

Progress Report No. 4

Submitted by:
Brian Tompkins

Submitted on:
July 19, 2013

Submitted to:
Nate Clayberg, Steven Diers,
Dick Engen, Carl Scharff,
Arletta Schweitzer, Dennis Vaughn,
and Jonathan Walter

Project Name:
Independence Airport Master Plan Update

S&A Project Number:
112.0446

Copied to:
Dustin Leo, Geoffrey Barnes, File

FAA AIP Number:
3-19-0045-12

A. Current Status of the Project

Task 1. Airport Master Plan Report. The status of each chapter of the report is as follows:

Chapter 1 Inventory	Complete. The chapter has been reviewed by the PAC and the FAA. The final version has been prepared and is ready for the incorporation into the draft report.
Chapter 2 Forecast	Complete. The chapter has been reviewed by the PAC and the FAA. The final version has been prepared and is ready for the incorporation into the draft report.
Chapter 3 Facility Requirements	Complete. The chapter has been reviewed by the PAC and the FAA. The FAA had no comments on the draft version. The final version has been prepared and is ready for incorporation into the draft report.
Chapter 4 Environmental Overview	In progress. Environmental agencies are reviewing the package that was mailed to them at the end of June 28. Although comments were requested by August 2, some agencies have responded (see letters at the end of this report). Specifically, we have received comments from: <ul style="list-style-type: none">• FAA• Iowa DNR Field Services• Iowa DNR Forestry• Iowa DNR Water Quality• Iowa DOT District 2• Iowa Homeland Security/Emergency Mgmt.
Chapter 5 Capital Improvements	In progress. The chapter and the 20-year CIP is ready

Program	for PAC review. I would like to present and discuss this draft chapter at the third (and final) PAC meeting.
Chapter 6 Airport Layout Plan Set	In progress. Writing this chapter began this week. I would like to present and discuss this draft chapter at the third (and final) PAC meeting.
Technical Paper	In progress. The draft paper was submitted for PAC review on June 19. If any other PAC members have comments, please submit those to me by August 2. To date, I have received a response from Jonathan with his approval of the paper.

Task 2. Electronic Airport Layout Plan (eALP). The survey crew will be returning to the Airport on Monday, July 22 to conduct the second airport survey. They will be surveying the runway ends, every 50' down the runway centerline, the PAPIs, rotating beacon, and other items. The control data from the first airport survey is being processed and AeroMetric, our subconsultant, is gearing up to perform their three-dimensional airspace/obstruction analysis.

Task 3. Airport Layout Plan (ALP) Set. With the crosswind runway being removed from the master plan update, there are a few sheets that will no longer be needed. As a result, the ALP Set will shrink from 16 to 13 sheets.

B. Upcoming Coordination Items

I would recommend we have the final PAC meeting in the latter half of August. If the city would like, this could be held in conjunction with a city council meetings. A presentation of the airport master plan could be given.

Brian Tompkins

From: scott.tener@faa.gov
Sent: Wednesday, July 17, 2013 4:05 PM
To: Brian Tompkins
Cc: Steve Diers
Subject: Re: Revised Draft Chapter 3
Attachments: Chapter 3 Draft to FAA 2013-06-21.pdf

Brian,

Chapter 3 - No comments.

Chapter 4 - Typically, our environmental specialist does not review the Environmental Overview chapter of a MP. With this, it is acceptable for the consultant to complete the overview without significant coordination with the resource agencies. What you have now, including your professional judgement, is satisfactory for this overview chapter. This chapter is just to highlight any potential environmental problems and possible mitigation if necessary without going into huge amounts of coordination and detail. We only need enough to justify the planning and preferred alternatives. If we find something we can't over come, i.e. historic house, significant wetlands, a wildlife sanctuary, then we adjust our planning.

This being said, I have a couple of comments:

1. Page numbers need to be revised to 4-x.
2. Page 5-1, Second paragraph; The FAA approval of the ALP is the federal action that requires NEPA. This is why we "conditionally" approve the ALP, based on the condition that prior to any project shown on the ALP, regardless of federal funding or not, a NEPA determination must be made. Please revise as appropriate.
3. Page 5-1, Section 4.2; Please add bullet - Climate.
4. Page 5-1, Last paragraph; As stated above, coordination with resource agencies is not necessary. We just need a general overview similar to what you already have. You've checked appropriate on-line resources and discussed each category in appropriate detail to proceed with planning of the preferred projects.
5. Page 5-5, Exhibit 4-2, City Future Land Use; The approach of Runway 18 shows Low density residential (schools / churches/ parks) which are not compatible with airport operations. Please consider revising the zoning to make sure of long term compatibility with the airport.
6. Page 5-23, first paragraph; See comment 4.

