

Meeting Minutes

Purpose:
PAC Meeting No. 2

Project Name:
Airport Master Plan Update

Date of Meeting:
Thursday, May 16, 2013

Project Number:
Snyder & Associates No. 112.0446

Time of Meeting:
2:10 P.M. to 4:00 PM

FAA AIP Number:
3-19-0045-12

Location:
Independence Municipal Airport
Walter Aviation's Conference Room

1) Introductions, Sign-in Sheet. See attached sign-in sheet for list of meeting attendees.

2) Purpose of Meeting, Objectives

- a) 2:10 to 2:15. Brian Tompkins provided an update on the project's status. On May 14, the FAA completed its review of draft Chapters 1 and 2. They only had one comment to revise Table 2-12 to split-out local versus itinerant aircraft operations. FAA approval of the revised Chapter 2 is expected after it is submitted. For the Aeronautical Survey portion of the Airport Master Plan Update, the survey crew from Snyder & Associates would be coming to the airport on May 28-29 to conduct a benchmark control survey.
- b) 2:15 to 2:50. Discuss crosswind runway alternatives. Snyder & Associates developed five different crosswind runway alternatives and presented them for the first time to the PAC. Exhibits of these alternatives are attached to the minutes. Following the exhibits, a preliminary comparison of the five alternatives and their potential environmental impacts are presented in two tables. All five options would impact farmland and require some conversion to non-production. A floodplain is located immediately west of the airport and all but one crosswind runway alternative would overlap this floodplain.
- c) 2:50 to 4:00. Discussed airport ownership/management structure. Dustin Leo and Jerry Searle from Snyder & Associates conference called in for this portion of the meeting. The advantages and disadvantages of an airport authority were discussed. There are several Iowa airport authorities:
 - i) Audubon County Airport Authority
 - ii) Cherokee Aviation Authority
 - iii) Council Bluffs Airport Authority
 - iv) Guthrie County Regional Airport Authority
 - v) Polk County Aviation Authority (Ankeny)
 - vi) Sioux County Regional Airport Authority
 - vii) South Central Regional Airport Authority (Pella/Oskaloosa, Mahaska County)
 - viii) Southeast Iowa Regional Airport Authority (Burlington)

From the discussion, it appears premature to begin discussion of an airport authority structure for the Independence Municipal Airport at this time. However, as airport and community conditions change, it should remain as a discussion item and revisited in the future.

3) Schedule of Deliverables and Review Periods. The following tentative schedule for the next three chapters of the Airport Master Plan Update report was presented:

Facility Requirements Chapter

Submit preliminary Facility Requirements chapter to PAC..... May 16
PAC Review Period..... May 17 to 31
Address PAC comments June 7
Submit draft Facility Requirements chapter to FAA June 10
FAA Review Period June 11 to July 12

Environmental Overview and Alternatives Chapters

Submit draft Environmental Overview, Alternatives chapters to PAC, Agencies June 7
PAC Review Period..... June 10 to June 21
Agency Review Period June 10 to July 19
Address PAC, Agency comments July 24-28
Submit draft Environmental Overview and Alternatives chapters to FAA July 28
PAC Meeting No. 3 Sept/Oct.

4) Other Items.

- a) Provide an update to the public. A project status report should be made available to the public along with the Inventory and Forecast chapters for its review and comment. Brian Tompkins will work with Steve Diers to accomplish this task. It was suggested that these, and possible future airport master plan documents, could be posted to the city's webpage for public viewing.
- b) Invite public to all future airport master plan PAC meeting. The meetings should be announced in advance and the public invited. However, typically there is new planning information presented to the PAC at these meetings and, therefore, the PAC members should meet first and immediately after, a second meeting for the public. In this way the PAC members can be informed of the planning elements and be educated and prepared to address any public comments.
- c) Steve Diers and Jonathan Walter to discuss the master plan update with Jim Connell, the previous FBO. Jim served as the FBO for approximately 40 years and may have some insight as to how the airport should develop. Steve and Jonathan will also seek his comments on the forecast, the current/ultimate length of Runway 18-36, a crosswind runway, aircraft hangars, and other items.
- d) Property surrounding the airport. Several parcels immediate east of the airport are presented in an exhibit. Snyder & Associates with update the crosswind runway options with property owner data from the County Assessor's website:

