

APPENDIX A

List of Preparers

APPENDIX A: LIST OF PREPARERS

Jerald Searle, Project Manager / Airport Planner

Mr. Searle was the project manager and principal author of the Site Selection Study, and Airport Master Plan / Airport Layout Plan for the proposed South Central Regional Airport. Within the EA, Mr. Searle assisted in the preparation of Sections 1, 2, 3, 4, 6 and sub-sections 5.6, 5.7, 5.9, 5.11, 5.12, 5.14, 5.15 and 5.17 of Section 5. Mr. Searle has over 40 years of airport experience to include site selection for six (6) new airports, Airport Master Plans/Airport Layout Plans and eleven (11) Airport Environmental Assessment documents. Mr. Searle has a BA degree from St. Cloud State University and a MA degree in Urban Studies from Mankato State University.

Jeff Walters, Principal Environmental Scientist

Mr. Walters, Snyder & Associates, Inc., assisted in the preparation of subsections 5.5 Biotic Resources and 5.16 Water Resources of Section 5. Mr. Walters has fifteen years of professional experience as an environmental scientist. He has assisted in the preparation of several NEPA documents for airports in Iowa. Mr. Walters has a BS in Agronomy from Iowa State University.

Nichoel Church, Environmental Scientist

Ms. Church, Snyder & Associates, Inc., assisted in the preparation of subsections 5.5 Biotic Resources and 5.16 Water Resources of Section 5. Ms. Church has five years of professional experience as an environmental scientist. She has assisted in the preparation of numerous technical memorandums in Iowa related to wetland and stream delineations and habitat surveys. Ms. Church has a BS in Environmental Science from Iowa State University.

Mike Fisher

Mr. Fisher, Vice President, Impact 7g, prepared the noise analysis. Mr. Fisher has 25 years of environmental documentation experience and has assisted in the preparation of subsection 5.4 and 5.13 of Section 5. Mr. Fisher has a B.G.S. degree from the University of Kansas. His environmental experience includes extensive experience with the National Environmental Policy Act (NEPA) and brownfields redevelopment.

Dustin Leo

Mr. Leo, DGR Engineering, assisted in the preparation of subsection 5.8 of Section 5, map exhibits, and edits. Mr. Leo has 6 years of professional experience as a civil engineer and has assisted in the preparation of numerous Environmental Assessments for airport improvement projects. Mr. Leo has a BS in Civil Engineering from Iowa State University.

Jon Sellars

Mr. Sellars has worked as a professional archaeologist in Iowa and adjacent states for over 26 years. He completed subsection 5.10 of Section 5. Currently President of Consulting Archaeological Services, Sellars has served as director or Principal Investigator for over 1,000 cultural resource investigations in Iowa, Nebraska, Minnesota, Missouri, and Wisconsin. He has also performed archaeological research overseas in the Levant and the Arabian Peninsula. Mr. Sellars has been President and owner of Consulting Archeological Services since April of 1993. Prior to becoming President, he was a Vice President and member of the Board of Directors of Bear Creek Archaeological Inc. from 1989-1993. Mr. Sellars has a M.A. in Anthropology from the University of Tulsa.

Nurit Finn, Project Manager/Principal Investigator

Nurit Finn has an M.A. in Anthropology from the University of New Mexico and is a Ph.D. Candidate at the University of Michigan. She is majority owner of Wapsi Valley Archaeology, Inc. Her areas of expertise include prehistoric hunter-gatherers, lithic analysis, ceramic analysis, statistical analysis and sampling, project management, quality control, contracts/ Programmatic Agreement/ Memorandum of Agreement preparation, Historic Preservation Management Plans, with a regional emphasis on the archaeology of the Midwest and Southeast. Nurit has over 20 years experience in archaeology and has served as Project Manager for most projects completed by Wapsi Valley Archaeology, Inc. Past and present professional memberships include Board of Directors, American Cultural Resources Association (former small firm representative); Association of Iowa Archaeologists (Past President); Society for American Archaeology (SAA); Society of Historic Archaeology (SHA); Iowa Archaeological Society; Jones County Historic Preservation Commission (former Vice-Chair). Nurit Finn meets the professional qualifications standards of the Secretary of the Interior for archaeology.

Michael Finn, Principal Investigator (Archaeology)

Michael Finn has an M.A. in Anthropology from the University of Iowa and is a Ph.D. Candidate at Michigan State University. Michael is co-owner of Wapsi Valley Archaeology, Inc. and serves as Chief of Operations. Michael's areas of expertise include research design and field implementation, lithic analysis, ceramic analysis, faunal analysis, geomorphology, and prehistoric and historic archaeology. Michael has years of on-the-ground experience directing Phase I, Phase II, and Phase III research projects and a broad regional emphasis that includes states across the Midwest, Southeast, and Eastern United States. Michael Finn has over 30 years of experience in archaeology and meets the professional qualifications standards of the Secretary of the Interior for archaeology.

Toby Morrow, Principal Investigator (Archaeology)

Toby Morrow has an M.A. in Anthropology from the University of Iowa and is a Ph.D. Candidate at the University of Wisconsin. His areas of expertise include lithic analysis, ceramic analysis, faunal analysis, geomorphology/soils, chert sourcing, prehistoric and historic archaeology, and human osteology. Toby is a seasoned archaeologist who has directed Phase I, Phase II, and Phase III research projects across the state of Iowa. He has also worked

professionally in Arkansas, Minnesota, Missouri, Kansas, Nebraska, and North Dakota. He is a skilled craftsman in prehistoric technologies including woodworking, bone, and ground stone tool manufacture. He is one of only a few expert flint knappers in the region. He is the author of *Iowa Projectile Points*, the type book for the state, and is currently writing a book on prehistoric stone tool technologies for the Minnesota State Historical Society. Toby has over 30 years of experience in archaeology and meets the professional qualifications standards of the Secretary of the Interior for archaeology.

Colleen Vollman, Principal Investigator (Architectural History)

Colleen Small-Vollman has worked in the field of Cultural Resource Management for twenty-one years. She is currently completing an M.A. in History/Public History at the University of Illinois at Springfield (expected completion Summer 2016). She received a B.A. in Anthropology (emphasis Archaeology) and Art History at Northern Illinois University in 1996. Over the course of her career, she has conducted architectural and historical investigations as well as archaeological research for undertakings reviewed under the Section 106 process. Her experience includes project management for both architectural history and archaeological studies, and she has served as Principle Investigator for studies in historic architecture and history. She has broad experience in preservation planning, economic development, grant administration, and historic tax credits, and has worked for both federal and state agencies, including the Missouri SHPO. Geographic areas of interest and experience include the states of Iowa, Illinois, and Missouri, although she has also completed professional architectural history studies in Wisconsin, Kansas, Ohio, Michigan, Vermont, and New York. Her research interests include history and architecture of the pioneer era, cold war period, and monumental architecture, and areas of expertise include Section 106 and historic preservation. Colleen Small-Vollman meets the Secretary of the Interior professional qualification standards for architectural history and history.

Jason O'Brien, Principal Investigator (Architectural History)

Jason O'Brien received an M.A. in History from Colorado State University in 2014 and a B.A. in History from Colorado State University in 2011. Areas of specialization include architectural history, historic preservation, nineteenth and twentieth century U.S. history, and American environmental history. Jason has served as Principal Investigator for architectural history projects in Iowa. His experience includes architectural surveys, structure descriptions, historic context development, and narrative statements of significance for local landmark designations and Section 106, National Historic Preservation Act compliance projects for clients. While working as a Research Associate for the Public Lands History Center in Colorado, He inventoried and evaluated landscape features and structures in Zion National Park, Fort Collins, Colorado, and has researched and authored National Register of Historic Places nominations. Jason O'Brien meets Secretary of the Interior's professional qualifications standards for history and architectural history.

