LAF will enhance its competitiveness on this stage. Additionally, the University serves over 15,000 US students whose permanent residence is outside the state of Indiana and nearly 9,000 international students from 134 countries who could utilize service from LAF as well. Then there are the more than 460,000 Purdue alumni who travel back to campus for athletic and other events – Purdue men's basketball and football alone brought more than

600,000 fans to campus in 2019.

1.3 The Community

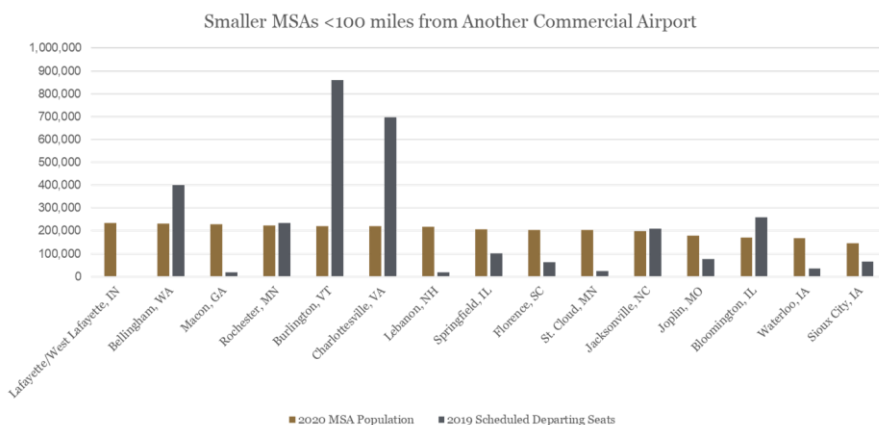
The Lafayette-West Lafayette MSA has a population of just over 235,000, but there are more than 650,000 people who reside within a 45 minute drive of LAF. The MSA population has grown by 5.3% since 2015 and is expected to add another 9,000 residents by 2025. Being home to Purdue, it is no surprise that the top industry in the MSA is Government, with over 26,000 jobs compared to just 16,000 for the national average for an MSA of this size. The second largest industry is Manufacturing, with large manufacturers such as Subaru, Wabash National, Caterpillar, Arconic, and GE Aviation each having large facilities in the area. Due to the specialized nature of the manufacturing that occurs in the Lafayette-West Lafayette area, **average salaries in manufacturing exceed \$80,000 in the MSA**, indicating disposable income that could be used for travel.

Exhibit 1-2



Source: EMSI

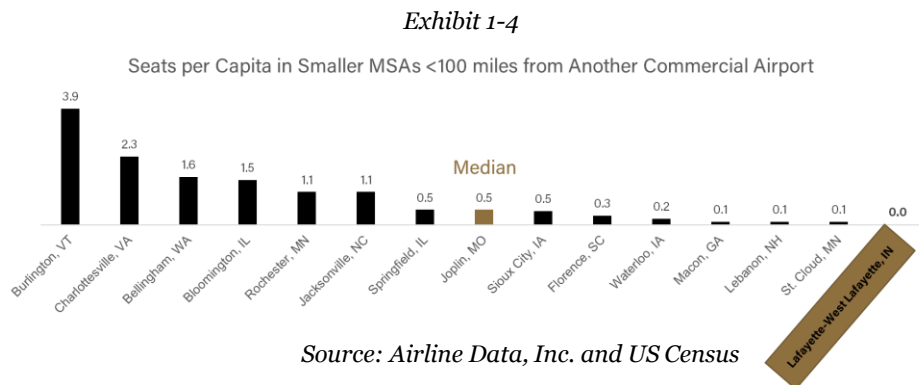
Exhibit 1-3



Source: Airline Data, Inc. and US Census

The Lafayette-West Lafayette MSA is the second largest MSA in the nation that is located further than 70 miles from an airport with commercial service and has no commercial service of its own, behind only Topeka, KS. This establishes the community as one of the largest that is disconnected to the national air network. In addition, there are 14 MSAs in the country that are smaller than Lafayette-West Lafayette and are less than 100 miles from another commercial service airport yet have air service. The median seats per capita in these MSAs is 0.5. Applying this to the MSA population of Lafayette-West Lafayette, this suggests the community could support at least 300 seats per day each way and likely more given the population of 650,000 within a short drive of the airport. Once the airport established that it is feasible for the community to support scheduled air service based on these metrics, it

commissioned a catchment study to further understand and quantify the airline passenger demand in the region. This will be discussed in further detail in section 2 of the document.



1.4 Discovery Park and The Aerospace District

At the forefront of Purdue's strategy of bringing together world-class talent to solve some of the world's biggest problems is Discovery Park – a massive 40+ acre, \$1.2 Billion mixed use development being constructed on Purdue's campus near the airport, funded by a public-private partnership between Purdue Research Foundation and Purdue University. Here, innovative corporations and high-growth businesses can access a pipeline of globally respected research talent, advanced R&D facilities, and a business-minded university to solve their most pressing challenges. Discovery Park is home to diverse, innovative businesses leveraging the strengths of Purdue University:



Source: Discovery Park District

- **Animal Health and Life Sciences**

Discovery Park is nearby to students who serve as research assistants focused on cutting-edge, real-world and social scientific challenges in areas like phenomics, genomics, plant science and precision breeding technologies. Companies like Bayer, a global life sciences company, will have a space in the Park that will employ students trained in research processes who can enhance and augment a robust agricultural innovation.

- **AgTech**

Discovery Park is home to agricultural innovation and where organizations like Indiana-based seed company Beck's Hybrids come for agricultural research. Through a partnership with Discovery Park, companies can access the research and knowledge of Purdue University's College of Agriculture and have access to Purdue's land-grant mission to advance teaching, research, and extension in Agtech and other areas.

- **Advanced Manufacturing**

Discovery Park is leading the way globally in advanced manufacturing and brings more than a century of Purdue University's research and knowledge to help manufacturers succeed. Discovery Park provides resources to ensure that companies are positioned to be competitive in today's manufacturing environments including access to licensing Purdue's R&D of cutting-edge technologies in areas that include robotics, transportation, aerospace, technology, energy, life sciences, and information technology for solutions to everyday manufacturing challenges.

- **Innovation Partners Institute**

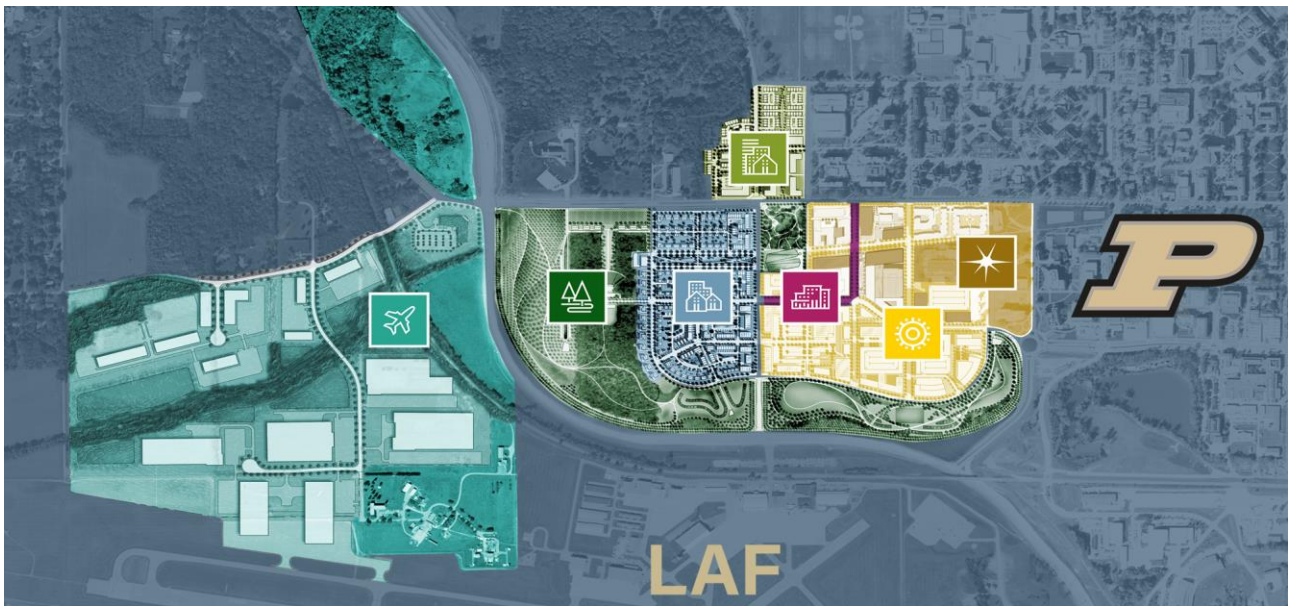
The Innovation Partners Institute looks for challenging community problems and then assembles an A-list of partners with the exact skills, experiences, and capabilities to collaboratively bring novel solutions forward. This requires Innovation Partners who lead projects, as well as Corporate Partners, University Partners, Community Partners, and Funding Partners who bring their expertise and practical experience to turn ideas into working applications. Because of the institute's virtual nature, Innovation Partners function as "innovators in network" as opposed to "entrepreneurs in residence." In addition to what IPI provides, the Innovation Partners tap their own networks as they develop solutions, deepening the available talent pool.

- **Aerospace + Defense**

The Aerospace District, under development by the Purdue Research Foundation, is a flagship for public and private aerospace research and development to advance aviation and aeronautics innovations. The site has already been named an Indiana Certified Technology Park by the Indiana Economic Development Corporation and includes Purdue University Airport and the Maurice J. Zucrow Laboratories.

The Zucrow Labs research facilities are located on a 24-acre site adjacent to the airport and is the largest academic propulsion lab in the world. The lab's research capability encompasses many disciplines: aerodynamics of turbo machinery, aeroacoustics, combustion, measurement and control, computational fluid mechanics, particle flow heat transfer, and atomization processes. Purdue was also recently awarded a \$5.9 million contract from the Air Force Research Laboratory to develop the first quiet Mach 8 wind tunnel in the world to support hypersonic research and development. Purdue is currently home to one of only two Mach 6 quiet wind tunnels in the country, also at Zucrow Labs. These facilities can be utilized by aerospace companies that wish to collaborate with Purdue on research and development opportunities.

All of these activities are happening literally next to the airport. The below image shows the development plan, with the Purdue campus marked with the Purdue logo and the LAF airport code denoting the location of the airport.



Source: Discovery Park District

Discovery Park is a mixed-use master planned development, with designated areas defined below:



Discovery Park

Purdue's interdisciplinary nexus for researchers to move beyond traditional boundaries and collaborate across disciplines to create solutions for a better world.



Main Street

A pedestrian, bike, and transit-friendly destination with shops, restaurants, cafes, bars, & other retailers.



District Core

Blended with Discovery Park, the heart and social hub of the district offering the widest mix of users.

- Innovation spaces: co-working, office, lab, and maker spaces
- Hotel, retail, and apartment options for employee attraction



Commons

Walkable, connected, graduate student-focused housing, community-focused retail, office, and medical office

- Variety of housing: apartments, flats, duplexes, townhomes
- Health Clinic, daycare facility, and preschool



Provenance

Residential Community of for-sale housing adjacent to campus

- Mix of single-family cottages, townhomes, and condos
- Centralized greenspace and community gardens



Greenbelt

Open green space with a mix of trails, landscaped parks, flexible hardscaped plazas, and covered pavilions



Aerospace District

A university-affiliated aerospace business community for companies to collaborate on research & commerce.