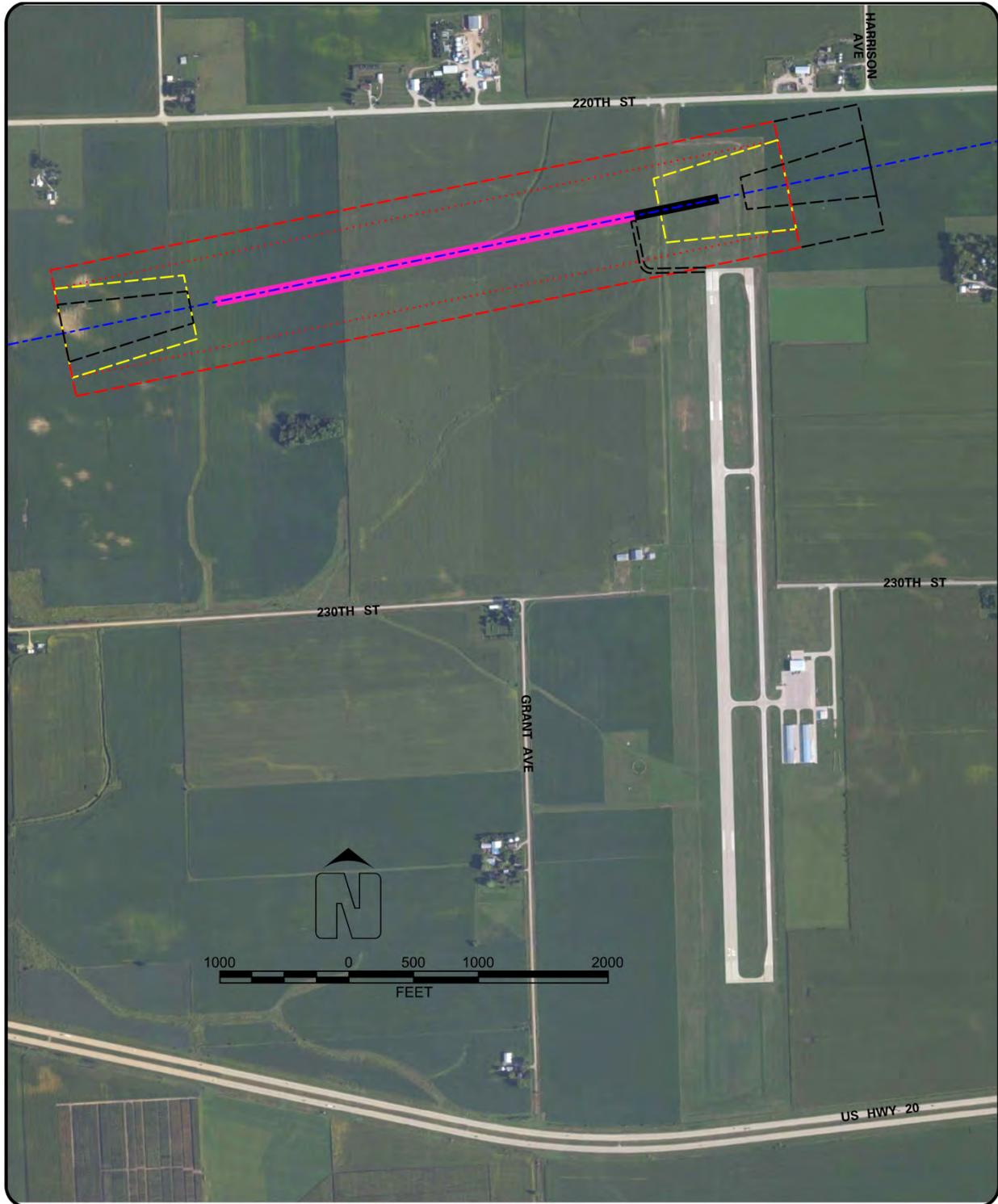
<http://buchanan.iowaassessors.com/parcel.php?gid=136135>

FEMA Zone A Floodplain



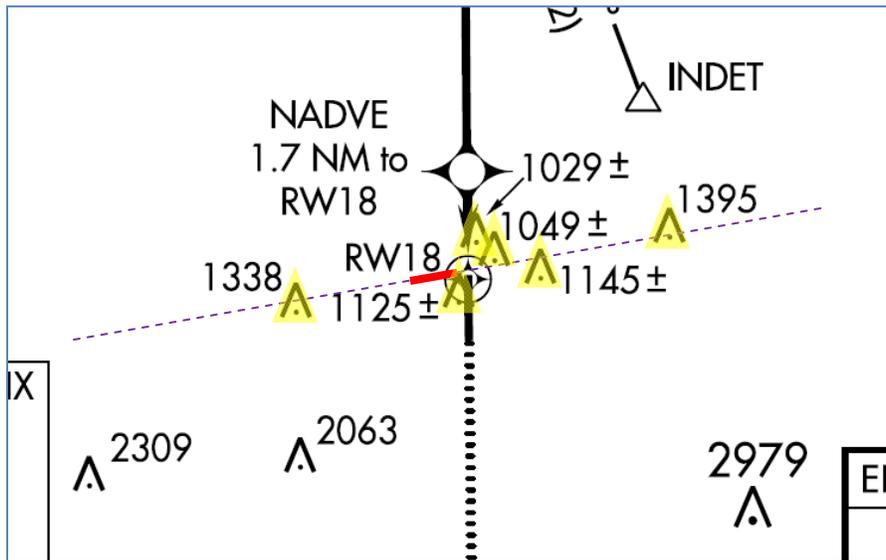
Source: FEMA Flood Insurance Rate Map (FIRM) Panel No 19019C0300D, 07/16/2008 Effective Date. Not to scale. The red crosshatched vertical line represents the approximate location, orientation, and length of Runway 18-36 as it currently exists and was added by Snyder & Associates for reference.