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APPENDIX B

Agency Coordination

APPENDIX B: EARLY COORDINATION

LIST OF AGENCIES CONTACTED

Federal

Joe Summerlin
NEPA Reviewer
Environmental Protection Agency, Region 7
11201 Renner Blvd.
Lenexa, KS 66219

Kenneth Barr, Chief
Environmental Planning Branch
U.S. Army Corps of Engineers, Rock Island District
Clock Tower Building
1500 Rock Island Drive
Rock Island, IL 61201

Kraig McPeck, Assistant Field Supervisor
U.S. Fish and Wildlife Service
U.S. Department of the Interior
1511 47th Ave.
Moline, IL 61265

Kevin Funni, District Conservationist
USDA – Natural Resource Conservation Service
2503 Todd St.
Oskaloosa, IA 52577

Jay Marr, State Conservationist
USDA – Natural Resource Conservation Service
210 Walnut St.
Des Moines, IA 50309

Beth Freeman
Regional Administrator, Region 7
Federal Emergency Management Agency
9221 Ward Parkway, Suite 300
Kansas City, MO 64114-3372

Paul Mohr
Department of Housing and Urban Development
Gateway Tower II
400 State Avenue
Kansas City, MO 64101-2406

Lubin Quinones
Iowa Division Administrator
105 6th Street
Ames, IA 50010

Robert F. Stewart
Office of Environmental Policy and Compliance
Denver Federal Center
PO Box 25007 (D-108)
Denver, CO 80225-0007

Jake Hansen, Bureau
Chief Water Resources Bureau
Iowa Department of Agriculture
502 E. 9th Street
Des Moines, IA 50319

Susan Kozak, Bureau Chief
Mines and Minerals Bureau
Iowa Department of Agriculture
502 E. 9th Street
Des Moines, IA 50319

Vince Sitzmann, Bureau Chief
Field Services Bureau
Iowa Department of Agriculture
502 E. 9th Street
Des Moines, IA 50319

Lacey Van Den Heuvel
USDA – Mahaska Soil and Water Conservation District
2503 Todd Street
Oskaloosa, IA 52577-1714

Christine Schwake
Environmental Services Division
Iowa Department of Natural Resources
502 E. 9th Street
Des Moines, IA 50219

U.S. Army Corps of Engineers
Lake Red Rock Project Office
1105 North Highway T15
Knoxville, IA 50138

U.S. Army Corps of Engineers, Rock Island
Clock Tower Building
1105 Rock Island Drive
Rock Island, IL 61201

State

Ted Peterson, Supervisor
Field Office 5
Iowa Department of Natural Resources
7900 Hickman Road, Suite 200
Windsor Heights, IA 50324-4432

Alex Moon, Land Quality Bureau Chief
Iowa Department of Natural Resources
Wallace Building
509 E. 9th Street
Des Moines, IA 50319

Jeremy Cochran, District Forester
Iowa Department of Natural Resources
1111 North 8th Street
Chariton, IA 50049-9209

June Strand, Section 106 Coordinator
State Historical Society of Iowa
State Historic Preservation Office
600 E. Locust Street
Des Moines, IA 50319-0290

Michelle McEnany, Director
Office of Aviation
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

James Armstrong, P.E.
District 5 Engineer
Iowa Department of Transportation
PO Box 587
Fairfield, IA 52556-0587

Jason Huddle
District 5 Planner
Iowa Department of Transportation
PO Box 587
Fairfield, IA 52556-0587

Area 15 Regional Planning Commission
PO Box 110
Ottumwa, IA 52501

Local

Dave Sedivec, Director
Mahaska County Conservation Board
2254 200th Street
New Sharon, IA 50207

David Shanahan, P.E.
Mahaska County Engineer
2074 Old Highway 63
Oskaloosa, IA 52577

Mark Doland, Chair
Mahaska County Board of Supervisors
106 South 1st Street
Oskaloosa, IA 52577

Henry W. Van Weelden
Mahaska County Board of Supervisors
106 South 1st Street
Oskaloosa, IA 52577

Mike Vander Molen
Mahaska County Board of Supervisors
106 South 1st Street
Oskaloosa, IA 52577

Randy Pleiman, Manager
Mahaska Rural Water System Inc.
401 B Ave. W
PO Box 210
Oskaloosa, IA 52577

James Mueller, Mayor
City of Pella
825 Broadway Street
Pella, IA 50219

Lucas Sneller, Mayor
City of Leighton
PO Box 116
Leighton, IA 50143

David Krutzfeldt
City of Oskaloosa
220 S. Market Street
Oskaloosa, IA 52577

Oskaloosa Area Chamber & Development Group
124 N. Market Street
Oskaloosa, IA 52577

Mahaska Community Development Group
124 N. Market Street
Oskaloosa, IA 52577

Mahaska County Agricultural & Rural Development
124 N. Market Street
Oskaloosa, IA 52577

Pella Area Development Corporation
818 Washington
Pella, IA 50219

Tribal

Ms. Bobi Roush
Cultural Preservation Department
Iowa Tribe of Oklahoma
335588 E 750 Road
Perkins, OK 74059

Mr. George Strack
Tribal Historic Preservation Officer
Miami Tribe of Oklahoma
P.O. Box 1326
Miami, OK 74355

Mr. Tony Provost
Tribal Historic Preservation Officer
Omaha Tribe
P.O. Box 368
Macy, NE 68039

Ms. Lana Gravatt
Tribal Historic Preservation Officer
Yankton Sioux Tribe of South Dakota
P.O. Box 1153
Wagner, SD 57380-1153



Bill Northey, Secretary of Agriculture

June 3, 2015

Mr. Jim Hansen, Chair
South Central Regional Airport Agency
825 Broadway Street
Pella, IA 50219

RE: Proposed SCRAA Airport, Mahaska County – Environmental Assessment

Dear Mr. Hansen:

The Iowa Department of Agriculture and Land Stewardship - Division of Soil Conservation (IDALS - DSC) appreciates the opportunity to provide input regarding the proposed SCRAA airport in Mahaska County and respectfully submits the following item for comment below.

IDALS-DSC greatest concern is controlling soil erosion. Erosion often occurs at significant levels during construction activities when large unvegetative areas are exposed and unprotected. Any soil erosion that does occur during construction shall be promptly mitigated with procedures outlined in a written erosion control plan to address this concern.

If you have any questions, we ask that you contact the Mahaska County Soil and Water Conservation District office located in Oskaloosa.

Kevin Funni, District Conservationist, Mahaska County USDA Service Center
Natural Resources Conservation Service
2503 Todd Street
Oskaloosa, IA 52577
(641) 673-3476

All personnel in the Soil and Water Conservation District office are well informed and stand ready to assist and advise you with problems that can arise from an undertaking of the size and scope that you have outlined in your letter.

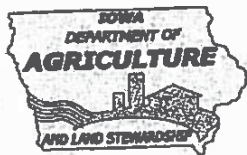
Thank you for the opportunity to provide this information.

Sincerely,

Vince Sitzmann, Field Services Bureau Chief
IDALS/Division of Soil Conservation

Jake Hansen, Water Resources Bureau Chief
IDALS/Division of Soil Conservation

Cc: Mahaska SWCD



IOWA DEPARTMENT OF AGRICULTURE AND LAND STEWARDSHIP

Bill Northey, Secretary of Agriculture

April 30, 2015

Jerald Searle, Project Manager
South Central Regional Airport Agency
825 Broadway
Pella, Iowa 50219

RE: Environmental Assessment – Early Coordination
South Central Regional Airport – Mahaska County, Iowa

Dear Mr. Searle and South Central Regional Airport Agency,

Thank you for contacting the Iowa Department of Agriculture and Land Stewardship – Division of Soil Conservation, Mines and Minerals Bureau. We have reviewed your letter and project location maps regarding the proposed airport location near northeastern Oskaloosa (Mahaska County, Iowa).

After reviewing our records of known surface and underground coal mines in the State, the proposed project area will have no impact on these areas. If, during construction, you encounter anything possibly mine related it would be wise to consult with our office before proceeding further.

If you have the need for further correspondence, please feel free to contact me at (515) 281-6147.

Sincerely,
Susan K. Kozak, Bureau Chief

IDALS-DSC Mines and Minerals Bureau
Susan.Kozak@iowaagriculture.gov



Jerald Searle <jeraldsearle@gmail.com>

Contact information - Business Assistance Meeting

1 message

Tahtinen, Sharon [DNR] <Sharon.Tahtinen@dnr.iowa.gov>

Wed, Apr 29, 2015 at 2:49 PM

To: "Jerald Searle (jeraldsearle@gmail.com)" <jeraldsearle@gmail.com>

Jerald:

It was a pleasure to meet with you on Apr. 16 to preliminarily review your plans for a proposed development of a new airport. Attached is a list of DNR persons in attendance at the meeting along with some brief contact information for each.

Please do not hesitate to contact me for further assistance.

Sharon

SHARON TAHTINEN

Policy & Business Assistance Liaison

Environmental Services Division

Iowa Department of Natural Resources

515.238.4187 (Cell) 515.725.8299 (Office) |
Sharon.Tahtinen@dnr.iowa.gov



502 E. 9th St. | Des Moines, IA 50319

WWW.IOWADNR.GOV

Leading Iowans in Caring for Our Natural Resources.