Source: Discovery Park District

Current tenants of The Aerospace District are detailed below:



Rolls-Royce®

Rolls-Royce is located in the Purdue Technology Center Aerospace, a 55,000 square foot facility near the airport, where the company conducts research and development for jet engine components. In February 2020, Rolls-Royce announced a proposed expansion by launching a new effort to assemble and test electronic engine controllers in The Aerospace District as well.





Saab is opening a new US manufacturing operation adjacent to the Purdue Airport. The facility will produce the fuselage for the Boeing-Saab T-X, which has been selected by the U.S. Air Force as its next-generation primary jet training aircraft. This facility will create up to 300 new jobs, with hiring expected to begin soon.



Schweitzer Engineering Labs has created a new division called SEL Purdue, which is conducting electric power research and development in a new 100,000 square foot facility located in The Aerospace District, creating 300 new jobs. The first relay box produced in this new facility was completed in February 2020.



Sandia National Laboratories recently extended its partnership with Purdue until 2030. Sandia and Purdue will collaborate on research on hypersonic flight systems in Zucrow Lab's Mach 6 Wind Tunnel and future Mach 8 wind tunnel, cyber resiliency and resilience in complex systems, and trusted systems and communications through microelectronics.



Source: Discovery Park District

The key to successfully developing Discovery Park into a world-class research and development community is continuing to attract the best talent in the world. Discovery Park has been designed to provide a high quality of life for the talent that chooses to live there, from providing housing options not typical of on-campus facilities, to ensuring easy access to restaurants, bars, and shops, to providing trails and parks for outdoor recreation. Recruitment of an ultra-low-cost carrier to Purdue University Airport is well-aligned with this vision. Provenance, the residential area on Discovery Park, is within walking distance of the airport. Being able to walk to the airport after a long week of work and being able to hop on an airplane to spend the weekend in Florida during one of North Central Indiana's harsh winters will enhance the quality of life of the talent the University



Source: liveatprovenance.com

seeks to attract and will improve Purdue’s competitiveness against competing institutions. Aside from this, a wide range of entities would benefit from this service, including students, faculty, and staff at the University, residents of the Lafayette and West Lafayette area, and workers at public, private, and non-profit companies.

2 Demand for Air Service at LAF

The LAF Catchment area was defined as roughly a 45-minute drive radius that includes the previously mentioned population of nearly 650,000. The catchment study examined both the airline passenger behavior of residents in this catchment area as well as inbound visitors to this catchment area. Utilizing Airport Catchment Analytics (ACA) data provided by Airline Data, Inc., the catchment study identified 993,493 annual O&D passengers that traveled to or from the catchment area in 2019, or 1,361 passengers daily each way (PDEW).

Exhibit 2-1

Airport Utilized	Airport Description Relative to LAF	LAF Catchment PDEWs	% of Total	Miles from LAF	Estimated Drive Time from LAF
Chicago O’Hare International (ORD)	-	551	40%	136	2:43
Indianapolis International (IND)	Nearest Medium Hub/Nearest Jet Service	500	37%	71	1:15
Chicago Midway (MDW)	Nearest Large Hub	191	14%	128	2:15
Dayton International Airport (DAY)	Nearest Small Hub	6	0%	174	2:51
Other	-	113	9%	-	-
Total	-	1,361	100%	-	-

Source: Catchment Data via Airline Data, Inc.

With more than 50% choosing to utilize one of the two Chicago airports, it is clear that people traveling to/from the LAF catchment area are driving very long distances to reach their airport. **In fact, of the 1,361 PDEW that travel to/from the catchment area each day, 660 or 48% travel 100 miles or more to their airport**, when measured from the centroid of their zip code. This represents a considerable amount of lost time, lost productivity, wear and tear on cars and highways, and unnecessary emissions compared to utilizing LAF.

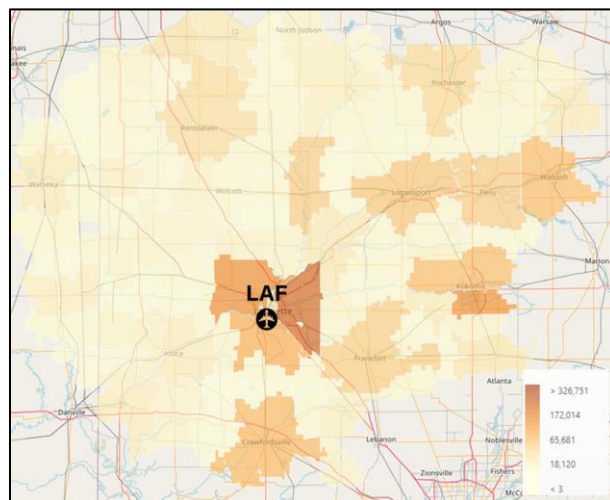
Exhibit 2-2



In fact, using the Department of Transportation’s own estimate of the Value of Travel Time Savings (VTTS) of \$19.00 an hour for personal intercity surface travel and \$25.40 an hour for business intercity surface travel, leakage to ORD, IND, and MDW alone represents a lost economic value in **the range of \$35 million to \$47 million each year**. The re-introduction of scheduled service to LAF would most certainly reduce that lost value, as

mapping the location of airline passengers to/from the catchment area shows a high degree of concentration in and around Lafayette and West Lafayette, indicating a high likelihood of airline passengers utilizing LAF if service were available. In fact, 38% of all passengers traveling to/from the catchment area are traveling to/from an area within 10 miles of LAF – that is **519 PDEW that would likely choose to utilize the airport** if it had scheduled service.

Exhibit 2-3



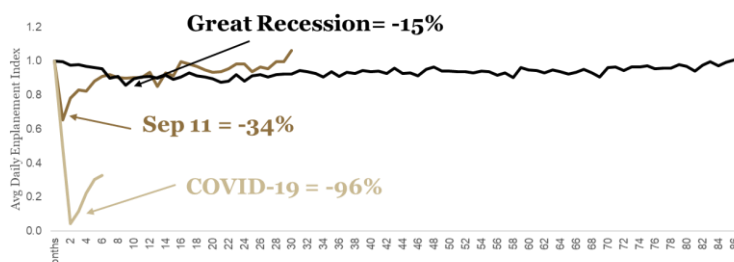
Source: Catchment Data via Airline Data, Inc.

2.1 Impact of the Pandemic

The COVID-19 Pandemic has had a devastating affect on air travel demand. Any successful air service development project over the next several years must take into account this impact and projected recovery trajectories. Exhibit 2-4 compares the impact of COVID-19 relative to previous disruptions including the Great Recession and the September 11 terror attacks. In order to compare these three events, for each we indexed average daily domestic T-100 enplanements to the previous 12-month period before the event. We then tracked the same metric until the point the index returned to a value of 1.0, or the level of enplanements recorded in the twelve months prior to the event. Exhibit 2-4 illustrates that COVID-19 enplanements were as low as 96% lower than the 12 months prior to the onset of the pandemic, compared to low points of -34% for September 11 and only -15% for the Great Recession. The duration of the impact to enplanements was very different for September 11 and the Great Recession, at 30 and 86 months, respectively, before returning to previous twelve month levels. This variation, as well as the much deeper impact of the pandemic make forecasting recovery very difficult. However, as we began to study TSA Checkpoint Throughput data as lockdowns were starting to be lifted across the country, we

Exhibit 2-4

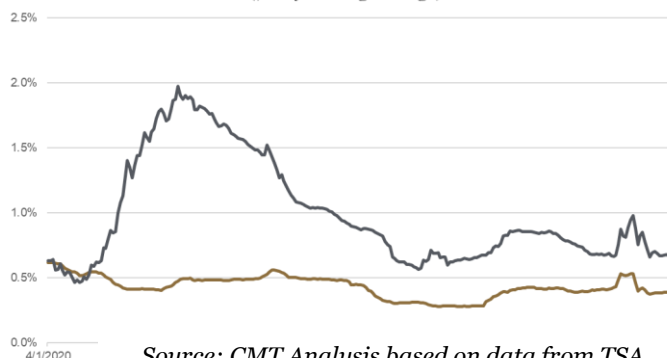
Comparison of Major Disruptions to Air Travel
Average Daily Enplanement Index



Source: CMT Analysis based on data from Airline Data, Inc.

Exhibit 2-5

TSA Throughput at Allegiant Airports as % of Total US
(7-Day Moving Average)



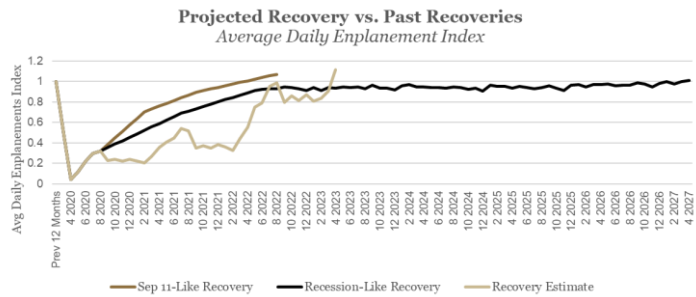
Source: CMT Analysis based on data from TSA

saw a clear trend that demand for low cost leisure travel was recovering at a faster rate than business demand. It is easiest to see this phenomenon through examining Allegiant, as they tend to be the sole or largest operator at many of the airports they serve, thanks to their business model seeking areas of limited service. Exhibit 2-5 illustrates the seven-day average share of TSA Throughput at Allegiant airports when compared to the total US Throughput for both 2019 and 2020. Allegiant airports are taking a considerably larger share, with the largest year over year gap coming in the summer, which is the season for peak leisure demand, and during this period Allegiant had nearly three times the TSA Throughput Share it had in 2019. The spike in leisure demand in the summer leads us to project an uneven recovery, with seasonal expansion and contraction of demand with the most pronounced spike expected in summer of 2022, presumably the first summer period after the vaccine will be available to the majority of Americans. The shape of our recovery projection is illustrated in Exhibit 2-6 and compared to potential recovery trajectories based on either September 11 or Great Recession-like recoveries. This projection suggests that domestic enplanements will not return to 2019 levels prior to the second quarter of 2023.

2.2 Air Service Development Plan

The first step in LAF’s Air Service Development efforts involved laying out a strategic plan to best serve the needs of our community. Exhibit 2-7 illustrates the top 20 markets ranked by passengers per day each way (PDEW) for the LAF catchment area for 2019 as an example of what the community’s travel needs are. Upon review of all the O&D demand in the catchment area, as well as the carriers and airports in our region that passengers to/from

Exhibit 2-6



Source: CMT Analysis based on data from Airline Data, Inc.

Exhibit 2-7

Rank	Market	2019 O&D PDEW	2019 O&D Avg Fare
1	NYC*	93	\$156
2	MCO*	84	\$101
3	LAX*	62	\$182
4	WAS*	60	\$158
5	LAS	54	\$134
6	DEN	52	\$128
7	MIA*	50	\$142
8	TPA*	49	\$105
9	DFW*	44	\$173
10	PHX*	43	\$170
11	ATL	43	\$141
12	RSW*	42	\$114
13	SFO*	41	\$218
14	BOS	35	\$150
15	MSP	30	\$154
16	IAH*	28	\$164
17	SEA	23	\$184
18	PHL	22	\$214
19	SAN	21	\$172
20	AUS	17	\$136

*indicates multiple airport metro area
Source: Catchment data from Airline Data, Inc.