Alternative A – Runway 8-26



Source: Snyder & Associates, Inc.

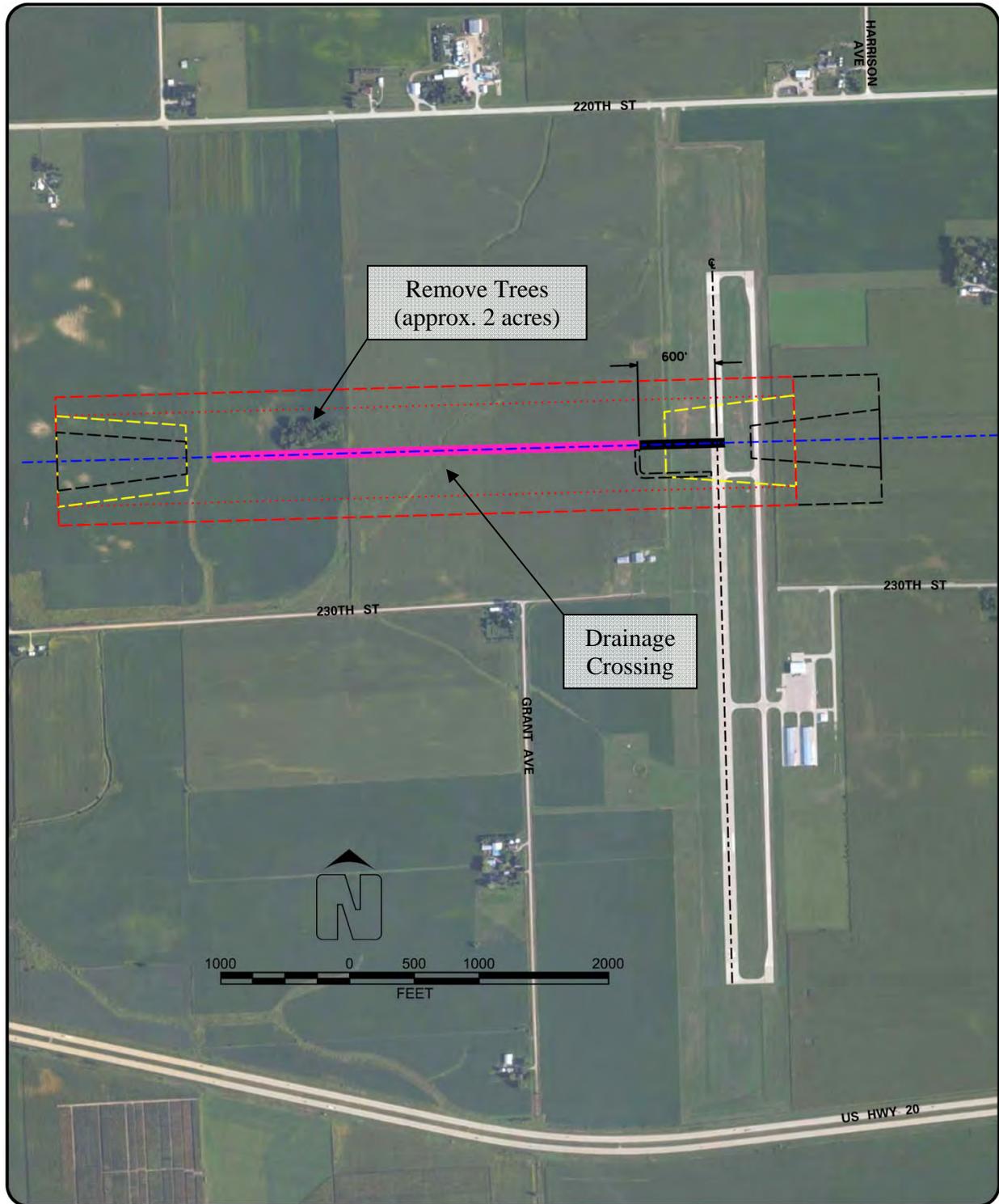
Preliminary Obstruction Analysis for Alternative A – Runway 8-26



Source: Images obtained from Air Nav. Chart effective date: 04 APR 2013 to 02 MAY 2013. Analysis by Snyder & Associates Inc.