Please revise the report as appropriate and continue with the ALP and the rest of the MP. Please let me know if you have any questions.

Scott Tener, P.E.
Iowa Airport Planning Engineer

FAA Central Region Airports Division
901 Locust St.
Kansas City, Missouri 64106-2325
T 816.329.2639 | F 816.329.2611
<http://www.faa.gov/airports/central/>

Brian Tompkins <btompkins@snyder-associates.com>

06/21/2013 05:08 PM

To Scott Tener/ACE/FAA@FAA,
cc Steve Diers <citymgr@indytel.com>
Subject Revised Draft Chapter 3

Scott:

Attached is the revised Draft Chapter 3 that replaces your copy. Revisions made include the following :

- Section 3.3 – the last sentence of this section was removed as it had “crosswind runway” in it.
- The paragraph following Exhibit 3-6 was revised by removing sentences three and four.
- A new exhibit 3-10 was added to show the areas available for hangar/building construction.
- Section 3.15 was revised and retitled to “Areas for Aviation Development”. The information about existing airport property was moved to Chapter 1.
- Section 3.16 was revised and retitled to “Areas for Non-aviation Development”.
- The crosswind runway project was removed from Table 3-13.

Have a good weekend!

Brian

Brian Tompkins, PE, CM, LEED Green Associate

Aviation Project Manager

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Brian Tompkins

From: Ott, Clark [DNR] [Clark.Ott@dnr.iowa.gov]
Sent: Wednesday, July 03, 2013 10:25 AM
To: Brian Tompkins
Cc: Sanfilippo, Joe [DNR]
Subject: Independence Municipal Airport environmental review

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Tompkins,

I looked at your proposed development for the proposed airport development at Independence Municipal Airport and saw 4 items that should be covered under Category 9-Hazardous Materials, Pollution Prevention, and Solid Waste:

- 1) Any construction that disturbs over an acre of soil for the ENTIRE project would need a NDPEs General Permit #2 and implement the storm water pollution prevention plan.
- 2) If there are 1000 or more annual non-propeller aircraft departures in which urea has been used for de-icing may require a NPDES General Permit #1 and would require monitoring.
- 3) ANY de-icing that is used must be recaptured. It cannot be allowed to leave the site. It has a very high BOD content.
- 4) Demolition/renovation of buildings need to follow the asbestos National Emission Standards for Hazardous Air Pollutants requirements.

Category 8 – Floodplain – plans for the airport would not impact our division’s floodplain rules.

Those were the items that are of interest to the Environmental Services Division of our department. Thank you for letting us review the plans.

The Conservation and Recreation Division of the department would have to respond to Category 7 – Fish, Wildlife, and Plants. I will send the proposal to the fish and wildlife office for NE Iowa, but it should also go to Des Moines for endangered plants. I would not be able to insure that it gets passed to Des Moines from the fish and wildlife office. You may want to contact John Pearson directly. He can be reached at 515-281-3891 or john.pearson@dnr.iowa.gov.

CLARK OTT Environmental Specialist Senior



Iowa Department of Natural Resources
P 563.927.2640 | F 563.927.2075 | Clark.Ott@dnr.iowa.gov
FO1 | 909 W. Main St., Suite 4 | Manchester, IA 52057

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Brian Tompkins

From: Blair, Bruce [DNR] [Bruce.Blair@dnr.iowa.gov]
Sent: Monday, July 01, 2013 11:02 AM
To: Brian Tompkins
Subject: Comments on the Independence Airport

Follow Up Flag: Follow up
Flag Status: Completed

I received your packet on the proposed airport development at Independence. I see that the project is on ag land. I am a Forester with the Iowa DNR. Because there is no forestland impacted by your proposal, I believe that any comments from me would be out of my jurisdiction.

Thank you for requesting my input.

Have a Great Day.

Bruce Blair, District Forester



Iowa Department of Natural Resources

O: (563) 245-1891 | C: (563) 880-0449 | Bruce.Blair@dnr.iowa.gov

USDA Service Center | 500 Gunder Rd. NE | Elkader, IA 52043

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STATE OF IOWA

TERRY E. BRANSTAD, GOVERNOR
KIM REYNOLDS, LT. GOVERNOR

DEPARTMENT OF NATURAL RESOURCES
CHUCK GIPP, DIRECTOR

July 8, 2013

Mr. Brian Tompkins
Aviation Project Manager
Snyder & Associates, Inc
14910 Rhodes Circle
Lenexa, KS 66215

Dear Mr. Tompkins,

This is in reference to your recent submittal regarding several alternative locations for a crosswind runway at the Independence Municipal Airport. The various alternatives would be located in Sections 1 & 12, T88N, R10W and Sections 6 & 7, T88N, R9W, Buchanan County, Iowa.