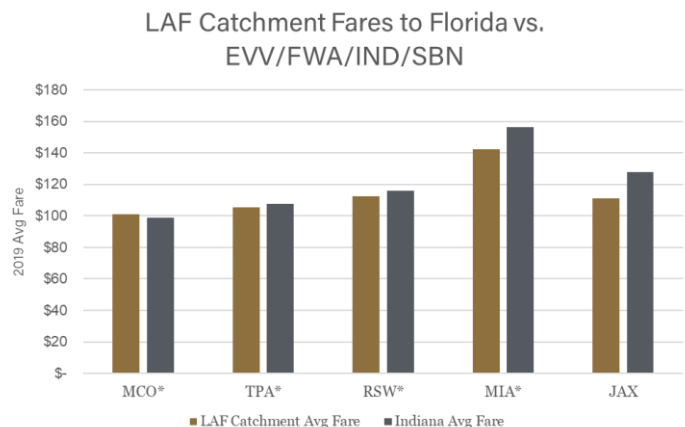
our catchment area are utilizing and considering the impact of the pandemic for the next several years, the University has developed a two-step strategy for future air service development efforts at LAF. **The first priority is to recruit an ultra-low-cost carrier to LAF.** As you can see from Exhibit 2-7, LAF has substantial demand to largely leisure destinations such as Orlando, Las Vegas, the Miami/Ft. Lauderdale area, Tampa, Phoenix, and Ft. Myers. In addition, the anticipated timing of service start indicates that business travel will still be in a depressed state relative to leisure demand. Another factor that the University is considering is the very difficult task of changing the community's behavior when it comes to using air service. With it being over 15 years since the last scheduled commercial flight departed LAF, our community is used to not even considering LAF as an option. Current Purdue Freshman were around 2 years old the last time a scheduled flight departed LAF. We have seen many times the stimulative impact of ultra-low-cost carriers to an airport, and we believe this is the right type of service to encourage the community to change their behavior and choose LAF.

The second objective of our Air Service Development plan is to recruit a legacy network carrier to provide service to one or more hubs. Again, referencing our top 20 markets, our demand is well aligned with the locations of several major hub airports, but also the breadth and depth of our air service needs can truly only be fulfilled with having access to a legacy carrier's network – again, we have over 9,000 international students from 134 countries, and have out of state students from all 50 states. In addition, our faculty and staff travel globally as they participate in projects that connect with others around the world. In fact, in 2019 alone, Purdue University business travel (not including athletics) on scheduled airlines was over \$10 million in spend. However, because of the impact of the COVID-19 pandemic on business travel and our need to drive change to behaviors to support a new entrant carrier at LAF, we believe ultra-low-cost-service is the right first step on this long-term journey.

2.3 Fare Analysis

At first glance at Exhibit 2-7 above denoting the top 20 markets to/from the LAF Catchment Area, it appears that fares are relatively low in the catchment area already. In fact, when examining the top five Florida markets at the state of Indiana airports (EVV, FWA, IND, and SBN) and comparing the average fares in those markets in 2019 to the fares to/from the LAF Catchment Area, fares are remarkably close to each other. For instance, when examining the Orlando metro area (MCO and SFB), the one-way average fare to/from the LAF

Exhibit 2-8



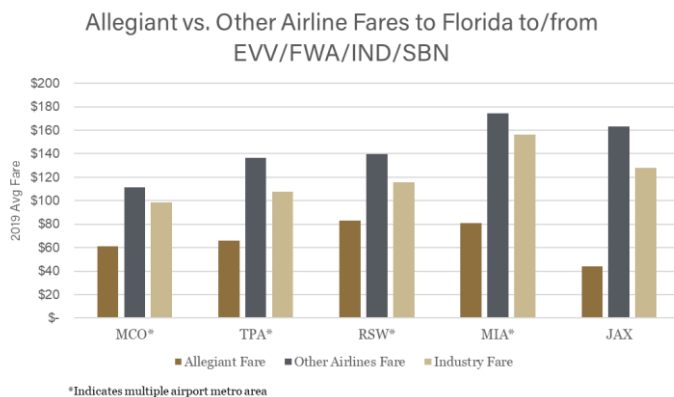
Source: Catchment and O&D data from Airline Data, Inc.

Catchment Area is \$100.91 compared to the combined one-way average fare to/from the Indiana airports of \$98.68.

But this surface-level analysis of the fare environment is misleading, as it does not fully represent the impact of an ultra-low-cost carrier like Allegiant. Allegiant's business model focuses flying on peak demand days, and as such often they offer only less than daily service in a market. This means that when looking at fares from the industry level, their impact to the fare environment can be often overlooked, as they typically do not achieve high levels of market share in the competitive markets they serve. To illustrate this point, for the same Indiana to Florida markets, we compare the average one-way fare paid by Allegiant customers to the fare paid by the customers of other airlines and to the industry fare in total (all airlines including Allegiant) in Exhibit 2-7. For our same Orlando example, Allegiant customers pay an average fare of \$61.12 compared to customers on all other airlines of \$111.30. Blending other airlines with Allegiant produces the market average fare of \$98.68.

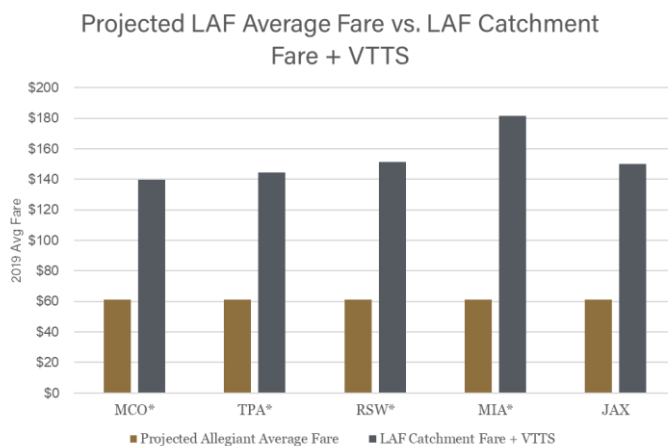
This indicates that Allegiant is charging 38% less in the market than the industry average (which includes them), or 45% less than the other airlines. Based on these markets, as well as a study of Allegiant's network-wide yield curve, we estimate the average fare Allegiant would offer from LAF to a Florida market would be around \$61, which is about **40% less than what LAF Catchment Area passengers are paying today** (Exhibit 2-10). In addition, recall that the average passenger who utilizes IND, MDW, or ORD as their airport to get to/from the LAF Catchment Area drives an average of 2 hours and 3 minutes to the airport. Again, utilizing the Department of Transportation's own estimate of the Value of Travel Time Savings (VTTS) of \$19.00 an hour for personal intercity surface travel, this means an extra \$39 of lost value for each leg of the journey. If that economic value is considered in addition to the fares paid by LAF Catchment Area passengers, Allegiant service to Florida would lower travel costs for LAF Catchment passengers by nearly 60%.

Exhibit 2-9



Source: O&D data from Airline Data, Inc.

Exhibit 2-10



Source: Catchment and O&D data from Airline Data, Inc. and US DOT

3 Project Goal and Plan

Purdue University, in partnership with the Purdue Research Foundation (PRF), is committed to the establishment of a new passenger terminal facility at the airport. PRF is a private, nonprofit foundation that was created to advance the mission of Purdue University.

PRF is active in acquiring, constructing, and improving Purdue’s facilities, grounds, and equipment to support the University. The new terminal is needed to accommodate existing charter services at LAF but will also be commercial-ready. The investment is a component of the broader economic development efforts already underway at

Discovery Park and the Aerospace District. The University is currently in final contract negotiations to retain the services of a firm to assist in planning efforts for this passenger terminal. Additionally, the University has had discussions with Allegiant about the potential new facility, and Allegiant has agreed to participate in an advisory role on the planning and design of the new facility. We currently expect the terminal to be completed in the first half of 2022. Since Allegiant’s initial receptiveness to the University’s business case for scheduled service, there have been multiple meetings between the University, PRF, the IEDC, and the local community to discuss this air service development project. Exhibit 3-1 listing those meetings and attendees present at each speaks to the effort undertaken over the course of 2020. We expect this level of collaboration to continue during the planning of the facility, and we plan to continue to engage Allegiant both on the progress of the facility as well as the continued evolution of our air service market. The University has contracted an air service development consultant for calendar years 2021 and 2022, with the option of renewal in 2023, and has plans to continue to attend industry air service development conferences as evidence of continued pursuit of Allegiant until the facility is in place.

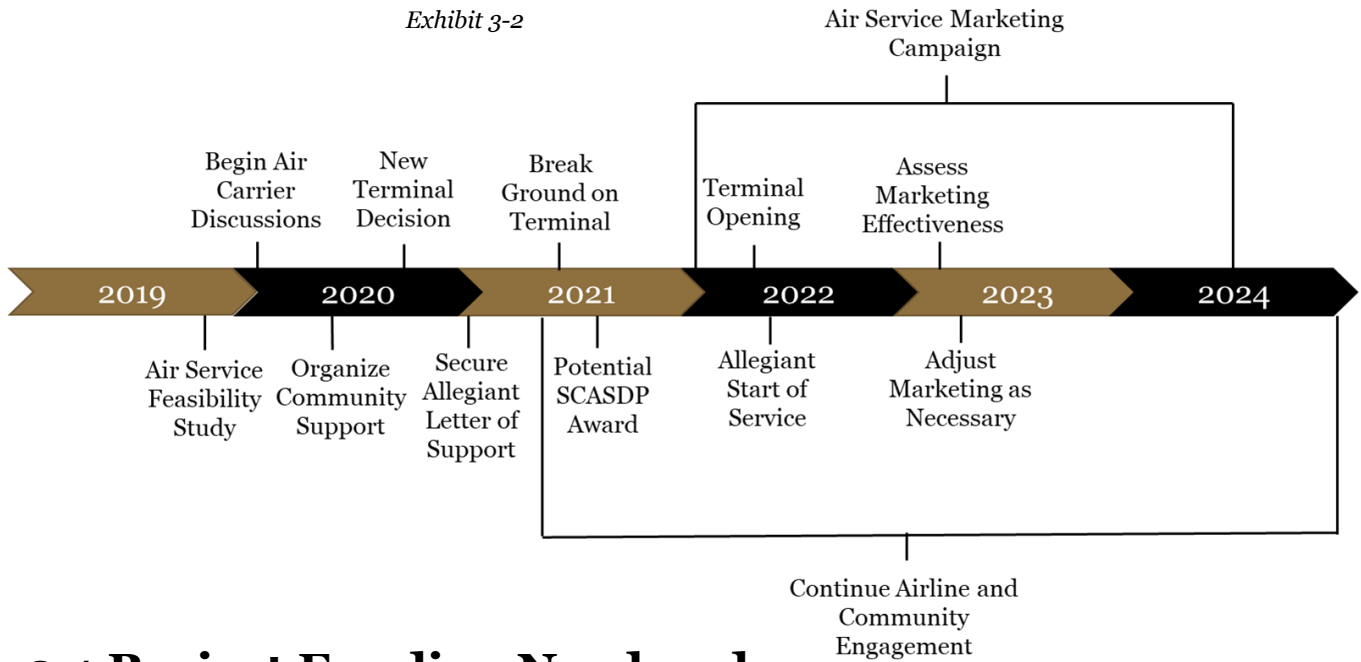


Source: Purdue University

Exhibit 3-1

Meeting Date	Purdue University	Purdue Research Foundation	Indiana Economic Development Corporation	Lafayette/West Lafayette
2/5/20	X		X	
3/16/20	X	X		X
9/23/20	X	X		X
10/20/20	X		X	
10/29/20	X	X		
11/13/20	X	X		
12/16/20	X	X		