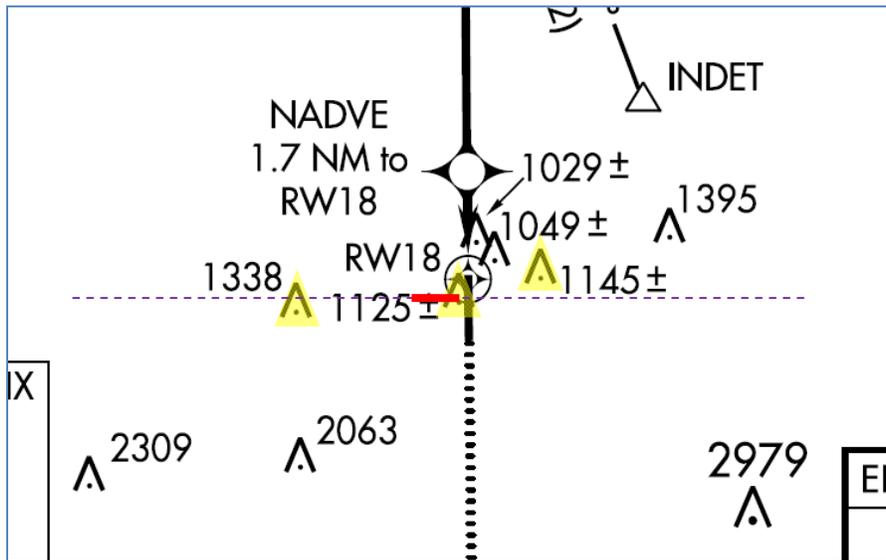
- Legend:
- Crosswind Runway
 - - - Extended Runway Centerline
 - ▲ Potential Obstruction to Flight Path

Alternative B – Runway 9-27



Source: Snyder & Associates, Inc.

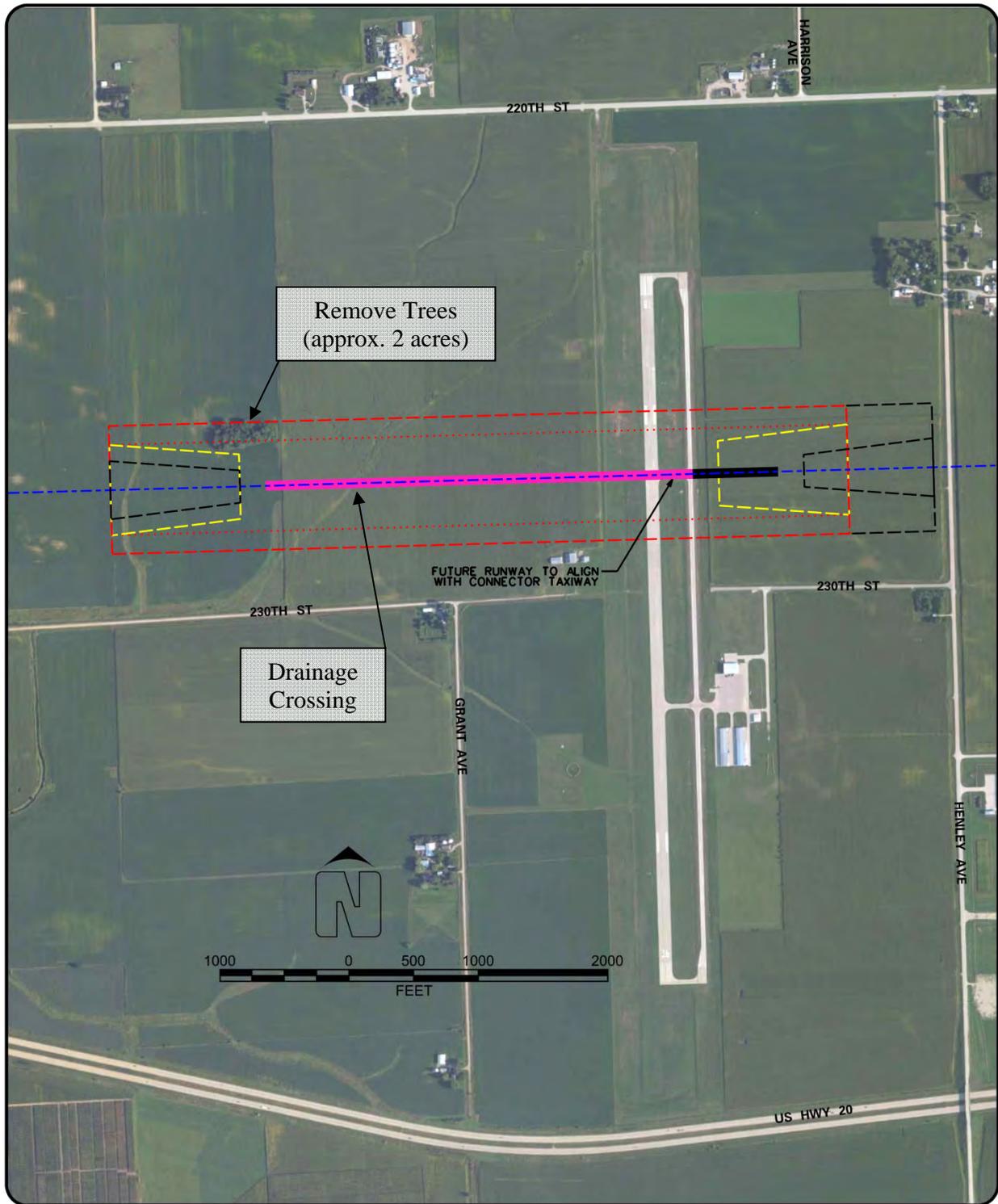
Preliminary Obstruction Analysis for Alternative B – Runway 9-27