Airport Meeting Info.docx
16K

DNR Contact List – Meeting with SCRAA Reps – April 16, 2015

William Ehm, Administrator – Environmental Services Division

William.Ehm@dnr.iowa.gov

515-725-8300

Sharon Tahtinen, Business Assistance Liaison

Sharon.Tahtinen@dnr.iowa.gov

515-725-8299 (O) 515-238-4187 (Cell)

Provides new and expanding businesses with assistance related to permitting requirements in Iowa. Establishes pre-meetings with a host of experts to discuss various permitting needs that a company may have and can help with tracking progress of permit applications and with other permitting inquiries.

Water Quality:

Wendy Hieb, Environmental Specialist Sr. - Coordinator for industrial wastewater permits

Wendy.Hieb@dnr.iowa.gov

515-725-8405

I discussed permitting and wastewater disposal options for the on-site septic system, hydrostatic test water from installation of tanks, boiler blowdown water, geothermal water, etc.

Eric Wiklund, Environmental Specialist Sr. - Coordinator for municipal wastewater permits

Eric.Wiklund@dnr.iowa.gov

515-725-0313

Based on the brief discussion I had, all municipal wastewater will be non-discharging (septic tank and leach field) and all permitting will be handled by the county as the design is expected to be less than 1,500 gallons/day.

Chris Schwake, Environmental Specialist

Christine.Schwake@dnr.iowa.gov

515-725-8399

Section 401 Water Quality Certification

(She was not at meeting but provided a written letter that I gave to you.)

Debra Schiel-Larson, Environmental Specialist

Debra.Schiel-Larson@dnr.iowa.gov

515-725-8415

Storm water permitting assistance. (Debra sent you an email summarizing what she talked about at the business assistance meeting.)

Air Quality:

Michael Hermesen –Environmental Engineer Senior, air construction permit writer.

Michael.Hermesen@dnr.iowa.gov

515-725-9577

Discussed possible permitting actions that may be required, including air construction permits for sources the facility may have (fuel tanks, generators, boilers, repair shops, etc.).

Seth Moore, Environmental Specialist

Seth.Moore@dnr.iowa.gov

515-725-8464

Sovereign Land: Any construction on, above, or under state-owned lands and/or waters must secure a sovereign lands construction permit from the Department in advance of work.

Environmental Review: In response to a request for Environmental Review for natural resources, the Department will search records for state - and federal - listed endangered or threatened species, rare natural communities, sensitive habitat, and state lands and waters in a proposed project area.

Land Quality:

Alex Moon, Chief – Land Quality Bureau

Alex.Moon@dnr.iowa.gov

515-725-8327

Lori McDaniel, Supervisor – Flood Plain Management and Dam Safety

Lori.McDaniel@dnr.iowa.gov

515-725-8303

Provides assistance/guidance on flood plain related issues.

The location of the proposed airport as discussed in the March 18th letter to the Iowa DNR is in an Area of Minimal Flood Hazard per the Flood Insurance Rate Map.

DFIRM ID 19123C0250Cv.1.1.1.0

Effective 6/16/2011

NFHL Hazard Zone: X, Area of Minimal Flood Hazard

Elaine Douskey, Supervisor - Underground Storage Tank Section

Elaine.Douskey@dnr.iowa.gov

515-725-8311

The UST Section has three areas of responsibility: 1) Oversee the licensing of UST professionals – those who install, test, inspect, and remove tanks, and those who investigate and clean up petroleum releases from USTs, 2) administer regulations regarding the proper operation of UST systems to prevent releases, and 3) administer regulations on assessment and corrective action responses to petroleum releases. These regulations and responsibilities are designed to protect public health and safety, and the environment particularly our groundwater resources.

Theresa Stiner, Environmental Specialist Sr.

Theresa.Stiner@dnr.iowa.gov

515-725-8315

Addresses concerns with proper disposal of construction and demolition waste. I can also provide resources for recycling of materials from the old airports if they are torn down.

Amie Davidson, Supervisor – Solid Waste Section

Amie.Davidson@dnr.iowa.gov

515-725-8307

Amy Buckendahl, Environmental Specialist

Amy.Buckendahl@dnr.iowa.gov

515-725-8350

Provides guidance on any composting, land application projects and solid waste transfer stations.

Susan Johnson, Environmental Specialist Sr.

Susan.Johnson@dnr.iowa.gov



515-725-8317

Provides guidance on any special waste authorizations as well as permitting of CRT recycling and appliance demanufacturing.

Field Services:

Barb Lynch, Chief – Field Services

Barbara.Lynch@dnr.iowa.gov

712-260-1728

(Barb provided you with contact information for the Field Office covering your area)

Ted Petersen, Supervisor -Field Office 5

Ted.Petersen@dnr.iowa.gov

515-725-0268.





United States Department of Agriculture

April 17, 2015

Mr. Jerald Searle
Project Manager
South Central Regional Airport Agency
825 Broadway
Pella, Ia 50219

Dear Mr. Searle:

Thank you for the opportunity to provide input regarding the proposed Regional Airport in Mahaska County.

The USDA – Natural Resources Conservation Service has identified Prime Farmland for soils based on Soil Surveys for many decades. The importance of Prime Farmland is in meeting the Nation's short- and long-range needs for food and fiber. In addition, it is estimated that the world's population will rise to 9 billion by the year 2050 causing enormous need for producing food for this many people. Thus, protecting Prime Farmland is essential for future human needs for food.

The proposed Regional Airport will cover over 560 acres. I have approximated the location of this proposed airport using the NRCS Web Soil Survey based on the map you mailed. Over 35% of these acres, approximately 200 acres, are identified as Prime Farmland. An additional almost 29%, approximately 160 acres, is identified as Prime Farmland if Drained, most of which is likely to have had tile drainage sometime in the past or these areas would be too wet to farm most years. Please see the attached Web Soil Survey map, map legend, and summary by Farmland Classification – Soil Map Unit of the proposed Regional Airport.

Thus, over 64%, or nearly two-thirds, of the area of the proposed Regional Airport is either Prime Farmland or Prime Farmland if Drained. This is a very sizable area of some of the most productive farmland in not only Iowa, but the world. The loss of this land's potential agricultural use to meet future human needs for food should not be underestimated or overlooked. Once this Prime Farmland has been re-landscaped, its service in global human food production will be lost forever.

Therefore, I would strongly advocate locating any proposed airport to areas that are largely Not Prime Farmland. The area of the proposed airport is unfortunately largely Prime Farmland and should be avoided in favor of other areas with little Prime Farmland and mostly "Not Prime Farmland".

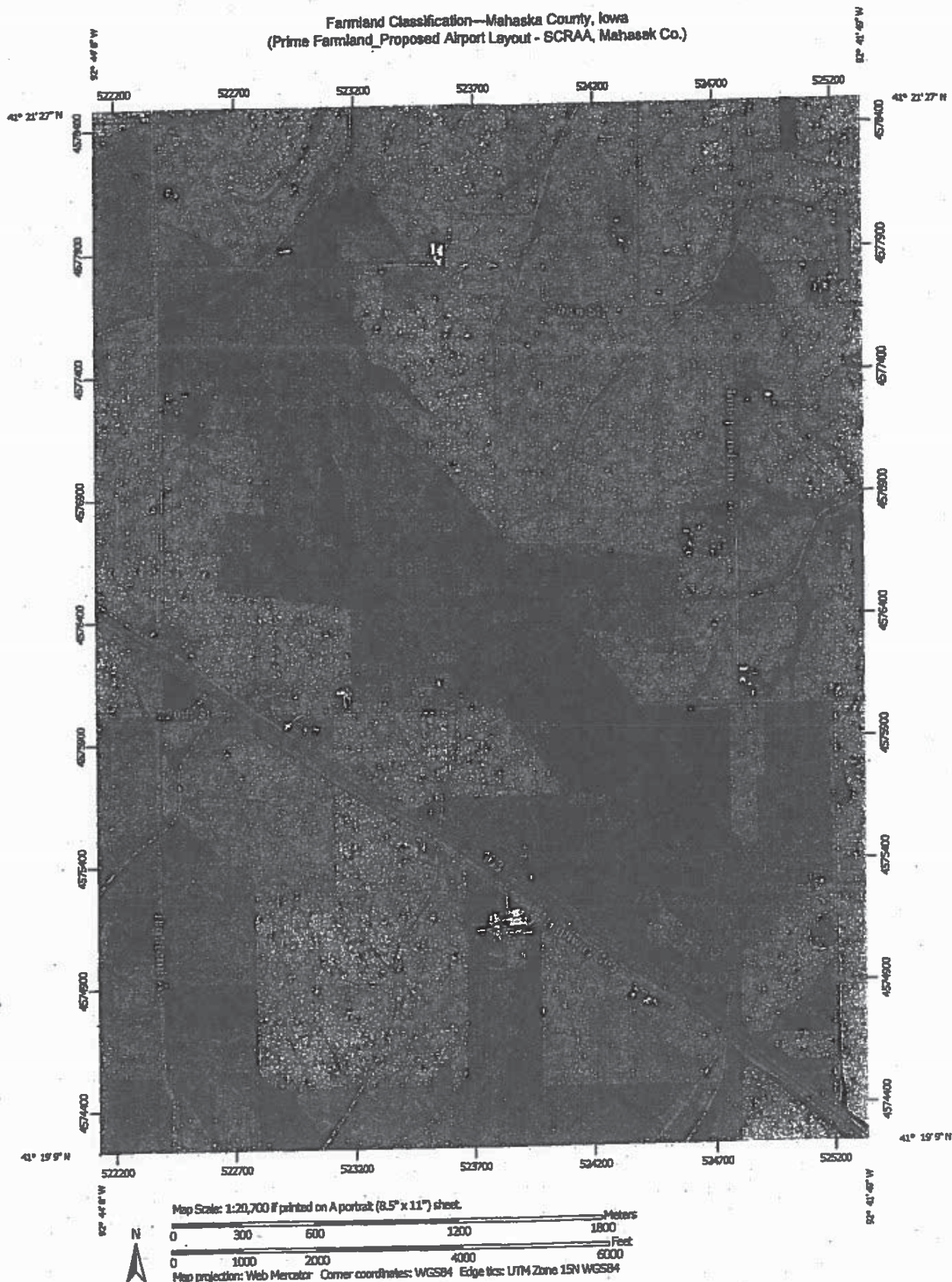
Thank you for your interest in input from the USDA – Natural Resources Conservation Service. Please consider relocating the airport to areas of very little Prime Farmland in order to protect the long-term future human food needs.