Exhibit 3-2



3.1 Project Funding Need and Path to Sustainability

While not directly committing to beginning service, the University has had conversations with Allegiant regarding an initial start-up plan of two destinations in Florida, with two flights a week to each. The University understands Allegiant's reluctance to commit to destinations not planned until 2022, but still had a need to quantify the potential economic gap that would need to be covered. After evaluating Allegiant's service offering at other small airports in Indiana, such as Evansville (EVV), Ft. Wayne (FWA), and South Bend (SBN), the University chose to model the potential destinations as Orlando Sanford International Airport (SFB) and St. Pete-Clearwater International Airport (PIE). Each of the smaller airports in Indiana served by Allegiant has service to SFB, while all but EVV have service to PIE. All but EVV also have service to Punta Gorda (PGD), but the combined Tampa/St. Petersburg market is more popular in the LAF Catchment area, with 49 PDEW compared to Ft. Myers/Punta Gorda at 42 PDEW. A detailed analysis of those routes was completed with the catchment data discussed in section 2 and considering the competing service at other airports in the region. This analysis was merged with publicly available cost data contained in Allegiant's full year 2019 financial results to create a profitability forecast, ramped by year to account for the lower revenues associated with the start-up period. That profit forecast was then compared to Allegiant's system average margin (+13%) for 2019 to measure the projected revenue gap. This analysis suggests that years one and two will have a revenue shortfall, while year three

Exhibit 3-3

Indiana Airport	Florida Destination	2019 Avg. Weekly Allegiant Frequencies
EVV	SFB	2
	VPS	< 1
FWA	PGD	3
	PIE	4
	SFB	3
	SRQ	< 1
SBN	PGD	3
	PIE	3
	SFB	4
	SRQ	< 1

Source: Airline Data, Inc.

the service should be profitable and sustainable. Year one revenue as a percentage of year three is intentionally conservative to account for the extra effort needed to change passenger behavior given the nearly twenty-year gap in scheduled air service in LAF. Therefore, substantial marketing efforts will be required to ensure that the new service follows or exceeds this ramp up rate.

Exhibit 3-4

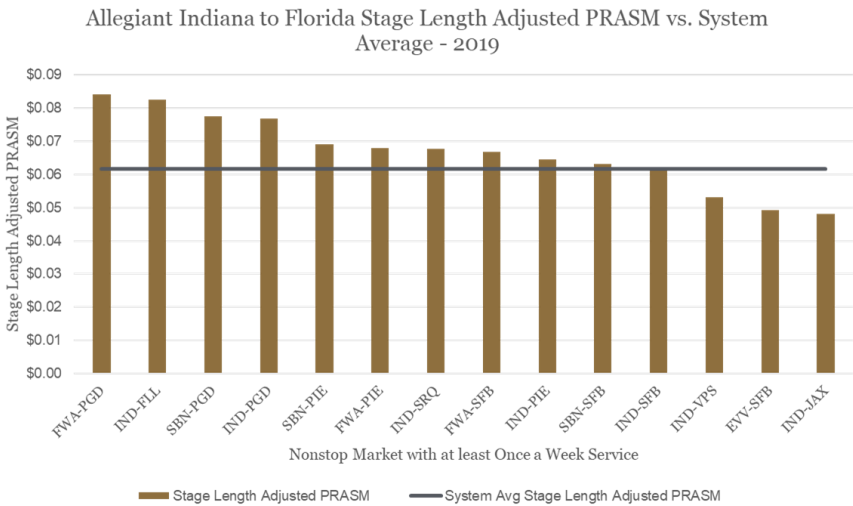
Year of Operation	Projected Cost	Projected Revenue	Revenue at System Avg Margin	Projected Revenue Shortfall
1	\$2,678,388	\$2,598,292	\$3,026,578	\$428,287
2	\$2,731,955	\$2,735,043	\$3,087,110	\$352,066
3	\$2,786,595	\$3,168,648	\$3,148,852	-
Total required for MRG				\$780,353

Source: CMT Analysis

3.2 Allegiant’s Record of Success in Indiana

Allegiant has a long history of success in the state of Indiana, having served the state since August 2005. At that time, Allegiant started with only two flights a week from South Bend (SBN) to Las Vegas (LAS). Allegiant has since expanded to Ft. Wayne (FWA) in February 2007, Indianapolis (IND) in April 2015, and Evansville (EVV) in June 2016. In 2018, Allegiant opened a crew base in IND with more than 80 employees and two dedicated aircraft and has since grown to a third based aircraft. In January 2020, Allegiant further enhanced its commitment to the state by becoming the Official Airline of the Indianapolis Colts. Allegiant has grown from serving one destination (LAS) from the state of Indiana twice a week in 2005 to a peak of 105 flights a week scheduled in March 2020 with 25 nonstop markets to 14 unique destinations. This growth is clearly the result of a strong response from passengers traveling to/from the state of Indiana. Exhibit 3-5 illustrates the estimated stage length adjusted passenger revenue per available seat mile (PRASM) of the 14 state of Indiana to Florida routes that Allegiant operated at least once a week in 2019 compared to the system average. Ten of the 14 routes produced a stage length adjusted PRASM higher than system average. With the Allegiant network producing a 13% profit margin in 2019, this indicates that Allegiant is solidly profitable in Indiana to Florida

Exhibit 3-5



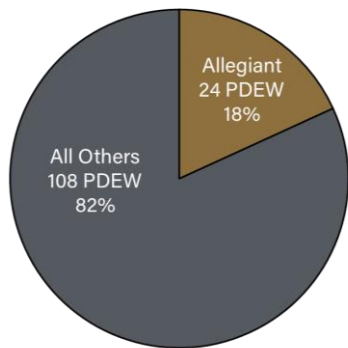
Source: Airline Data, Inc.

markets. Given this pattern of success, we believe that it can be repeated at LAF for two primary reasons. First, we know from the catchment demand that when residents/visitors to/from the LAF Catchment Area chose to travel to/from Orlando (SFB and MCO) and Tampa/St. Pete (TPA and PIE), they largely do not utilize Allegiant. In fact, 82% use another carrier. This means Allegiant will be able to serve the existing demand in the catchment area without severe risk of negatively impacting the economics of their existing routes. Second, while LAF would be the smallest MSA that Allegiant serves in the state of Indiana, the catchment demand for Orlando and Tampa/St. Pete is in line with other markets served by Allegiant with nonstop flights. In fact, Allegiant serves 24 routes from

Orlando and 6 routes from Tampa/St. Pete that have fewer O&D passengers per day each way (PDEW) than the LAF Catchment demand. This is notable, because the LAF Catchment demand **has not yet experienced the stimulative effect of Allegiant service** on its passenger demand, whereas those markets served by Allegiant have had the benefit of that demand stimulation. This indicates that LAF is well within the size of market that can be successfully and profitably served by Allegiant once the market has matured.

Exhibit 3-6

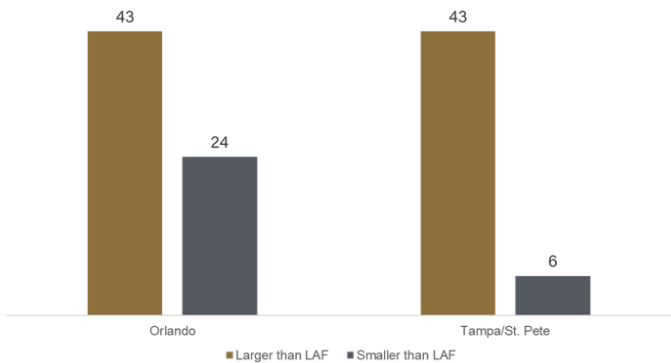
Air Carrier Utilized to/from Orlando and St. Pete/Tampa in LAF Catchment Area - 2019



Source: Catchment data from Airline Data, Inc.

Exhibit 3-7

Count of Markets Larger or Smaller than LAF Served by Allegiant in 2019



Source: Airline Data, Inc.

4 Public-Private Partnership and Funding Sources

The University has formed a public-private partnership with the Purdue Research Foundation (PRF), the City of Lafayette, Indiana, the City of West Lafayette, Indiana, and Tippecanoe County. PRF is a private, nonprofit foundation that was created to advance the mission of Purdue University. The foundation accepts gifts, administers trusts, funds scholarships and grants, acquires property, protects Purdue's intellectual property, and promotes

entrepreneurial activities on behalf of Purdue. PRF manages Purdue Research Park and the Discovery Park District, the massive economic development project near the airport covered earlier in this document.

Together, the members of this public-private partnership will assist in generating funds and marketing awareness to support the restoration of scheduled air service from LAF. In order to successfully launch and support this service, the partnership believes it is important to have a comprehensive support structure that includes a combination of marketing to raise awareness and encourage utilization of LAF and an airline revenue guarantee that will sustain the service as our passengers adapt to the new service.

Purdue University and PRF are anticipated to each pledge a minimum of \$100,000 towards a marketing program to support ultra-low-cost service at LAF. In accordance with FAA's revenue diversion policy, the funds committed by Purdue University will come from the University's general fund and not from or from funds co-mingled with revenue generated by the airport. The cities of Lafayette and West Lafayette, and Tippecanoe County are each expected to pledge \$30,000 towards the marketing program as well. The partnership has also conducted a fundraising effort from private donations that currently total \$42,000, which will be utilized for marketing also. Altogether, this will create a marketing fund of \$330,000. In addition, the airport will pledge an estimated \$50,000 towards fee waivers, including landing fees and terminal rents for new commercial service for a period of two years.

The partnership seeks a grant of \$780,000 in assistance from U.S. DOT to support a minimum revenue guarantee to encourage an ultra-low-cost carrier to initiate service from LAF to Florida. Summaries of the proposed sources and uses of funding are illustrated in Exhibit 4-1.

Exhibit 4-1

Description	Funding Source					Total
	U.S. DOT	Airport		Community		
	Cash	Cash	In-Kind	Cash	In-Kind	
Minimum Revenue Guarantee	\$780,000					\$780,000
Marketing/Advertising				\$330,000		\$330,000
Airport Fee Waivers			\$50,000			\$50,000
Total	\$780,000		\$50,000	\$330,000		\$1,160,000
Percent of Total Project	67%	0%	4%	28%	0%	100%
Percent of Cash	70%	0%	0%	30%	0%	100%

4.1 Air Service Development Efforts

Given the long-term effort required in air service development, we initiated conversations with several carriers at the end of 2019 and early into 2020. Exhibit 4-2 illustrates the interactions made with air carriers during the last twelve months. The airport is in most advanced conversations with Allegiant Airlines, who is considering twice weekly service from LAF to two destinations in Florida. If the airport is awarded this grant, and because

initial discussions with Allegiant and other carriers has already begun, the airport will seek to launch new service in the 1st half of 2022 with successful completion of the new airport terminal, as outlined in the project plan in section 3. The partnership will seek to negotiate the details of a Minimum Revenue Guarantee with an airline and will develop advertising and marketing plans to support the start of scheduled service at this time. The program will be in place for a period of two years, after which we believe the service will be sustainable, as evidenced by our revenue and profit forecast illustrated in section 3.1 above. The airport will partner with the operating airline to ensure robust performance monitoring of both the marketing/advertising campaign administered by the public-private partnership and the performance of the routes themselves. Performance monitoring will ensure that marketing/advertising efforts can adapt as needed to ensure the success of this project.