Source: Image obtained from Air Nav. Chart effective date: 04 APR 2013 to 02 MAY 2013. Analysis by Snyder & Associates Inc.

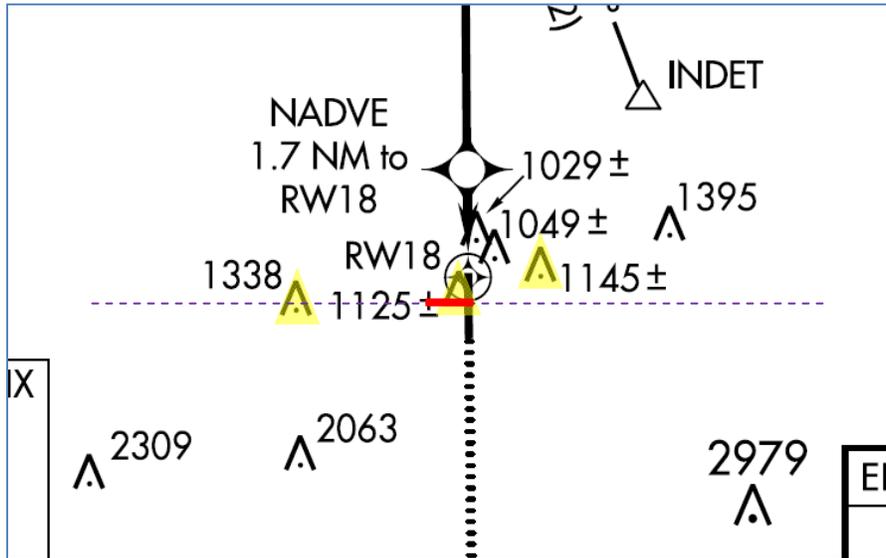
- Legend:
- Crosswind Runway
 - - - - Extended Runway Centerline
 - Potential Obstruction to Flight Path

Alternative C – Runway 9-27



Source: Snyder & Associates, Inc.