Thank you,

Kevin Funni
District Conservationist

Helping People Help the Land
Natural Resources Conservation Service
2503 Todd Street
Oskaloosa, Iowa 52577-1714
Voice (841) 673-3476 ext.3 – FAX (855) 233-1298
An Equal Opportunity Provider and Employer

Farmland Classification—Mahaska County, Iowa
(Prime Farmland Proposed Airport Layout - SCRAA, Mahasak Co.)
















Farmstead Classification—Mehaska County, Iowa
(Prime Farmstead_Proposed Airport Layout - SCRAA, Mehaska Co.)







MAP LEGEND

Area of Interest (AOI)
☐ Area of Interest (AOI)






Soils









Soil Rating Polygons






-  Not prime farmstead
-  All areas are prime farmstead
-  Prime farmstead if drained
-  Prime farmstead if protected from flooding or not frequently flooded during the growing season
-  Prime farmstead if irrigated
-  Prime farmstead if drained and either protected from flooding or not frequently flooded during the growing season
-  Prime farmstead if irrigated and either protected from flooding or not frequently flooded during the growing season
-  Prime farmstead if irrigated and the product of 1 (soil erodibility) x C (climate factor) does not exceed 80
-  Prime farmstead if irrigated and reclaimed of excess salts and sodium
-  Farmstead of statewide importance
-  Farmstead of local importance
-  Farmstead of unique importance
-  Not rated or not available

-  Prime farmstead if irrigated and the product of 1 (soil erodibility) x C (climate factor) does not exceed 80
-  Prime farmstead if irrigated and reclaimed of excess salts and sodium
-  Farmstead of statewide importance
-  Farmstead of local importance
-  Farmstead of unique importance
-  Not rated or not available







Soil Rating Lines






-  Not prime farmstead
-  All areas are prime farmstead
-  Prime farmstead if drained and either protected from flooding or not frequently flooded during the growing season
-  Prime farmstead if irrigated and either protected from flooding or not frequently flooded during the growing season
-  Prime farmstead if irrigated and the product of 1 (soil erodibility) x C (climate factor) does not exceed 80

-  Prime farmstead if protected from flooding or not frequently flooded during the growing season
-  Prime farmstead if irrigated and either protected from flooding or not frequently flooded during the growing season
-  Prime farmstead if irrigated and the product of 1 (soil erodibility) x C (climate factor) does not exceed 80
-  Prime farmstead if irrigated and reclaimed of excess salts and sodium
-  Farmstead of statewide importance
-  Farmstead of local importance
-  Farmstead of unique importance
-  Not rated or not available

-  Prime farmstead if irrigated and reclaimed of excess salts and sodium
-  Farmstead of statewide importance
-  Farmstead of local importance
-  Farmstead of unique importance
-  Not rated or not available

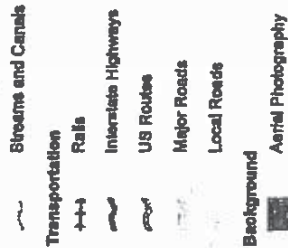
Soil Rating Points

-  Not prime farmstead
-  All areas are prime farmstead
-  Prime farmstead if drained
-  Prime farmstead if protected from flooding or not frequently flooded during the growing season
-  Prime farmstead if irrigated and either protected from flooding or not frequently flooded during the growing season
-  Prime farmstead if irrigated and the product of 1 (soil erodibility) x C (climate factor) does not exceed 80

-  Prime farmstead if irrigated and reclaimed of excess salts and sodium
-  Farmstead of statewide importance
-  Farmstead of local importance
-  Farmstead of unique importance
-  Not rated or not available

Water Features

MAP INFORMATION



The soil surveys that comprise your AOI were mapped at 1:15,800. Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Mahaska County, Iowa

Survey Area Date: Version 20, Aug 20, 2014

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Nov 3, 2010—Nov 23, 2010

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Farmland Classification—Summary by Map Unit — Mahaska County, Iowa (IA123)				
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
280B	Mahaska silty clay loam, 2 to 5 percent slopes	All areas are prime farmland	23.9	4.2%
281B	Otley silty clay loam, 2 to 5 percent slopes	All areas are prime farmland	70.2	12.4%
281C2	Otley silty clay loam, 5 to 9 percent slopes, eroded	Farmland of statewide importance	16.3	2.9%
281D2	Otley silty clay loam, 9 to 14 percent slopes, eroded	Farmland of statewide importance	0.0	0.0%
570B	Nira silty clay loam, 2 to 5 percent slopes	All areas are prime farmland	19.7	3.5%
570C	Nira silty clay loam, 6 to 9 percent slopes	Farmland of statewide importance	3.4	0.6%
570C2	Nira silty clay loam, 5 to 9 percent slopes, moderately eroded	Farmland of statewide importance	35.9	6.3%
782D2	Armstrong loam, 9 to 14 percent slopes, moderately eroded	Farmland of statewide importance	7.4	1.3%
822D2	Lamoni silty clay loam, 9 to 14 percent slopes, moderately eroded	Farmland of statewide importance	0.0	0.0%
1313E	Munterville silt loam, 14 to 18 percent slopes	Not prime farmland	5.7	1.0%
1313F	Munterville silt loam, 18 to 25 percent slopes	Not prime farmland	7.2	1.3%
W	Water	Not prime farmland	0.2	0.0%
Totals for Area of Interest			568.9	100.0%

Description

Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops. NRCS policy and procedures on prime and unique farmlands are published in the "Federal Register," Vol. 43, No. 21, January 31, 1978.