Exhibit 4-2

Carrier	Routes Americas Conference	Conference Calls	Email Exchange	Total Interactions
Allegiant	1	4	3	8
Five Other Airlines	3	3	5	11

It is also important to note the role of the members of the public-private partnership in ensuring the success of this effort. The University will undertake its best efforts to ensure student, staff, and faculty travel on the supported service as much as possible, while PRF will actively promote the service with partner businesses and organizations. The public-private partnership's sole focus is ensuring the viability and sustainability of the service once the SCASD grant funds have been utilized.

5 Support Letter Overview

This project has received nearly 30 letters of support, indicating that restoration of air service at LAF **will provide material benefits to a broad segment of the traveling public whose access to the national air transportation system is limited** in our community. Each of these letters follow this document, including letters of support from:

- Allegiant Airlines
- Indiana Congressional Delegation
- IN Secretary of Commerce James Schellinger
- Mayor of Lafayette, IN Tony Roswarski
- Mayor of West Lafayette, IN John Dennis
- Tippecanoe County Board of Commissioners



January 21, 2021

Brooke Chapman, Associate Director
Small Community Air Service Development Program
Office of Aviation Analysis
1200 New Jersey Ave, SE W86-307
Washington, DC 20590

Subject: Purdue University Airport Small Community Air Service Development Program (SCASDP) Grant Application

Dear Ms. Chapman:

Allegiant supports the application of Purdue University Airport (LAF) for a Small Community Air Service Development Program (SCASDP) grant designed to attract new nonstop ultra-low-fare service to Florida.

While Allegiant cannot guarantee future service at LAF, the availability of SCASDP funds would be a positive factor in our evaluation of the Lafayette/West Lafayette to Florida markets. Even in the wake of a global pandemic, there is continued demand for ultra-low-fare nonstop flights to leisure destinations, and we expect this leisure demand to help lead the industry's recovery.

The Lafayette/West Lafayette area is home to a robust community anchored by Purdue University, one of the top Universities in the country, and a strong manufacturing industry. The community was recently ranked second out of 378 metro areas in "Best Places to Work in Manufacturing", and ultra-low-fare service to Florida will only improve the quality of life for workers, students, professors, and all other community residents, as today many spend many hours in their cars driving long distances when they choose to fly.

The community's desire for ultra-low-fare service is evident in the strong partnership and support from Purdue University and The Purdue Research Foundation, in addition to significant matching funds committed by both to this project.

For these reasons, Allegiant supports the SCASDP grant proposal of Purdue University Airport and asks that you give positive consideration. If you have any questions, feel free to contact me on my cell phone at (808) 351-6084, or by way of e-mail at Sarah.Richardson@allegiantair.com.

Sincerely,

Sarah A. Richardson
Manager, Airport Affairs - Allegiant Air

Congress of the United States
Washington, DC 20510

January 26, 2021

Ms. Brooke Chapman
Associate Director
Small Community Air Service Development Program
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, D.C. 20590

Dear Ms. Chapman,

We write in support of Purdue University Airport's (LAF) funding request through the Small Community Air Service Development Program (SCASDP) to restore scheduled service at Purdue University Airport with new, nonstop Allegiant Airlines service to Florida.

The proposed flights would restore otherwise lost economic value to the region by allowing residents and visitors to save time, money, and wear and tear on Hoosier infrastructure from driving long distances for access to scheduled commercial air service. In addition, this air service will enhance the already thriving economic development projects in the Greater Lafayette/West Lafayette area, including Discovery Park and the Aerospace District. LAF has been without scheduled airline service since 2004, and restoration of access to the air transportation system will assist in the recruitment of high-quality talent to fill the many jobs created by these developments while providing convenient, low-cost leisure flights for Hoosiers.

In addition, we are confident that investment by the Department of Transportation in awarding this grant to Purdue University Airport and its community partners will have a positive impact on the quality of life for residents across North Central Indiana. Accordingly, we write in strong support of Purdue's SCASDP grant application.

We ask that you give this request full and fair consideration, within applicable laws and regulations, for Purdue's SCASDP grant application. Thank you for your consideration.

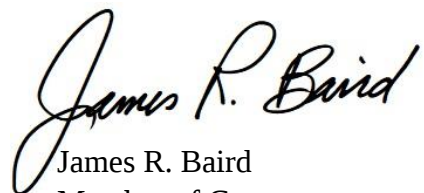
Sincerely,



Todd Young
United States Senator



Mike Braun
United States Senator



James R. Baird
Member of Congress



JAMES A. SCHELLINGER
INDIANA SECRETARY OF COMMERCE

January 22, 2021

Ms. Brooke Chapman, Associate Director
Small Community Air Service Development Program
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: Request for SCASD Grant for LAF from the United States Department of Transportation

Dear Ms. Chapman,

On behalf of the Indiana Economic Development Corporation (IEDC), I write today in support of Purdue University's application for a Small Community Air Service Development Grant from the US Department of Transportation to restore scheduled commercial service at Purdue University Airport (LAF). New, nonstop service to Florida on Allegiant Airlines will enhance the quality of life in the Greater Lafayette/West Lafayette area, making the community a more attractive destination and accelerating the pace of economic growth in north central Indiana.

As the state of Indiana's lead economic development agency, the IEDC is tasked with helping grow our state's economy by attracting new businesses to the state and helping those already located here grow and create new jobs. Many business location decisions are increasingly influenced by how connected a community is to major markets around the world for both business as well as leisure travel. As a result, the continued growth of regions like north central Indiana is tied in part to the growth of connectivity and air service from Purdue University Airport.

The Purdue University Airport has not had scheduled commercial service since 2004. Restoring access to the air transportation system in the region will assist the community and the IEDC in recruiting high-quality talent and companies while providing convenient, low-cost leisure flight options for residents of north central Indiana.

Thank you for your consideration of Purdue University's grant application. I am confident an investment by the US Department of Transportation will result in a successful route that increases opportunities for growth and improves the lives of residents in north central Indiana.

Sincerely,

James A. Schellinger
Secretary of Commerce



TONY ROSWARSKI, MAYOR

January 15, 2021

Ms. Brooke Chapman, Associate Director
Small Community Air Service Development Program
U.S. Department of Transportation
1200 New Jersey Ave, SE W86-310
Washington, DC 20590

RE: Support for SCASDP Grant for Purdue University Airport

Dear Ms. Chapman:

I write in support of Purdue University Airport's (LAF) funding request through the Small Community Air Service Development Program (SCASDP) to restore scheduled service at Purdue University Airport with new, nonstop Allegiant Airlines service to Florida.

The proposed flights would restore otherwise lost economic value to our region by allowing our residents and visitors to stop wasting time, money and wear and tear on our infrastructure driving long distances for access to scheduled commercial air service. It would also assist in the recruitment of high-quality talent to fill the many new jobs being created in our local economy.

This effort has broad community support because regaining local commercial air service is of critical importance to the many domestic and international companies who have expanding research and manufacturing operations in our community. Those companies include Subaru, GE Aviation, Caterpillar, Saab, and Cook Biotech, to name a few. All are fully behind this effort.

LAF has not had scheduled airline service since 2004. Restoration of access to the air transportation system would greatly enhance our workforce development attraction and retention efforts. Local availability of low-cost leisure flight options would also improve the quality-of-life for both Lafayette residents and those living across all of North Central Indiana.

This entire community strongly supports Purdue's SCASDP grant application. I thank you for your time and consideration of this important effort. If I can answer any questions, please do not hesitate to reach out to me via the contact information below.

Sincerely,

Tony Roswarski
Mayor

Phone Number: 765/807-1002
Email: trowarski@lafayette.in.gov



Brooke Chapman
Associate Director
Small Community Air Service Development Program
U.S. Department of Transportation
1200 New Jersey Ave, SE W86-310
Washington, DC 20590

Subject: Support for SCASDP Grant for Purdue University Airport

Dear Ms. Chapman,

I am writing in support of Purdue University Airport's (LAF) funding request through the Small Community Air Service Development Program (SCASDP) to restore scheduled service at Purdue University Airport with new, nonstop Allegiant Airlines service to Florida.

The proposed flights would restore otherwise lost economic value to our region by allowing our residents and visitors to save time, money and wear and tear on our infrastructure driving long distances for access to scheduled commercial air service. In addition, this air service will enhance the already-thriving economic development projects happening in the Greater Lafayette/West Lafayette area, including Discovery Park and the Aerospace District. LAF has not had scheduled airline service since 2004, and restoration of access to the air transportation system will assist in the recruitment of high-quality talent to fill the many jobs created by these developments while providing convenient, low-cost leisure flight options for the residents of West Lafayette, IN and Greater Lafayette.

In addition, I am confident that the investment by the Department of Transportation in awarding this grant to Purdue University Airport and its community partners will make a positive impact on the quality of life for residents across North Central Indiana. It is for these reasons that I write in support of Purdue's SCASDP grant application.

Thank you for your time and consideration for this important effort. If I can answer any questions, please do not hesitate to reach out to me via the contact information below.

Sincerely,

A handwritten signature in blue ink, appearing to read "John R. Dennis".

John R. Dennis
Mayor
City of West Lafayette

jdennis@westlafayette.in.gov
765-775-5102

Tom Murtaugh
David Byers
Tracy Brown



TIPPECANOE COUNTY BOARD OF COMMISSIONERS

County Office Building
20 North 3rd Street
Lafayette, Indiana
47901-1214

phone 765.423.9215
fax 765.423.9196

January 19, 2021

Brooke Chapman
Associate Director
Small Community Air Service Development Program
U.S. Department of Transportation
1200 New Jersey Ave, SE W86-310
Washington, DC 20590

Subject: Support for SCASDP Grant for Purdue University Airport

Dear Ms. Chapman:

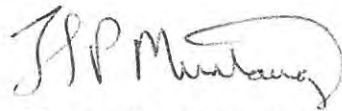
We are writing in support of Purdue University Airport's (LAF) funding request through the Small Community Air Service Development Program (SCASDP) to restore scheduled service at Purdue University Airport with new, nonstop Allegiant Airlines service to Florida.

The proposed flights would restore otherwise lost economic value to our region by allowing our residents and visitors to stop wasting time, money and wear and tear on our infrastructure driving long distances for access to scheduled commercial air service. In addition, this air service will enhance the already-thriving economic development projects happening in the Greater Lafayette/West Lafayette area, including Discovery Park and the Aerospace District. LAF has not had scheduled airline service since 2004, and restoration of access to the air transportation system will assist in the recruitment of high-quality talent to fill the many jobs created by these developments while providing convenient, low-cost leisure flight options for the residents of our County, region and State.

In addition, we are confident that the investment by the Department of Transportation in awarding this grant to Purdue University Airport and its community partners will make a positive impact on the quality of life for residents across North Central Indiana. It is for these reasons that we write in full support of Purdue's SCASDP grant application.

Thank you for your time and consideration for this important effort. If we can answer any questions, please do not hesitate to reach out to any one of us via the contact information contained herein.

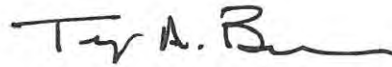
Sincerely,

A handwritten signature in black ink, appearing to read "T P Murtaugh".

Thomas P. Murtaugh, President
Tippecanoe County Commissioner

A handwritten signature in blue ink, appearing to read "D S Byers".

David S. Byers, Vice President
Tippecanoe County Commissioner

A handwritten signature in black ink, appearing to read "Tracy A. Brown".