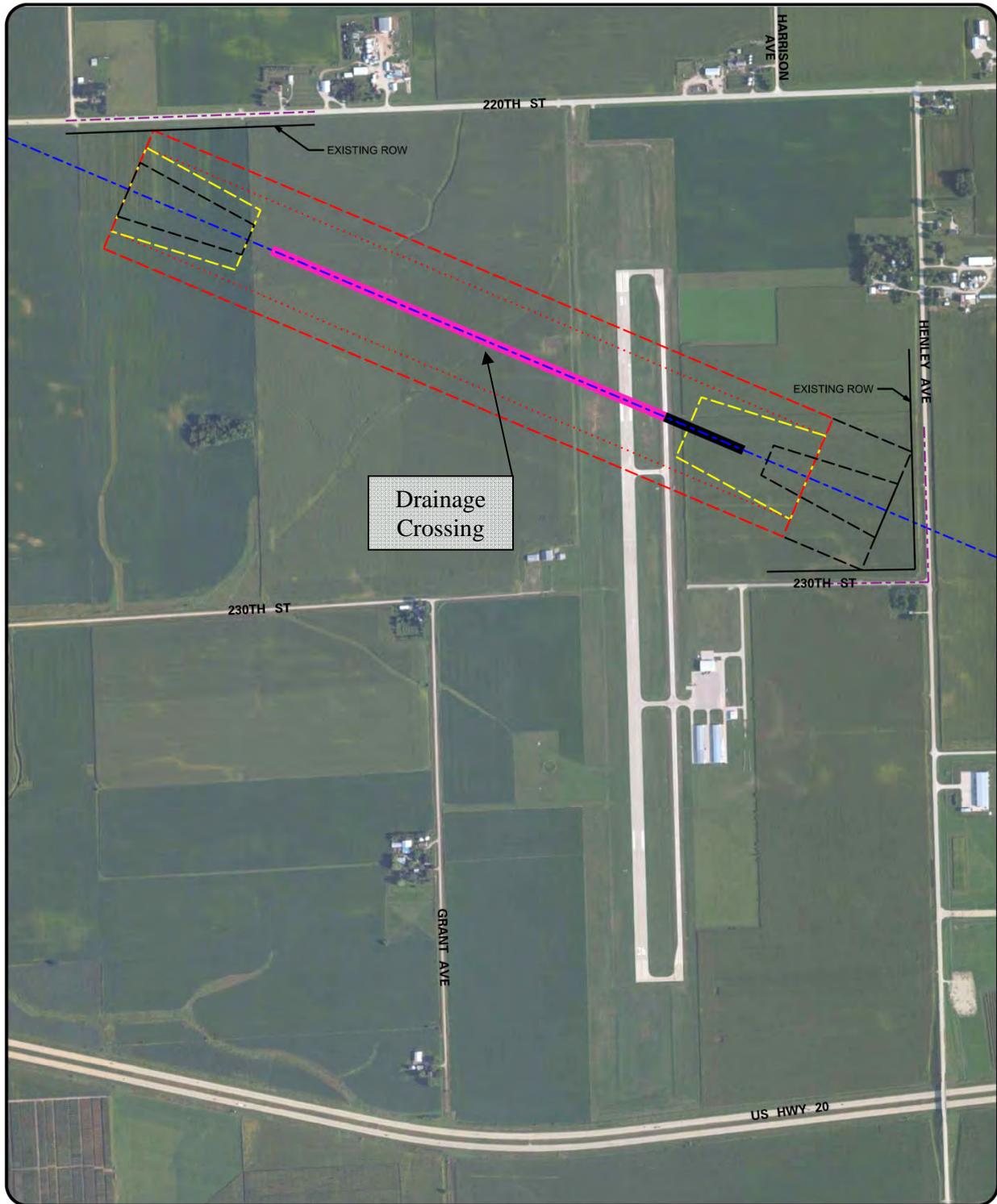
Preliminary Obstruction Analysis for Alternative C – Runway 9-27



Source: Image obtained from Air Nav. Chart effective date: 04 APR 2013 to 02 MAY 2013. Analysis by Snyder & Associates Inc.

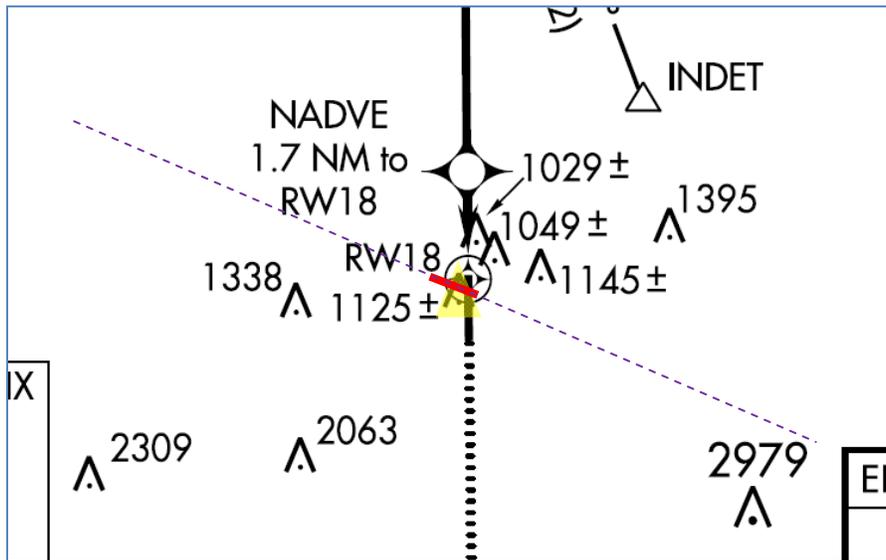
- Legend:
- Crosswind Runway
 - - - - Extended Runway Centerline
 - ▲ Potential Obstruction to Flight Path

Alternative D – Runway 11-29



Source: Snyder & Associates, Inc.