Rating Options

Aggregation Method: No Aggregation Necessary

Tie-break Rule: Lower

Area of Proposed
SCRAA Airport

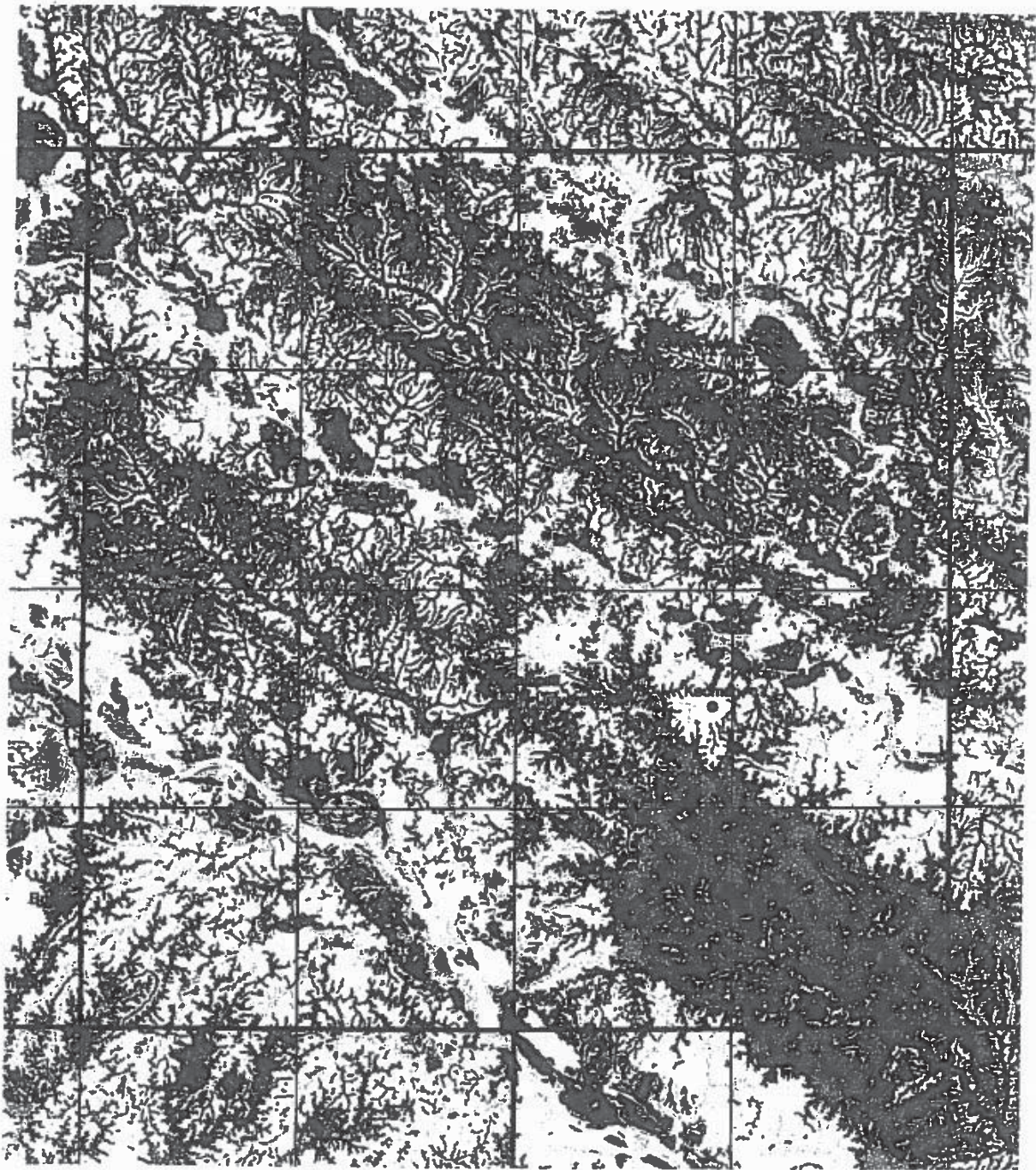
Acres *	Percent
All areas are Prime Farmland 144.7	35.3%
Prime Farmland if Drained 163.8	28.9%
363.5 ac	64.2%

* approx.

Farmland Classification

Farmland Classification— Summary by Map Unit — Mahaska County, Iowa (IA123)				
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
11B	Colo-Ely silty clay loams, 2 to 5 percent slopes	Prime farmland if drained	51.3	9.0%
24D2	Shelby loam, 9 to 14 percent slopes, moderately eroded	Farmland of statewide importance	4.4	0.6%
65E2	Lindley loam, 14 to 18 percent slopes, moderately eroded	Not prime farmland	3.7	0.7%
66F2	Lindley loam, 18 to 25 percent slopes, moderately eroded	Not prime farmland	5.3	0.9%
69C	Clearfield silty clay loam, 5 to 9 percent slopes	Farmland of statewide importance	21.9	3.9%
76B	Ladoga silt loam, 2 to 5 percent slopes	All areas are prime farmland	2.0	0.4%
76C2	Ladoga silt loam, 5 to 9 percent slopes, eroded	Farmland of statewide importance	37.2	6.8%
76D2	Ladoga silt loam, 9 to 14 percent slopes, eroded	Farmland of statewide importance	18.9	3.3%
80C2	Clinton silt loam, 5 to 9 percent slopes, eroded	Farmland of statewide importance	1.0	0.2%
122	Sperry silt loam, 0 to 2 percent slopes	Prime farmland if drained	2.7	0.5%
179D2	Gara loam, 9 to 14 percent slopes, moderately eroded	Farmland of statewide importance	9.7	1.7%
179E2	Gara loam, 14 to 18 percent slopes, moderately eroded	Not prime farmland	10.0	1.8%
222C	Clarinda silty clay loam, 5 to 9 percent slopes	Farmland of statewide importance	4.4	0.8%
222C2	Clarinda silty clay loam, 5 to 9 percent slopes, moderately eroded	Farmland of statewide importance	10.1	1.8%
222D2	Clarinda silty clay loam, 9 to 14 percent slopes, moderately eroded	Farmland of statewide importance	0.7	0.1%
279	Taintor silty clay loam, 0 to 2 percent slopes	Prime farmland if drained	109.8	19.4%
280	Mahaska silty clay loam, 0 to 2 percent slopes	All areas are prime farmland	83.9	14.8%

Prime Farmland Mahaska County, Iowa



0 1 2 3 4 Miles

- County Line
- Township Boundary
- Cities/Towns

Prime Farmland Category

- Prime Farmland
- Prime Farmland Where Drained
- Prime Farmland Where Protected From Flooding
- Prime Farmland Where Irrigated
- Prime Farmland Where Drained & Protected From Flooding
- Not Prime Farmland





STATE OF IOWA

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

DEPARTMENT OF NATURAL RESOURCES
CHUCK GIPP, DIRECTOR

April 16, 2015

South Central Regional Airport Agency
Attn: Jim Hansen
825 Broadway Street
Pella, IA 50219

RE: Environmental Review for Natural Resources
South Central Regional Airport
Mahaska County
Section 4, Township 75N, Range 16W
Section 29,32,33, Township 76N, Range 16W

Dear Mr. Hansen,

Thank you for inviting Department comment on the impact of this project. The Department has searched for records of rare species and significant natural communities in the project area and found no site-specific records that would be impacted by this project. However, these records and data are not the result of thorough field surveys. If listed species or rare communities are found during the planning or construction phases, additional studies and/or mitigation may be required. If the construction plans change, the Department should be contacted for another review.

This letter is a record of review for protected species, rare natural communities, state lands and waters in the project area, including review by personnel representing state parks, preserves, recreation areas, fisheries and wildlife but does not include comment from the Environmental Services Division of this Department. This letter does not constitute a permit. Other permits may be required from the Department or other state or federal agencies before work begins on this project.

Please reference the following DNR Environmental Review/Sovereign Land Program tracking number assigned to this project in all future correspondence related to this project: 11506.

If you have questions about this letter or require further information, please contact me at (515) 725-8464.

Sincerely,

Seth Moore
Environmental Specialist
Conservation and Recreation Division

FILE COPY: Seth Moore

Tracking Number: 11506

502 EAST 9th STREET / DES MOINES, IOWA 50319-0034
PHONE 515-725-8200 FAX 515-725-8201 www.iowadnr.gov



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, ROCK ISLAND DISTRICT
PO BOX 2004 CLOCK TOWER BUILDING
ROCK ISLAND, ILLINOIS 61204-2004

April 14, 2015

Regional Planning and
Environmental Division North (RPEDN)

Jerald Searle, Project Manager
South Central Regional Airport Agency
825 Broadway Street
Pella, Iowa 50219

Dear Mr. Searle:

I received your letter dated 18 March 2015, concerning proposed development of a new airport serving Mahaska County, IA. The US Army Corps of Engineers, Rock Island District (District) staff reviewed the information you provided and have the following comments:

- a. Your proposal does not involve District administered land; therefore, no further District real estate coordination is necessary.
- b. Any proposed placement of dredged or fill material into waters of the United States (including jurisdictional wetlands) requires Department of the Army authorization under Section 404 of the Clean Water Act. Additional information is needed for the determination if a Section 404 permit is required for this project. A completed application packet should be submitted to the Rock Island District for processing as soon as possible. The application should include final plans, wetland delineations using the Corps 1987 Wetland Delineation Manual and Midwest Regional Supplement, details of proposed impacts to wetlands and other waters of the United States, a statement explaining how impacts associated with the proposed activity are to be avoided, a description of planned components that are intended to minimize impacts to wetlands and streams, and a complete wetland/stream mitigation plan, impacts in accordance to National Environmental Policy Act (NEPA). The requirements for a complete mitigation plan are described in the Federal Register (Volume 73, No. 70) dated April 10, 2008, under "Compensatory Mitigation for Losses of Aquatic Resources; Final Rule".