Tracy A. Brown, Member
Tippecanoe County Commissioner



January 19, 2021

Brooke Chapman
Associate Director
Small Community Air Service Development Program
U.S. Department of Transportation
1200 New Jersey Ave, SE W86-310
Washington, DC 20590

Subject: Support for SCASDP Grant for Purdue University Airport

Dear Ms. Chapman:

I write to express our entire region's support for Purdue University Airport's (LAF) funding request through the Small Community Air Service Development Program (SCASDP) to restore scheduled service at Purdue University Airport with new, nonstop Allegiant Airlines service to Florida.

As the region's local economic development organization (LEDO) we serve the cities of Lafayette and West Lafayette, as well as other counties and communities across the entire North-Central Indiana region. Our members consistently tell us the restoration of local air service is critical to their future economic success. We couldn't agree more.

Several of our companies are in the process of major expansions, but be they large international corporations (Subaru, Saab, Caterpillar, or Cook Biotech) or smaller local entrepreneurial companies, each faces similar workforce attraction and retention challenges. Regaining local commercial air service, last available here in 2004, would greatly enhance those efforts. Local availability of low-cost leisure flight options would also improve the quality-of-life for those who call the Greater Lafayette region home.

The restoration of local air service would also allow our residents and visitors to stop wasting time, money and wear and tear on our other infrastructure driving long distances to gain access to other airports.

It is for these reasons that I, and the hundreds of companies and communities we serve, strongly support Purdue's SCASDP grant application. Thank-you for your time and consideration of this important economic development effort. If I can answer any questions, please do not hesitate to reach out to me via the contact information below.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Walker", is written over the word "Sincerely,".

Scott Walker
President

swalker@greaterlafayettecommerce.com



January 26, 2021

Brooke Chapman
Associate Director
Small Community Air Service Development Program
U.S. Department of Transportation
1200 New Jersey Ave, SE W86-310
Washington, DC 20590

Subject: Support for SCASDP Grant for Purdue University Airport

Dear Ms. Chapman:

As Head of Assembly and Test Operations for Rolls-Royce, I am writing in support of Purdue University Airport's funding request through the Small Community Air Service Development Program (SCASDP) to restore scheduled service at Purdue University Airport (LAF) with new Allegiant Airlines service.

Rolls-Royce pioneers cutting-edge technologies that deliver clean, safe and competitive solutions to meet our planet's vital power needs. With customers in more than 150 countries, our need for transportation systems to connect our teams is a key to innovation, product delivery, and services development. In 2019, Rolls-Royce invested \$1.9 billion on research and development with key support from a global network of 29 University Technology Centers – including Purdue University.

In the past few years Rolls-Royce has opened a new power electronics and hybrid electric facility in West Lafayette, IN – adding high tech jobs to the area in close proximity to the next generation of innovators being developed on the Purdue campus. Currently, Rolls-Royce is examining expanding in this area with another facility and local transportation from LAF will be a supporting condition for this investment – not only for our products and services, but our employees and their families who will be employed in North Central Indiana. It is for these reasons that I write in support of Purdue's SCASDP grant application.

I hope this letter stimulates the SCASDP to carefully consider this vital grant for the community of residents and businesses in North Central Indiana. I would welcome the opportunity to discuss our support for this increased service with you if you so desire.

Respectfully,

A handwritten signature in blue ink, appearing to read "W. White III", enclosed within a circular blue ink scribble.

Warren W. White III
Head of Assembly and Test Operations - Rolls-Royce Defense
450 S Meridian Street, Indianapolis, IN 46255
(317)-679-2168
warren.white@rolls-royce.com



January 20, 2021

Brooke Chapman
Associate Director
Small Community Air Service Development Program
U.S. Department of Transportation
1200 New Jersey Ave, SE W86-310
Washington, DC 20590

Subject: Support for SCASDP Grant for Purdue University Airport

Dear Ms. Chapman:

As Senior Vice President of Saab, Inc., I write in support of Purdue University Airport's funding request through the Small Community Air Service Development Program (SCASDP) to restore scheduled service at Purdue University Airport (LAF) with new Allegiant Airlines service to Florida.

As a global aerospace company establishing a new facility immediately adjacent to the airport, Saab sees great value in scheduled air service at LAF. We welcome the opportunity for improved connection to our Florida facility, customers and other stakeholders. Additionally, Saab aims to grow our business and create more jobs in the West Lafayette area, and as you know, scheduled air service is a key economic driver in those decisions.

This funding will help our community clearly present the many reasons scheduled commercial air service at LAF makes great sense for the community and for the airlines.

Saab strongly supports this grant application and asks for your highest consideration of our request. If I may answer any questions or be of assistance, please do not hesitate to contact to me.

Sincerely,

Jana Murphy
Senior Vice President
Corporate Affairs

Saab, Inc.

99 M St. SE, Suite 1050
Washington, DC 20003
USA

+1 (703) 406-7244
www.saabinc.com



Brooke Chapman
Associate Director
Small Community Air Service Development Program
U.S. Department of Transportation
1200 New Jersey Ave, SE W86-310
Washington, DC 20590

Subject: Support for SCASDP Grant for Purdue University Airport

Dear Ms. Chapman:

As CEO of Old Town Companies, I am writing in support of Purdue University Airport's funding request through the Small Community Air Service Development Program (SCASDP) to restore scheduled service at Purdue University Airport (LAF) with new Allegiant Airlines service to Florida.

Our company has recently made an investment of over \$30M in developing Provenance, a residential community at the western edge of Purdue University, with an objective of providing a variety of quality housing types in a pedestrian friendly community in support of the mission of the Purdue Discovery Park District. The residents of our community will be university staff, alumni, and professionals working in the businesses throughout Discovery Park. Over the next few years, we will build hundreds of new residential units (homes, condos, & apartments) in the community with a market value in excess of \$130M. We have made the choice to invest in West Lafayette because we see the evidence of demand in the market.

In addition, awarding this grant to Purdue University Airport and its community partners will make a positive impact on the quality of life for residents across North Central Indiana. It is for these reasons that I write in support of Purdue's SCASDP grant application.

Thank you for your time and consideration for this important effort. If I can answer any questions, please do not hesitate to reach out to me via the contact information below.

With Great Appreciation,

A handwritten signature in black ink that reads "Justin W. Moffett". The signature is written in a cursive, flowing style.

Justin W. Moffett
CEO

1132 S. Rangeline Road
Carmel, IN
317-966-2023
justin@oldtowndesigngroup.com



Brooke Chapman
Associate Director
Small Community Air Service Development Program
U.S. Department of Transportation
1200 New Jersey Ave, SE W86-310
Washington, DC 20590

Subject: Support for SCASDP Grant for Purdue University Airport

Dear Ms. Chapman:

As President of Purdue Aviation, LLC I am writing in support of Purdue University Airport's funding request through the Small Community Air Service Development Program (SCASDP) to restore scheduled service at Purdue University Airport (LAF) with new Allegiant Airlines service to Florida.

Scheduled Air Service at LAF would obviously have a direct impact on the business I am in (Fixed Base Operator), and it may even allow me to add to my employee list of 48. More importantly as a member of the Greater Lafayette community for over 30 years, I can say the community has been yearning for this service, since we lost it years back. As an employee located at the airport, I hear so often from community members their desire for air carrier service.

In addition, awarding this grant to Purdue University Airport and its community partners will make a positive impact on the quality of life for residents across North Central Indiana. It is for these reasons that I write in support of Purdue's SCASDP grant application.

Thank you for your time and consideration for this important effort. If I can answer any questions, please do not hesitate to reach out to me via the contact information below.

Sincerely,

Jeff Pittard
President

1630 Aviation Drive
West Lafayette, IN 47906
765-743-9692
jpittard@purdueaviationllc.com

Balfour Beatty

Campus Solutions

Brooke Chapman
Associate Director
Small Community Air Service Development Program
U.S. Department of Transportation
1200 New Jersey Ave, SE W86-310
Washington, DC 20590

Subject: Support for SCASDP Grant for Purdue University Airport

Dear Ms. Chapman:

As Senior Vice President of Balfour Beatty Campus Solutions I am writing in support of Purdue University Airport's funding request through the Small Community Air Service Development Program (SCASDP) to restore scheduled service at Purdue University Airport (LAF) with new Allegiant Airlines service to Florida.

As the real estate developer for the first phase of development in the new Purdue Discovery Park, we believe restoring service at LAF will aid in accelerating private industry investment in developing facilities for the advancement of research at the University which will directly benefit the Tippecanoe County and surrounding area economies.

In addition, awarding this grant to Purdue University Airport and its community partners will make a positive impact on the quality of life for residents across North Central Indiana. It is for these reasons that I write in support of Purdue's SCASDP grant application.

Thank you for your time and consideration for this important effort. If I can answer any questions, please do not hesitate to reach out to me via the contact information below.

Sincerely,



Josh Smith
Senior Vice President
Balfour Beatty Campus Solutions
3100 Mckinnon St.
Dallas, TX 75201
jsmith@bbcgrp.com
214-886-8331

Brooke Chapman
Associate Director
Small Community Air Service Development Program
U.S. Department of Transportation
1200 New Jersey Ave, SE W86-310
Washington, DC 20590

Subject: Support for SCASDP Grant for Purdue University Airport

Dear Ms. Chapman:

As CEO of Beck's Hybrids and a member of Purdue University's Board of Trustees, I am writing in support of Purdue University Airport's funding request through the Small Community Air Service Development Program (SCASDP) to restore scheduled service at Purdue University Airport (LAF) with new Allegiant Airlines service to Florida.

LAF has a great need for increased flight capabilities. With Purdue's 15,000 out of state students and 9,000 international students, the student population alone would benefit from flights available to and from campus. More than \$10 million is spent annually on air travel by Purdue's faculty and staff- an already substantial amount that does not account for any flight needs from West Lafayette's community residents. The Lafayette/West Lafayette population is comparable to at least eight other regional cities with scheduled flight service, with preliminary data indicating LAF could support between 300-600 air seats per day. Awarding this grant and restoring regional flight service will make a positive impact on the quality of life for residents of Purdue University and the West Lafayette community. Direct air service is crucial to recruit the best faculty and researchers; significantly reduces ancillary travel costs when using other airports; and will immensely impact the airport's capital budget which will benefit all users. It is for these reasons that I write in support of Purdue's SCASDP grant application.

Thank you for your time and consideration for this important effort. If I can answer any questions, please do not hesitate to reach out to me via the contact information below.

Sincerely,



Sonny Beck
CEO, Beck's Hybrids

6767 E. 276th Street, Atlanta, IN 46031
317-984-3508
sonny@beckshybrids.com



David A. Starkweather
765.428.7065
das@stuartlaw.com

Brooke Chapman
Associate Director
Small Community Air Service Development Program
U.S. Department of Transportation
1200 New Jersey Ave, SE W86-310
Washington, DC 20590

Subject: Support for SCASDP Grant for Purdue University Airport

Dear Ms. Chapman:

As a Partner of Stuart & Branigin LLP, I am writing in support of Purdue University Airport's funding request through the Small Community Air Service Development Program (SCASDP) to restore scheduled service at Purdue University Airport (LAF) with new Allegiant Airlines service to Florida.

The Greater Lafayette metro area is home to a vibrant community with diverse backgrounds and interests who would benefit from close access to air travel via Purdue University Airport. Restoring scheduled service would also generate economic growth and create jobs in a community that is already home to a variety of businesses like manufacturing companies, high-tech corporations and institutions, such as Purdue University.