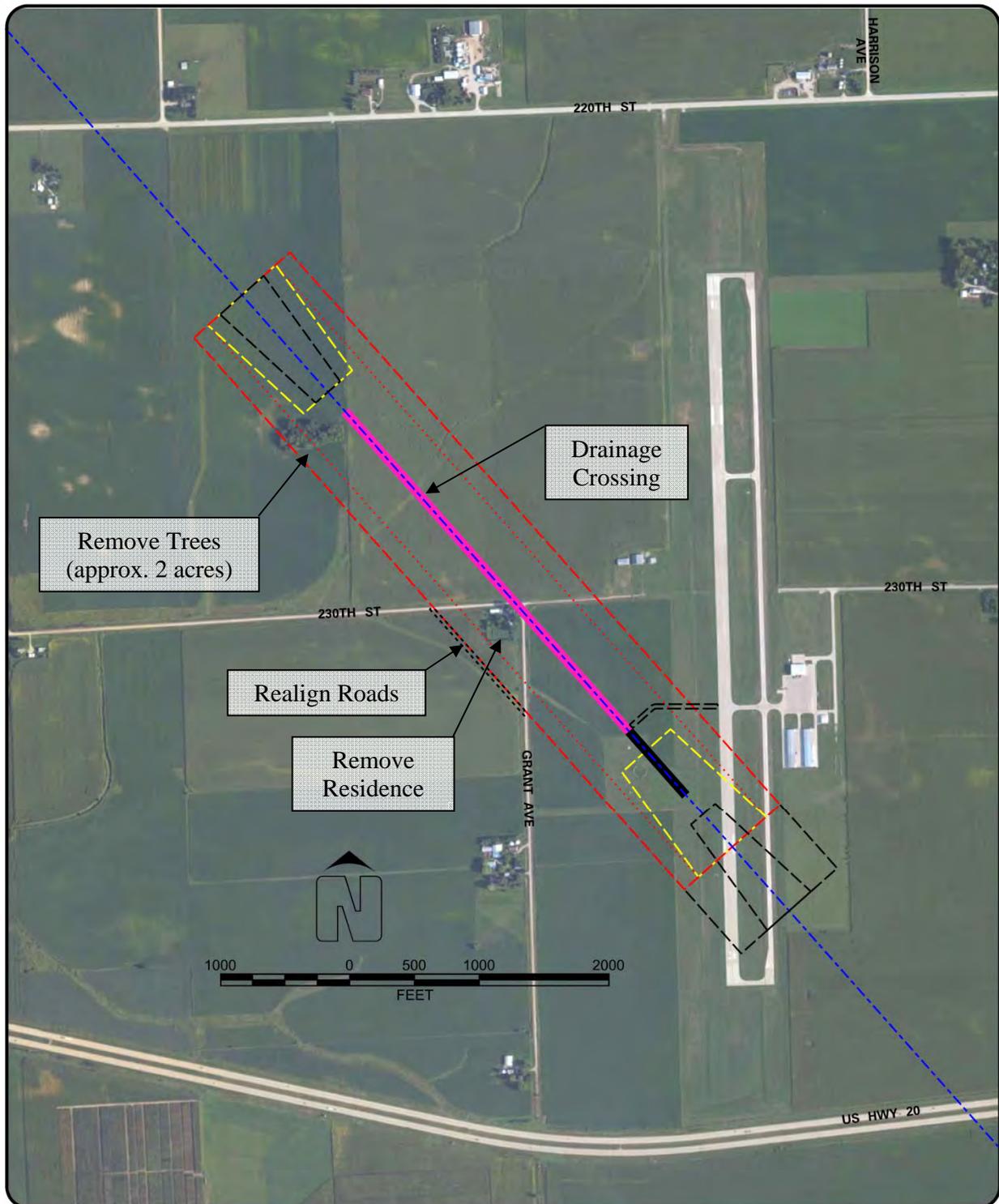
Preliminary Obstruction Analysis for Alternative D – Runway 11-29



Source: Image obtained from Air Nav. Chart effective date: 04 APR 2013 to 02 MAY 2013. Analysis by Snyder & Associates Inc.

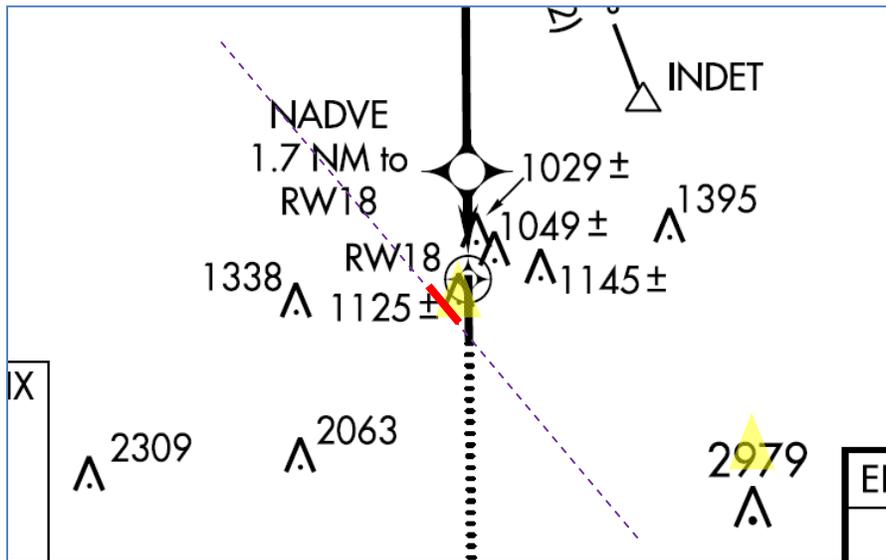
- Legend:
- Crosswind Runway
 - - - Extended Runway Centerline
 - Potential Obstruction to Flight Path