If you have any questions regarding permitting requirements under Section 404 of the Clean Water Act, please contact Joey Shoemaker of our Regulatory Branch. You may reach Mr. Shoemaker by writing to our address above, ATTN: Regulatory Branch Joey Shoemaker, or by telephoning 309-794-5559

- c. The Responsible Federal Agency should coordinate with Ms. Kathy Gourley, Iowa Historic Preservation Agency, ATTN: Review and Compliance Program, State Historical Society of Iowa, 600 East Locust, State Historic Building, Des Moines, IA, 50319 to determine impacts to historic properties.



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, ROCK ISLAND DISTRICT
PO BOX 2004 CLOCK TOWER BUILDING
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April 14, 2015

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Environmental Division North (RPEDN)

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South Central Regional Airport Agency
825 Broadway Street
Pella, Iowa 50219

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c. The Responsible Federal Agency should coordinate with Ms. Kathy Gourley, Iowa Historic Preservation Agency, ATTN: Review and Compliance Program, State Historical Society of Iowa, 600 East Locust, State Historic Building, Des Moines, IA, 50319 to determine impacts to historic properties.

d. The Rock Island Field Office of the U.S. Fish and Wildlife Service should be contacted to determine if any federally-listed endangered species are being impacted and, if so, how to avoid or minimize impacts. The Rock Island (County) Field Office address is: 1511 - 47th Avenue, Moline, IL, 61265. Mr. Kraig McPeck is the Field Supervisor. You can reach him by calling 309/757-5800.

e. The Iowa Emergency Management Division should be contacted to determine if the proposed project may impact areas designated as floodway. Mr. Dennis Harper is the Iowa State Hazard Mitigation Team Leader. His address is: 7900 Hickman Rd., Suite 500, Windsor Heights, IA 50324. You can reach him by calling 515/725-3231.

No other concerns surfaced during our review. Thank you for the opportunity to comment on your proposal. If you need more information, please call Ms. Wendy Frohlich of our Environmental Compliance Branch, telephone 309/794-5573.

You may find additional information about the Corps' Rock Island District on our website at <http://www.mvr.usace.army.mil>.

Sincerely,



Kenneth A. Barr
Chief, Environmental Planning Branch, (RPEDN)



STATE OF IOWA

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

DEPARTMENT OF NATURAL RESOURCES
CHUCK GIPP, DIRECTOR

April 14, 2015

MR JERALD SEARLE
SOUTH CENTRAL REGIONAL AIRPORT AGENCY
825 BROADWAY
PELLA IA 50219

RE: South Central Regional Airport Agency, Mahaska County

Dear Mr. Searle:

This letter is in response to the letter dated March 18, 2015 concerning the preparation of an Environmental Assessment for the South Central Regional Airport Agency project in S4, T75N, R16W and S29, 32 & 33, T76N, R16W, Mahaska County. Thank you for inviting our comments on the impact of this project.

As you know, waters of the United States (includes wetlands) should not be disturbed if a less environmentally damaging alternative exists. Unavoidable adverse impacts should be minimized to the extent practicable. Any remaining adverse impacts should be compensated for through restoration and creation activities (enhancement and/or preservation may be in addition to the restoration/creation). We would ask that Best Management Practices be used to control erosion and protect water quality near the project.

Any proposed placement of dredged or fill material into waters of the United States (including jurisdictional wetlands) requires Department of the Army authorization. When detailed plans are available, please complete and submit the joint application form to the Rock Island District Corps of Engineers (1 copy) and Iowa Department of Natural Resources (2 copies) for processing. The application form may be obtained at <http://www.iowadnr.gov/InsideDNR/RegulatoryLand/FloodPlainManagement/FloodPlainDevPermits.aspx>. An electronic copy of the application form and instructions may also be obtained on the Corps' website: <http://www.mvr.usace.army.mil/Missions/Regulatory.aspx>.

If you have any questions, please call me at (515) 725-8399.

Sincerely,

A handwritten signature in blue ink that reads "Christine M. Schwake".

Christine Schwake
Environmental Specialist



Jerald Searle <jeraldsearle@gmail.com>

USTs at Pella and Oskaloosa airports

1 message

Douskey, Elaine [DNR] <Elaine.Douskey@dnr.iowa.gov>

Thu, Apr 16, 2015 at 5:05 PM

To: "jeraldsearle@gmail.com" <jeraldsearle@gmail.com>

Cc: "Tahtinen, Sharon [DNR]" <Sharon.Tahtinen@dnr.iowa.gov>, "Moon, Alex [DNR]" <Alex.Moon@dnr.iowa.gov>

Mr. Searle,

It was good to meet with you today. I thought I'd get back to with some information on USTs (underground storage tanks) and Leaking USTs (LUSTs) at these two airports. I pulled this information from the Tanks database – detailed information can be obtained from DNR's Records Center by calling [515-725-8218](tel:515-725-8218) and referencing the Registration # and/or LUST # for the file you want.

Pella Municipal Airport – Registration # 198601842 / No associated LUST #

Address listed as RR3 Box 334A, Pella

Two 4,000 gallon tanks were removed.

No current active USTs listed for this site, but it may be the same site as below.

City of Pella Airport – Reg. # 198916584 / No associated LUST #

501 W. 15th Street, Pella

10,000 gallon active gasoline tank, installed 1989

10,000 gallon active kerosene tank, installed 1989

Tank reg fees are current; but the database shows insurance expired 3/20/15 (it could have been renewed, and we just haven't received documents, yet)

Last inspected 6/17/13 – a cracked spill basin was identified; next inspection due June 2015.

Pella Corp Flight Operations Hanger – Reg. # 200600007 / No associated LUST #

403 W. 15th Street, Pella

550 gallon used oil tank – filled in place 2006/out of use & properly closed

Oskaloosa Airport – Reg. # 198605004 / LUST# 8LTB14

2973 Urbana Avenue, Oskaloosa

Three tanks removed in 1992 (2,000 gallon gas; 4,000 gallon gas; 4,000 gallon other)

One active 12,000 gallon tank with three compartments (two 4,000 gallon gas; one 4,000 gallon other); installed June 1992

Insurance current through October 2015; tank registration fees are current; inspection completed 3/31/15

LUST# 8LTB14: A release was identified in 1990 during an insurance investigation.

The release was assessed according to regulations and the site /LUST matter was closed in April 2001.

A No Further Action Certificate for this LUST site was issued in December 2001.

As I mentioned, above ground storage tanks are regulated by the State Fire Marshal's office. The contact person is Jeff Miller (515-725-6164)

I know that any tank removal activities may be well into the future, but here are some references that may be useful:

Tank Closure Guidance:

<http://www.iowadnr.gov/InsideDNR/RegulatoryLand/UndergroundStorageTanks/USTOwnersOperators/TankClosureInformation.aspx>

List of Licensed UST Removers:

<http://www.iowadnr.gov/InsideDNR/RegulatoryLand/UndergroundStorageTanks/LicensedUSTProfessionals.aspx>

Please don't hesitate to call with any questions you may have.

Elaine

ELAINE DOUSKEY Supervisor- Underground Storage Tank Section



Iowa Department of Natural Resources

515.725.8311 | elaine.douskey@dnr.iowa.gov

502 East 9th Street | Des Moines, IA 50319

WWW.IOWADNR.GOV



Leading Iowans in Caring for Our Natural Resources

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More

1 of 190

COMPOSE

Business assistance meeting today - information request - proposed South Central Regional Airport

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Circles

Search people

Dustin Leo
Josh Hinds
Ashley DuBay
Brian Meyer
Dustin Leo
Jeremy Cswercko
Jim
michael.schrock
Mike Nardini
scott tener

Schiel-Larson, Deb [DNR] <Deb.Schiel-Larson@dnr.iowa.gov>
to me Sharon Joe

Mr. Searle;

I work with NPDES storm water permits. Here is a follow-up from the meeting with you today:

Proposed airport site:

- Required – General Permit 2, for storm water discharge associated with construction activities. This is required on sites with an acre or 50% of the total site (581 acres). A storm water pollution prevention plan (SWPPP) is required as part of the application.
- Required – General Permit 1, for storm water discharge associated with industrial activity. This is a result of the proposed fueling activ

Two existing airports to be demolished:

- We will need to verify if General Permit 2 will be required for demolition activities, on the two separate sites.