In addition, awarding this grant to Purdue University Airport and its community partners will make a positive impact on the quality of life for residents across North Central Indiana. It is for these reasons that I write in support of Purdue's SCASDP grant application.

Thank you for your time and consideration for this important effort. If I can answer any questions, please do not hesitate to reach out to me via the contact information below.

Sincerely,

A handwritten signature in black ink that reads "David A. Starkweather". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

David A. Starkweather
Partner



COOK RESEARCH INCORPORATED
1 GEDDES WAY
WEST LAFAYETTE, IN 47906 USA
PHONE: 765.463.7537 FAX: 765.497.0641

January 18, 2021

Brooke Chapman
Associate Director
Small Community Air Service Development Program
U.S. Department of Transportation
1200 New Jersey Ave, SE W86-310
Washington, DC 20590

Subject: Support for SCASDP Grant for Purdue University Airport

Dear Ms. Chapman:

On behalf of the Cook organization, I am writing in support of Purdue University Airport's funding request through the Small Community Air Service Development Program (SCASDP) to restore scheduled service at Purdue University Airport (LAF) with new Allegiant Airlines service to Florida.

They are currently four Cook companies, noted below, in the West Lafayette area. Our presence in the community goes back well over 35 years including the use of commercial airline services and the regular use of the FBO for incoming and outgoing Cook airplanes.

Cook Research Incorporated, 1 Geddes Way
Cook Biotech Inc., 1425 Innovation Pl
Cook Advanced Technologies 1400 Cumberland Ave
MED Institute, Inc., 1330 Win Hentschel Blvd

All told, we have nearly 500 employees living in the greater West Lafayette area and surrounding communities. The returning commercial airline service to Purdue would be beneficial to our organizations, our staff and the community for both work and personal needs. In addition, awarding the SCASDP grant to the Purdue University Airport will make a very positive impact on the quality of life for residents across North Central Indiana, our communities and business partners.

Thank you for your time and consideration. If I can answer any questions, please do not hesitate to reach out to me via the contact information below.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jennifer L. Kerr".

Jennifer L. Kerr
President, Cook Research Incorporated

jennifer.kerr@cookmedical.com

Brooke Chapman
Associate Director
Small Community Air Service Development Program
U.S. Department of Transportation
1200 New Jersey Ave, SE W86-310
Washington, DC 20590

Subject: Support for SCASDP Grant for Purdue University Airport

Dear Ms. Chapman:

As Chief Operating Officer of Carr Workplaces I am writing in support of Purdue University Airport's funding request through the Small Community Air Service Development Program (SCASDP) to restore scheduled service at Purdue University Airport (LAF) with new Allegiant Airlines service.

While Carr Workplaces' coworking operation is headquartered in Washington, DC, we have locations in major cities including Chicago, San Francisco, Fort Lauderdale, Boston and New York. The proposed airport and scheduled service in the Lafayette area would not only provide easier access for Carr personnel to reach the West Lafayette center but would also provide opportunities for our companies and clients in those major cities to access our Discovery Park location, Purdue University and its students. Connecting to a major hub such as Chicago would be ideal, as commercial flights through LAF could be leveraged as a tool to attract new economic development opportunities for the region especially from internationally based companies. We envision Purdue students using our space on campus to focus on their internships without traveling to that respective company's headquarters. The pandemic and virtual meetings have already made this an achievable vision and airport access would provide the ability for our corporate partners to quickly and efficiently travel between locations while keeping students on campus and supporting the local economy. We are thrilled that the future vision of the Discovery Park District allows visitors to meet, eat, and enjoy everything they need right here within Purdue University campus.

In addition, awarding this grant to Purdue University Airport and its community partners will make a positive impact on the quality of life for residents across North Central Indiana. It is for these reasons that I write in support of Purdue's SCASDP grant application.

Thank you for your time and consideration for this important effort. If I can answer any questions, please do not hesitate to reach out to me via the contact information below.

Sincerely,



Ashley Buckner
Chief Operating Officer

1455 Pennsylvania Ave NW, Suite 200
Washington, DC 20004
202.349.9037
ashley.buckner@carrworkplaces.com

January 20, 2021

Brooke Chapman
Associate Director
Small Community Air Service Development Program
U.S. Department of Transportation
1200 New Jersey Ave, SE W86-310
Washington, DC 20590

Subject: Support for SCASDP Grant for Purdue University Airport

Dear Ms. Chapman:

As External Affairs Director of Wintek I am writing in support of Purdue University Airport's funding request through the Small Community Air Service Development Program (SCASDP) to restore scheduled service at Purdue University Airport (LAF) with new Allegiant Airlines service to Florida.

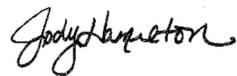
Although the employees and leaders of Wintek do not travel often to Florida for business, they do travel there on a leisurely basis. But most importantly, having commercial service at the Purdue airport will continue to increase the greatness of our economic stability of our community. With the Greater Lafayette community's global company footprint with thousands of employees, it is important to have such a service for attraction of companies and workforce as well as the retention of the ones that already call this community home.

Wintek pledges to support this grant in the amount of \$5,000 towards the match requirement.

Awarding this grant to Purdue University Airport and its community partners will make a positive impact on the quality of life for residents across North Central Indiana. It is for these reasons that I write in support of Purdue's SCASDP grant application.

Thank you for your time and consideration for this important effort. If I can answer any questions, please do not hesitate to reach out to me via the contact information below.

Sincerely,



Jody Hamilton
External Affairs Director
jhamilton@tipmont.org
(765) 269-8536



1000 E. Main Street
Plainfield, IN 46168

Jan. 21, 2021

Brooke Chapman
Associate Director
Small Community Air Service Development Program
U.S. Department of Transportation
1200 New Jersey Ave, SE W86-310
Washington, DC 20590

Subject: Support for SCASDP Grant for Purdue University Airport

Dear Ms. Chapman:

As an Economic Development Manager for Duke Energy, I am writing in support of Purdue University Airport's funding request through the Small Community Air Service Development Program (SCASDP) to restore scheduled service at Purdue University Airport (LAF) with new Allegiant Airlines service to Florida.

As the electric provider for Purdue University Airport and surrounding area, I feel there is a great benefit for not only West Lafayette, but the entire region. The proposed new flights would create opportunities for existing businesses as well as encourage companies to consider the region for their new operations, thus creating new jobs and investment to the already-thriving region. In economic development, we hold new jobs and investment at the upmost importance and assist our serving communities in creating an ideal environment for them to be able to compete for necessary growth. An example of our assistance so far in 2021 is providing a \$5,000 marketing grant. I have no question that this added service will do just that and support desired economic growth.

In addition, awarding this grant to Purdue University Airport and its community partners will make a positive impact on the quality of life for residents across North Central Indiana. It is for these reasons that I write in support of Purdue's SCASDP grant application.

Thank you for your time and consideration for this important effort. If I can answer any questions, please do not hesitate to reach out to me via the contact information below.

Sincerely,

A handwritten signature in cursive script that reads "Haley Tomlinson".

Haley Tomlinson
Economic Development Manager

Haley.Tomlinson2@duke-energy.com

January 15, 2021



Brooke Chapman
Associate Director
Small Community Air Service Development Program
U.S. Department of Transportation
1200 New Jersey Ave, SE W86-310
Washington, DC 20590

Subject: Support for SCASDP Grant for Purdue University Airport

Dear Ms. Chapman:

As President and CEO of Franciscan Health Western Indiana Division, I manage hospitals and health services in Lafayette, Crawfordsville and Rensselaer. I am writing in support of Purdue University Airport's funding request through the Small Community Air Service Development Program (SCASDP) to restore scheduled service at Purdue University Airport (LAF) with new Allegiant Airlines service to Florida.

Commercial air service would represent an important step in the growth of our local and regional economy. In addition to the obvious travel and logistics links it would provide, local air service would be an added ingredient in recruitment of talent to our community. In the case of Franciscan Health, for example, it is imperative that we be able to recruit highly sought-after physicians and other healthcare providers to Western Indiana.

In addition, awarding this grant to Purdue University Airport and its community partners will make a positive impact on the quality of life for residents across North Central Indiana. It is for these reasons that I write in support of Purdue's SCASDP grant application.

Thank you for your time and consideration for this important effort. If I can answer any questions, please do not hesitate to reach out to me via the contact information below.

Sincerely,

A handwritten signature in blue ink, appearing to read "Terrance E. Wilson".

Terrance E. Wilson
President and CEO
Western Indiana Division
765.502.4440
Terry.wilson@franciscanalliance.org

TEW/smr

CC: Jim Callaghan, President & CEO Central Indiana Division

LAFAYETTE EAST
1701 South Creasy Lane
Lafayette, IN 47905
PH: 765 502 4000

LAFAYETTE CENTRAL
1501 Hartford Street
Lafayette, IN 47904
PH: 765 423 6011

CRAWFORDSVILLE
1710 Lafayette Road
Crawfordsville, IN 47933
PH: 765 362 2800

RENSSELAER
1104 East Grace Street
Rensselaer, IN 47978
PH: 219 866 5141

FranciscanHealth.org



January 20, 2021

Brooke Chapman
Associate Director
Small Community Air Service Development Program
U.S. Department of Transportation
1200 New Jersey Ave, SE W86-310
Washington, DC 20590

Subject: Support for SCASDP Grant for Purdue University Airport

Dear Ms. Chapman:

As Market President of Old National Bank, I am writing in support of Purdue University Airport's funding request through the Small Community Air Service Development Program (SCASDP) to restore scheduled service at Purdue University Airport (LAF) with new Allegiant Airlines service to Florida.

As an economic hub in west central Indiana, the travel needs of our existing industrial base and our expected continued growth in our population and industry creates a need to expand the flight options in our immediate area.

In addition, awarding this grant to Purdue University Airport and its community partners will make a positive impact on the quality of life for residents across North Central Indiana. It is for these reasons that I write in support of Purdue's SCASDP grant application.

Thank you for your time and consideration for this important effort. If I can answer any questions, please do not hesitate to reach out to me via the contact information below.

Sincerely,

A handwritten signature in blue ink, appearing to read "R. Smith", is written over a light blue horizontal line.

Robert D. Smith
Market President

101 N. 2nd Street
Lafayette, Indiana 47901
765.637.4390
Robert.smith@oldnational.com



January 13, 2021

Brooke Chapman
Associate Director
Small Community Air Service Development Program
U.S. Department of Transportation
1200 New Jersey Ave, SE W86-310
Washington, DC 20590

Subject: Support for SCASDP Grant for Purdue University Airport

Dear Ms. Chapman:

As CFO of Inari, I am writing in support of Purdue University Airport's funding request through the Small Community Air Service Development Program (SCASDP) to restore scheduled service at Purdue University Airport (LAF) with new Allegiant Airlines service to Florida.

The ability for Inari employees to have access to a local airport close to their home would allow us to use this as a selling point when attracting and retaining talent. Over time we plan to continue growth of research, production and corporate support functions in West Lafayette, IN. As service expands, our commercial team would frequent this airport often as they travel nationally. This airport would also provide convenient cross-site travel when visiting our Boston, MA office.

In addition, awarding this grant to Purdue University Airport and its community partners will make a positive impact on the quality of life for residents across North Central Indiana. It is for these reasons that I write in support of Purdue's SCASDP grant application.

Thank you for your time and consideration for this important effort. If I can answer any questions, please do not hesitate to reach out to me via the contact information below.