The Department's rules require a permit for most types of floodplain development in the following instances:

- Within the incorporated areas of a community where the drainage area of the stream at the location of the development is more than 2.0 sq. miles
- Within the unincorporated areas of a county where the drainage area of the stream at the location of the proposed development is more than 10.0 sq. miles.

Based on the information provided, it appears that no portion of the proposed runway for any of the 5 alternative configurations outlined will be located in the floodplain of a stream where the drainage area is 2.0 sq. miles or more. For this reason, it appears that a Floodplain Permit from the Iowa Department of Natural Resources would not be required for any of the alternative runway configurations currently being considered. However, a local floodplain development permit will still be required for this project from Buchanan County Zoning.

If you have any questions or comments regarding this matter, please feel free to contact me at (515) 281-8942.

Sincerely

A handwritten signature in black ink, appearing to read "B. C.", with a long horizontal stroke extending to the right.

Bill Cappuccio
Staff Engineer
Water Resources Section



Iowa Department of Transportation

District 2, 1420 4th Street SE, Mason City, IA 50401-4438

641-423-7584 or 800-477-4368, Fax 641-423-0246

July 10, 2013

Brian Tompkins, PE, CM, LEED Green Associate
Aviation Project Manager
Snyder & Associates, Inc.
14910 Rhodes Circle
Lenexa, KS 66215

Dear Brian,

Thank you for the opportunity to review the Independence Municipal Airport concept for a crosswind runway. The five alternatives shown do not appear to have negative impacts to the US 20 highway corridor. Please keep us informed the project is activated with ROW purchasing. The ROW for the highway corridor must not be considered. Also, let us know if the concepts change.

Sincerely,

A handwritten signature in blue ink, appearing to read "KRISTA L. ROSTAD".

Krista L. Rostad
District 2 Transportation Planner

KLR:pmm

Brian Tompkins

From: Schmitz, Dan [HSEMD] [Dan.Schmitz@iowa.gov]
Sent: Thursday, July 11, 2013 12:10 PM
To: Brian Tompkins
Subject: Independence Municipal Airport Environmental Review
Attachments: Independence Municipal Airport Comments .doc

Brian, attached are comments from Iowa HSEMD. Feel free to contact me with any questions.

Dan Schmitz
Deputy State Hazard Mitigation Officer
Iowa Homeland Security and Emergency Management Department
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515-725-9369-Office
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STATE OF IOWA

TERRY E. BRANSTAD
GOVERNOR

KIM REYNOLDS
LT. GOVERNOR

IOWA HOMELAND SECURITY AND
EMERGENCY MANAGEMENT DEPARTMENT
MARK J. SCHOUTEN, HOMELAND SECURITY ADVISOR
AND EMERGENCY MANAGEMENT DIRECTOR

Brain Tomkins
Aviation Project Manager

In response to the Independence Municipal Airport request for comments dated June 25, 2013, Iowa Homeland Security and Emergency Management Department has identified structures that have been acquired through a federally funded program in Independence and Buchanan County. On record there are ninety-two properties in the city of Independence and three properties in Buchanan County that were acquired using federal funds.

As required by 44 CFR 80.19

- (a) *Open space requirements.* "The property shall be dedicated and maintained in perpetuity as open space for the conservation of natural floodplain functions."
 - (1) *These uses may include:* "Parks for outdoor recreational activities; wetlands management; nature reserves, cultivation; grazing; camping (except where adequate warning time is not available to allow evacuation); unimproved, unpaved parking lots; buffer zones; and other uses FEMA determines compatible with this part."
 - (i) *Allowable uses generally do not included:* "Walled buildings levees, dikes, or floodwalls, paved roads, highways, bridges, cemeteries, landfills, storage of any hazard or toxic materials, above or below ground pumping and switching stations, above or below ground storage tanks, paved parking, off-site fill or other uses that obstruct the natural and beneficial functions of the floodplain."

An initial review does not show any properties in the vicinity of the Independence Municipal Airport. If you would like to review in further detail the acquired properties a detailed list can be provided.

If there are any further questions feel free to contact me at 515-725-9369 or dan.schmitz@iowa.gov.