Schiel-Larson, Deb [DNR] <Deb.Schiel-Larson@dnr.iowa.gov>
to me, Sharon, Joe

Mr. Searle;

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www.iowadot.gov

District 5 Office

307 W Briggs, PO Box 587 | Fairfield, Iowa 52556-0587
Phone: 641.777.8768 | Email: jason.huddle@dot.iowa.gov

April 17, 2015

Mr. Jerald Searle, Project Manager
South Central Regional Airport Agency
825 Broadway
Pella, IA 50219

Dear Mr. Jerald Searle:

This letter is in response to a letter received from the South Central Regional Airport Agency (SCRAA) dated March 18th, 2015. As you are probably aware, the Iowa Department of Transportation (DOT) is currently working on an Environmental Document regarding the potential U.S. 63 bypass improvements northwest of Oskaloosa.

The DOT and local governmental agencies have met with the SCRAA in the past, but this letter is to formally inform the SCRAA that our environmental study area's overlap. That said and at this time, the DOT is not aware of any concerns regarding the preferred proposed Site A location that was selected by SCRAA. A previous meeting between the two agencies determined that the DOT's proposed interchange at Iowa 163 would not interfere with the proposed location of the airport. The DOT's proposed schedule intends to have a completed Environmental Document approved by the Federal Highway Administration by Spring 2017 (Worst Case) with a preferred alignment selected and presented to the local community in January 2017. Once the environmental study has been completed and a preferred alignment has been selected, the proposed improvements for the U.S. 63 bypass would be able to move forward with the final design and could be considered for funding by the Iowa DOT Commission.

The DOT would like to also inform SCRAA to please work and coordinate with Brenda Sanders regarding any permits needed in the future regarding the proposed airport. If you have questions about the permits; please contact Brenda by phone at (641) 683-3331 or by email at Brenda.Sanders@dot.iowa.gov or visit <http://www.iowadot.gov/district5/permits.htm> for more information.

Please feel free to contact me if you have any additional questions or comments regarding the DOT's Environmental Document regarding the potential U.S. 63 bypass improvements northwest of Oskaloosa.

Sincerely,

Jason Huddle
District 5 Transportation Planner

cc: James Armstrong, Iowa DOT District 5 Engineer
Mark Van Dyke, Iowa DOT District 5 Assistant Engineer
Wes Mayberry, Iowa DOT Office of Location and Environment
Brenda Sanders, Iowa DOT Ottumwa District Field Office



Fields of Opportunities

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

STATE OF IOWA

DEPARTMENT OF NATURAL RESOURCES
CHUCK GIPP, DIRECTOR

April 14, 2015

MR JERALD SEARLE
SOUTH CENTRAL REGIONAL AIRPORT AGENCY
825 BROADWAY
PELLA IA 50219

RE: South Central Regional Airport Agency, Mahaska County

Dear Mr. Searle:

This letter is in response to the letter dated March 18, 2015 concerning the preparation of an Environmental Assessment for the South Central Regional Airport Agency project in S4, T75N, R16W and S29, 32 & 33, T76N, R16W, Mahaska County. Thank you for inviting our comments on the impact of this project.

As you know, waters of the United States (includes wetlands) should not be disturbed if a less environmentally damaging alternative exists. Unavoidable adverse impacts should be minimized to the extent practicable. Any remaining adverse impacts should be compensated for through restoration and creation activities (enhancement and/or preservation may be in addition to the restoration/creation). We would ask that Best Management Practices be used to control erosion and protect water quality near the project.

Any proposed placement of dredged or fill material into waters of the United States (including jurisdictional wetlands) requires Department of the Army authorization. When detailed plans are available, please complete and submit the joint application form to the Rock Island District Corps of Engineers (1 copy) and Iowa Department of Natural Resources (2 copies) for processing. The application form may be obtained at <http://www.iowadnr.gov/InsideDNR/RegulatoryLand/FloodPlainManagement/FloodPlainDevPermits.aspx>. An electronic copy of the application form and instructions may also be obtained on the Corps' website: <http://www.mvr.usace.army.mil/Missions/Regulatory.aspx>.

If you have any questions, please call me at (515) 725-8399.

Sincerely,

Christine Schwake
Environmental Specialist



MAHASKA RURAL WATER SYSTEMS, INC.

P.O. Box 210 • 401 B Ave. West
Oskaloosa, IA 52577

641-673-8851 • FAX# 641-673-8568



Jerald Searle, Project Manager
South Central Regional Airport Agency
825 Broadway
Pella, IA 50219

SCRAA:

Mahaska Rural Water System, Inc. has a 500,000 gallon Elevated Water Tower that is located directly south of the proposed airport. The tower is approx. 190' tall.

I-Wireless does have lease rights for cell phone antennas located on the catwalk.

MRWS will be able to provide adequate water for fire protection and water needs for the airport.

MRWS does have an 8" water main along 220th St. in private easement on the north side of road and according to the map would be under the runway.

Any question can call our office at 641-673-8851.

Sincerely,


Randy Pleima

General Manger



Jerald Searle <jeraldsearle@gmail.com>

150362076 South Central Regional Airport Agency Env Assessment Early Coordination for a New Airport in Mahaska County

Doershuk, John F <john-doershuk@uiowa.edu>

Mon, Apr 13, 2015 at 5:39 PM

To: "scott.tener@faa.gov" <scott.tener@faa.gov>, "jeraldsearle@gmail.com" <jeraldsearle@gmail.com>

Cc: "Jones, Doug [DCA]" <Doug.Jones@iowa.gov>, "Thompson, Jerome [DCA]" <Jerome.Thompson@iowa.gov>, "Higginbottom, Daniel [DCA]" <Daniel.Higginbottom@iowa.gov>, "restlesswind777@hotmail.com" <restlesswind777@hotmail.com>

Scott:

Please be aware that my office has received communication from a local landowner whose property may be affected by the proposed airport project informing us that an archaeological site has been recorded on their property (site 13MK341). This site has never been evaluated as to its significance so should be treated as a possible historic property under Section 106 of the National Historic Preservation Act until demonstrated otherwise.

I would appreciate receiving a map depicting the APE for the SCRAA project and I will be happy to compare it to our records and let you know if this site is within the area so appropriate avoidance or evaluation steps can be coordinated.

Sincerely,

John F. Doershuk, Ph.D.

State Archaeologist and Director

Office of the State Archaeologist (OSA)

The University of Iowa

319-384-0751

archaeology.uiowa.edu

OSA: a UI research center since 1959

From: Jones, Doug [DCA]

Sent: Monday, April 06, 2015 11:01 AM



Jerald Searle <jeraldsearle@gmail.com>

Consultation Authorization for JS Consulting: R&C Project #150362076, South Central Regional Airport Agency, Env Assessment for a New Airport in Mahaska County

scott.tener@faa.gov <scott.tener@faa.gov>

Mon, Apr 6, 2015 at 11:24 AM

To: Doug.Jones@iowa.gov, jeraldsearle@gmail.com

Cc: Ralph.Christian@iowa.gov, Steven.King@iowa.gov, SHPO106@iowa.gov, Kathy.Gourley@iowa.gov

Mr. Jones,

This e-mail message serves as the official notification that FAA authorizes Jerald Searle of JS Consulting (and their designees) to consult with the Iowa SHPO on behalf of the FAA on the subject project in accordance with 36 CFR Part 800.2(c)(5). You will not receive a letter of this notification, just this e-mail.

Note that all formal determinations will come from the FAA. Please contact me if you have questions.

Scott Tener, P.E.
Environmental Specialist

FAA Central Region Airports Division
901 Locust St., Room 364
Kansas City, Missouri 64106-2325
T 816.329.2639 | F 816.329.2611
<http://www.faa.gov/airports/central/>

From: Jones, Doug [DCA] [mailto:Doug.Jones@iowa.gov]

Sent: Monday, April 06, 2015 11:01 AM


To: jeraldsearle@gmail.com; Tener, Scott (FAA)

Cc: Jones, Doug [DCA]; Christian, Ralph [DCA]; King, Steve [DCA]; SHPO106 [DCA]; Gourley, Kathy [DCA]

Subject: 150362076 South Central Regional Airport Agency Env Assessment Early Coordination for a New Airport in Mahaska County

April 6, 2015

Dear Mr. Searle,



We have received your recent correspondence that you submitted to our office regarding the above referenced undertaking. We understand that this project will be a federal undertaking for your agency the Federal Aviation Administration (FAA) and will need to comply with Section 106 of the National Historic Preservation Act and the National Environmental Policy Act.