Alternative E – Runway 14-32



Source: Snyder & Associates, Inc.

Preliminary Obstruction Analysis for Alternative E – Runway 14-32



Source: Image obtained from Air Nav. Chart effective date: 04 APR 2013 to 02 MAY 2013. Analysis by Snyder & Associates Inc.

- Legend:
- Crosswind Runway
 - - - - - Extended Runway Centerline
 - ▲ Potential Obstruction to Flight Path

Comparison of Crosswind Runway Alternatives

Evaluation Criteria		Alternative and Orientation				
		A	B	C	D	E
		8-26	9-27	9-27	11-29	14-32
Percent Wind Coverage at 10.5 knots	All Weather	96.17	97.18	97.18	97.84	95.74
	VMC Weather	96.22	97.23	97.23	97.93	95.91
	IMC Weather	96.31	96.97	96.97	96.65	92.85
Percent Wind Coverage at 13 knots	All Weather	98.71	99.11	99.11	99.38	98.06
	VMC Weather	98.74	99.16	99.16	99.43	98.14
	IMC Weather	98.89	99.04	99.04	98.83	96.80
Wind Alignment Rank (Best = 1)		3	2	2	1	4
Potential for obstructions to airspace		High	Medium	Medium	Low	Low
Estimated land needed (acres)						
Creates irregular-shaped parcels		Yes	No	No	Yes	Yes
Removes farmland from production		Yes	Yes	Yes	Yes	Yes
Percent farmland removed from production		xxx	xxx	xxx	xxx	xxx
Requires tree removal		No	Yes	Yes	No	Yes
Subtracts acreage from proposed Airport Business Park		No	Yes	Yes	Yes	No
Provides efficient taxi route/time		No	Yes	Yes	Yes	Yes
Impacts NAVAIDS		No	No	No	No	Yes
Impacts approach procedures		No	No	No	No	Yes
Closes/relocates public roads		No	No	No	No	Yes
Relocates residences and/or businesses		No	No	No	No	Yes

Source: Analysis by Snyder & Associates, Inc.

Environmental Impact Categories Potentially Affected by Alternative

Environmental Impact Category	Alternative				
	A	B	C	D	E
1. Air Quality	No	No	No	No	No
2. Coastal Resources	No	No	No	No	No
3. Compatible Land Use	No	No	No	No	No
4. Construction Impacts	Yes	Yes	Yes	Yes	Yes
5. Department of Transportation Act Section 4(f)	xxx	xxx	xxx	xxx	xxx
6. Farmlands	Yes	Yes	Yes	Yes	Yes
7. Fish, Wildlife, and Plants	xxx	xxx	xxx	xxx	Xxx
8. Floodplains	No	Yes	Yes	Yes	Yes
9. Hazardous Materials, Pollution Prevention, and Solid Waste	No	No	No	No	No
10. Historical, Architectural, Archeological, and Cultural Resources	xxx	xxx	xxx	xxx	Xxx
11. Light Emissions and Visual Effects	No	No	No	No	No
12. Natural Resources and Energy Supply	No	No	No	No	No
13. Noise	No	No	No	No	No
14. Secondary (Induced) Impacts	No	No	No	No	No
15. Socioeconomic Impacts, Environmental Justice, and Children's Health and Safety Risks	No	No	No	No	Yes
16. Water Quality	xxx	xxx	xxx	xxx	Xxx
17. Wetlands	No	No	No	No	No
18. Wild and Scenic Rivers	No	No	No	No	No

Source: Analysis by Snyder & Associates, Inc.

North



County highway D22

Disregard box

Monsanto site

US Hwy 20

15 acres
Crawford

37.44 acres
Crawford

52.64 acres
Booth
2 parcels

74.08 acres
Blin Prtnshp
2 parcels

53.97 acres
Blin Prtnshp

Potential 233.13 acres
For development
Adjacent east of the airport

City owned 4+/- acres
for development

Independence
Municipal
Airport

13.5 acres
City

IA 939 220th St

IC WA AVE

HINLEY VE

GRANT AVE