Sincerely,

Stuart Brown
Chief Financial Officer, Inari
sbrown@inari.com

Brooke Chapman
Associate Director
Small Community Air Service Development Program
U.S. Department of Transportation
1200 New Jersey Ave, SE W86-310
Washington, DC 20590

Subject: Support for SCASDP Grant for Purdue University Airport

Dear Ms. Chapman:

As Office Manager of On Target Laboratories, I am writing in support of Purdue University Airport's funding request through the Small Community Air Service Development Program (SCASDP) to restore scheduled service at Purdue University Airport (LAF) with new Allegiant Airlines service to Florida.

The majority of our team work remotely from all across the United States including California, Ohio, Connecticut, Minnesota, Texas and Pennsylvania. When they travel to our home office in West Lafayette they must include at least an hours travel time from the Indianapolis airport; one way. Adding a air transportation option closer to our base would significantly improve efficiencies and increase our marketability to potential candidates.

In addition, awarding this grant to Purdue University Airport and its community partners will make a positive impact on the quality of life for residents across North Central Indiana. It is for these reasons that I write in support of Purdue's SCASDP grant application.

Thank you for your time and consideration for this important effort. If I can answer any questions, please do not hesitate to reach out to me via the contact information below.

Sincerely,

Erin Nichols

Erin Nichols, MSM
Office Manager
On Target Laboratories
(765)588-4547
enichols@ontargetlabs.com

Brooke Chapman
Associate Director
Small Community Air Service Development Program
U.S. Department of Transportation
1200 New Jersey Ave, SE W86-310
Washington, DC 20590

Subject: Support for SCASDP Grant for Purdue University Airport

Dear Ms. Chapman:

As Chancellor of Ivy Tech Community College-Lafayette I am writing in support of Purdue University Airport's funding request through the Small Community Air Service Development Program (SCASDP) to restore scheduled service at Purdue University Airport (LAF) with new Allegiant Airlines service to Florida.

Ivy Tech Community College is an essential partner in the economic development of the greater Lafayette region. As we continue to expand our economic and industrial base with the inclusion of such industry as SAAB Aviation, GE Aviation, Subaru, Caterpillar, and Arconic, it becomes increasingly vital to have access to commercial air transportation that allows quick access for our ever-expanding economic growth. Lack of such commercial aviation inhibits us from bringing key business and industry partners as we seek to expand and diversify our economy. It is essential to have this additional branch of transportation in order to serve our residents and workforce.

In addition, awarding this grant to Purdue University Airport and its community partners will make a positive impact on the quality of life for residents across North Central Indiana. It is for these reasons that I write in support of Purdue's SCASDP grant application.

Thank you for your time and consideration for this important effort. If I can answer any questions, please do not hesitate to reach out to me via the contact information below.

Sincerely,



David A. Bathe, D.A.
Chancellor, Ivy Tech Community College - Lafayette

3101 S Creasy Lane, Lafayette, IN 47905
(765) 269-5600
dbathe@ivytech.edu

Brooke Chapman
Associate Director
Small Community Air Service Development Program
U.S. Department of Transportation
1200 New Jersey Ave, SE W86-310
Washington, DC 20590

Subject: Support for SCASDP Grant for Purdue University Airport

Dear Ms. Chapman:

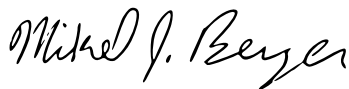
As Partner of DelMar Software Development I am writing in support of Purdue University Airport's funding request through the Small Community Air Service Development Program (SCASDP) to restore scheduled service at Purdue University Airport (LAF) with new Allegiant Airlines service to Florida.

Even as a technology focused company in the age of Zoom meetings, air travel is still a vital part of establishing and maintain client relationships for us. Scheduled air service will be beneficial in West Lafayette because of the convenience for myself and our staff. Personally, leisure travel is also a benefit as our staff generally enjoy travel and would benefit from West Lafayette being a convenient entry point for their journeys. A rested and happy staff helps with retention and engagement for in demand software development positions.

In addition, awarding this grant to Purdue University Airport and its community partners will make a positive impact on the quality of life for residents across North Central Indiana. It is for these reasons that I write in support of Purdue's SCASDP grant application.

Thank you for your time and consideration for this important effort. If I can answer any questions, please do not hesitate to reach out to me via the contact information below.

Sincerely,



Mikel Berger
Partner, DelMar Software Development

1281 Win Hentschel Blvd
West Lafayette, IN 47906
765-490-6321
mjberger@delmarsd.com

Brooke Chapman
Associate Director
Small Community Air Service Development Program
U.S. Department of Transportation
1200 New Jersey Ave, SE W86-310
Washington, DC 20590

Subject: Support for SCASDP Grant for Purdue University Airport

Dear Ms. Chapman:

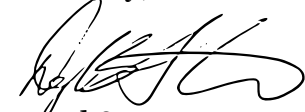
As CEO of LEV Capital Management I am writing in support of Purdue University Airport's funding request through the Small Community Air Service Development Program (SCASDP) to restore scheduled service at Purdue University Airport (LAF) with new Allegiant Airlines service to Florida.

Scheduled air service will be beneficial to mine and many other businesses in our community. The convenience for business travel will rise. For leisure travel, my family has flown from smaller airports in the state and it would be great to have that in our backyard so we could do it more frequently.

In addition, awarding this grant to Purdue University Airport and its community partners will make a positive impact on the quality of life for residents across North Central Indiana. It is for these reasons that I write in support of Purdue's SCASDP grant application.

Thank you for your time and consideration for this important effort. If I can answer any questions, please do not hesitate to reach out to me via the contact information below.

Sincerely,



Daryl Starr
CEO, LEV Capital Management, LLC.

133 N 4th Street
Suite 511
Lafayette, IN 47901
765-265-6767
daryl@lev.vc

3589 Sagamore Pkwy North

Suite 200

Lafayette, IN 47904

phone: 765.429.0403

fax: 765.429.0407



January 18, 2021

Brooke Chapman
Associate Director
Small Community Air Service Development Program
U.S. Department of Transportation
1200 New Jersey Ave, SE W86-310
Washington, DC 20590

**Subject: Support for SCASDP Grant for Purdue University
Airport**

Dear Ms. Chapman:

As owner of INOK Investments, LLC, I am writing in support of Purdue University Airport's funding request through the Small Community Air Service Development Program (SCASDP) to restore scheduled service at Purdue University Airport (LAF) with new Allegiant Airlines service to Florida.

After my 56 years of living in the Lafayette community and INOK Investment's serving the office and commercial market for 23 years, I have seen firsthand the significant growth of the West Lafayette/Lafayette Community. The need for air service is paramount for the continued growth of the West Lafayette/Lafayette economy. Over the years in dealing with tenants both foreign and domestic, I have witnessed the challenge of clients dealing with the void of air service in the area.

In addition, awarding this grant to Purdue University Airport and its community partners will make a positive impact on the quality of life for residents across North Central Indiana. It is for these reasons that I write in support of Purdue's SCASDP grant application.

Thank you for your time and consideration for this important effort. If I can answer any questions, please do not hesitate to reach out to me via the contact information below.

Sincerely,

A handwritten signature in blue ink that reads "Jerry A. Brand".

Jerry A. Brand
Owner/Member

INOK Investments, LLC
3589 Sagamore Parkway N. Suite 200
Lafayette, IN 47904
jerry@inokllc.com

Brooke Chapman
Associate Director
Small Community Air Service Development Program
U.S. Department of Transportation
1200 New Jersey Ave, SE W86-310
Washington, DC 20590

Subject: Support for SCASDP Grant for Purdue University Airport

Dear Ms. Chapman:

As Regional Vice President of Schneider Geomatics, a division of Schneider Engineering Corp, I am writing in support of Purdue University Airport's funding request through the Small Community Air Service Development Program (SCASDP) to restore scheduled service at Purdue University Airport (LAF) with new Allegiant Airlines service to Florida.

It is exciting to see the potential air service at Purdue University Airport (LAF) for both businesses and the community. With a world class University in Purdue and the world class private businesses across North Central Indiana air service would stimulate continued Innovation in our area. Innovation through fostering valuable networking and collaboration between companies around the globe.

In addition, awarding this grant to Purdue University Airport and its community partners will make a positive impact on the quality of life for residents across North Central Indiana. It is for these reasons that I write in support of Purdue's SCASDP grant application.

Thank you for your time and consideration for this important effort. If I can answer any questions, please do not hesitate to reach out to me via the contact information below.

Sincerely,



Michael Wylie
Regional Vice President

1330 Win Hentschel Blvd., Suite 260, West Lafayette, IN 47906
765-237-5249
mwylie@schneidergeomatrics.com

Brooke Chapman
Associate Director
Small Community Air Service Development Program
U.S. Department of Transportation
1200 New Jersey Ave, SE W86-310
Washington, DC 20590

Subject: Support for SCASDP Grant for Purdue University Airport

Dear Ms. Chapman:

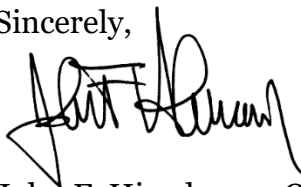
As CEO and President of Browning, I am writing in support of Purdue University Airport's funding request through the Small Community Air Service Development Program (SCASDP) to restore scheduled service at Purdue University Airport (LAF) with new Allegiant Airlines service to Florida.

Browning has a long-standing partnership with the Purdue Research Foundation in Discovery Park District (DPD) – a 400-acre mixed use development that shares common boundaries with both the Purdue University campus and the Purdue airport. At its core, DPD is a tremendous economic development initiative that amplifies Purdue University's role as a land grant institution for the State of Indiana. Purdue educates Indiana residents as well as others from around the country (and world) which creates a pipeline of talent that feeds the companies that emerge from research activities and private industry engagement occurring at Purdue. DPD is a carefully curated place at this intersection of higher education and private industry. Commercial air service to the front door of DPD would greatly support this public-private strategy.

In addition, awarding this grant to Purdue University Airport and its community partners will make a positive impact on the quality of life for residents across North Central Indiana. It is for these reasons that I write in support of Purdue's SCASDP grant application.

Thank you for your time and consideration for this important effort. If I can answer any questions, please do not hesitate to reach out to me via the contact information below.

Sincerely,



John F. Hirschman, CEO & President
Browning

6100 W. 96th Street, Suite 150 / Indianapolis, IN 46278
#317-344-7325
JHirschman@Browninginv.com

February 2, 2021

Brooke Chapman
Associate Director
Small Community Air Service Development Program
U.S. Department of Transportation
1200 New Jersey Ave, SE W86-310
Washington, DC 20590

Subject: Support for SCASDP Grant for Purdue University Airport

Dear Ms. Chapman:

As the Economic Development Manager of CenterPoint Energy, I am writing in support of Purdue University Airport's funding request through the Small Community Air Service Development Program (SCASDP) to restore scheduled service at Purdue University Airport (LAF) with new Allegiant Airlines service to Florida.

Restoring scheduled air service at LAF would be beneficial to CenterPoint Energy, our employees and customers who live in the area, along with the communities of Lafayette and West Lafayette. The ability to obtain commercial air service without the need to commute a significant distance to another airport is both convenient and provides a significant boost to community and economic development.

In addition, awarding this grant to Purdue University Airport and its community partners will make a positive impact on the quality of life for residents across North Central Indiana. It is for these reasons that I write in support of Purdue's SCASDP grant application.

Thank you for your time and consideration for this important effort. If I can answer any questions, please do not hesitate to reach out to me via the contact information below.

Sincerely,



Brian Gildea
Economic Development Manager
CenterPoint Energy