We will need the following types of information provided to our office to initiate the Section 106 review for this undertaking:

- The Area of Potential Effect (APE) for this project needs to be adequately defined (36 CFR Part 800.16 (d)) This includes both direct and indirect (such as visual or noise) effects.
- Information on what types of cultural resources are or may be located in the APE (36 CFR Part 800.4). Particularly, we need additional information on what types of background information have been examined to identify what types of historic properties are in the Area of Potential Effect that might be affected by the proposed undertaking. No information was provided on whether any previously recorded historic sites are located within the Area of Potential Effect that may be affected by the proposed undertaking.
- The significance of the historic properties in the APE in consideration of the National Register of Historic Places Criteria.
- A determination from the responsible federal agency of the undertaking's effects on historical properties within the APE (36 CFR Part 800.5).




The State Historic Preservation Office (SHPO) contains many sources of information concerning cultural resources within the state of Iowa. Included among these sources of information are

- Files with information on over 132,000 standing structures, objects, buildings, and historic districts in the Iowa Site Inventory which includes the National Register of Historic Places listings for Iowa;
- Historical and architectural surveys and thematic reports;
- Over 12,000 archaeological survey records and reports;
- Maps showing previously conducted archaeological survey locations;
- Copies of the Iowa Archaeological Site records from the Office of the State Archaeologist (OSA).




Information on cultural resources can also be found at local libraries, county engineer's office, universities and colleges, county historical societies and museums. The Office of the State Archaeologist (OSA) at the University of Iowa maintains the official Iowa Archaeological site



records, and we encourage applicants, agencies, organizations and hired consultants to check with the Site Records Clerk at the OSA ((319) 384-0735) for update information on previously recorded archaeological sites. A lot of the background research on cultural resources can be initiated through on-line searches such as I-Sites <http://www.uiowa.edu/~osa/focus/information/isf.htm> to conduct archaeological and architectural site background checks.


The State Historic Preservation Office does not have staffing to conduct extensive background research for Section 106 projects or other historic preservation projects. We encourage agencies, applicants, organizations, or hired consultants to come to our office to conduct the background research on projects. SHPO staff members are available to assist people in learning about and utilizing our resources. There is no charge for using our records unless copies are requested.



We recommend to the responsible federal agency that the best way to determine whether this proposed project will affect any significant historic properties at the proposed airport property is to conduct an architectural and archaeological surveys of the proposed project area. The survey should be conducted prior to any new land disturbance or construction activities. The purpose of the survey is to locate and evaluate any presently unidentified archaeological or historical sites which may be affected by the proposed undertaking. We recommend that the responsible federal agency should consider whether architectural and archaeological surveys need be conducted for this proposed project.

If your firm will be the primary contact for this project, the responsible federal agency, the Federal Aviation Administration, needs to notify us that they have authorized you to consult with our office on this project in accordance with 36 CFR Part 800.2(c)(5). Also, the responsible federal agency will need to identify and contact all potential consulting parties that may have an interest in historic properties within the project APE (36 CFR 36 Part 800.2 (c)).

Please reference the Review and Compliance Number provided above in all future submitted correspondence to our office for this project. We look forward to further consulting with you and the Federal Aviation Administration on this project.



We have made these **comments and recommendations** according to our responsibility defined by Federal law pertaining to the Section 106 process. The responsible federal agency does not have to follow our **comments and recommendations** to comply with the Section 106 process. It remains the responsible federal agency's decision on whether or not to provide additional information to our office or whether or not to proceed with the project without the concurrence of this office. It also remains the responsible federal agency's decision on how you will proceed from this point for this project.



We will be able to provide recommendations on this undertaking when this information has been addressed and provided to our office. Please reference the Review and Compliance Number provided above in all future submitted correspondence to our office for this project. We look forward to further consulting with you on this project.

We have provided this **technical assistance** according to our responsibility defined by Federal law. It remains the federal **agency's decision** on how you will proceed from this point for this project. If you have further questions, please contact me.

Douglas W. Jones

Review & Compliance Program Manager and Archaeologist, State Historic Preservation Office

doug.jones@iowa.gov | [515.281.4358](tel:515.281.4358) | iowahistory.org

Iowa Arts Council | Produce Iowa | State Historical Society of Iowa

Iowa Department of Cultural Affairs



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Jerald Searle <jeraldsearle@gmail.com>

Early Coordination: South Central Regional Airport - Mahaska County, IA

Summerlin, Joe <summerlin.joe@epa.gov>

Thu, Apr 2, 2015 at 9:27 AM

To: "jeraldsearle@gmail.com" <jeraldsearle@gmail.com>

Cc: "Beringer, Mike" <Beringer.Michael@epa.gov>, "Tapia, Cecilia" <Tapia.Cecilia@epa.gov>

Dear Mr. Searle:

Thank you for answering my questions on the South Central Regional Airport in Mahaska County, IA.

For the record, here are the things we discussed via phone:

- One airport footprint vs. two
- Noise reductions in Pella, IA and Oskaloosa, IA
- One wildlife attractant rather than two
- LUST at the two airports will be taken care of and an ABOVE ground storage tank will be placed at the new airport
- 404 permits
- Meet with Iowa DNR to determine other regulatory requirements
- Economic benefits for both Pella and Oskaloosa.
- Reduction in maintenance, painting, electricity/energy requirements for one facility instead of two
- Possible replanting of trees conducive for Indiana Bat habitat on old properties

Sincerely,

Joe Summerlin

NEPA Reviewer

EPA, Region 7

11201 Renner Blvd.

Lenexa, KS 66219

(913) 551-7029



Jerald Searle <jeraldsearle@gmail.com>

Response to SCRAA Environmental Assessment

Schmuecker, Sara <sara_schmuecker@fws.gov>
To: jeraldsearle@gmail.com

Wed, Mar 25, 2015 at 10:19 AM

Mr. Searle,

Our response is attached. Please feel free to contact me with any questions.

Regards,

Sara Schmuecker
Biologist
Rock Island Field Office
U.S. Fish and Wildlife Service
1511-47th Avenue
Moline, IL 61265
[309-757-5800](tel:309-757-5800) x203

 2015 03-25 SCRAA_Mahaska County.pdf
122K



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Rock Island Field Office

1511 47th Avenue

Moline, Illinois 61265

Phone: (309) 757-5800 Fax: (309) 757-5807



IN REPLY REFER
TO

Jim Hansen, Chair
South Central Regional Airport Agency
825 Broadway Street
Pella, Iowa 50219

Electronic Mail
March 25, 2015

Mr. Hansen:

Thank you for the opportunity to review the proposed development of a new airport extending over parts of Section 4 T-75 N, R-16 W, Section 29, 32 and 33 T-76 N, R-16 W within Mahaska County, Iowa. We are providing information concerning threatened and endangered species. Because the endangered Indiana Bat and proposed endangered Northern Long-Eared Bat are known to occur in Mahaska County, Iowa, we recommend a habitat assessment be conducted for the areas proposed for tree clearing.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service if they determine their project "may affect" listed species or critical habitat.

In order for you to evaluate the potential effects of your project on federally listed species, you can download a list of species listed for Mahaska County from the Service's Region 3 Technical Assistance website at <http://www.fws.gov/midwest/endangered/section7/sppranges/index.html>. Habitat descriptions for these species can also be found on our website. You may use these descriptions to help you determine if there is suitable habitat within your project area. If no suitable habitat exists within your project area or its area of impact, and no species or critical habitat is present, it is appropriate to determine the project will have "no effect" on listed species. If you determine the action will have "no effect" on listed species or critical habitat, concurrence with that determination from the Service is not required. Concurrence for no effect determinations will not be provided by the Rock Island Ecological Services Field Office for projects in Iowa or Illinois due to reductions in staff. We recommend you maintain a written record of why a "no effect" finding is warranted and include it in your administrative record. An example "no effect" memo can be found on our website at <http://www.fws.gov/midwest/endangered/section7/s7process/letters.html>.

If suitable habitat is found in the area of your project, the appropriate determination is that the project "may affect" listed species. In some instances surveys may be recommended to help make this determination. Additional information on how to make accurate effect determinations and how to document your determination can be found on our website at <http://www.fws.gov/midwest/endangered/section7/s7process/step1.html>.

Additionally, the Service removed bald eagles from protection under the ESA on August 8, 2007. However, they remain protected today under the MBTA and the Eagle Act. The Eagle Act prohibits take which is defined as, "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, destroy, molest, or disturb" (50 CFR 22.3). Disturb is defined in regulations as, "to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause, based on the best scientific information available, 1) injury to an eagle, 2) decrease in its productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior, or 3) nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior."

The Corps of Engineers is the Federal agency responsible for wetland regulation, and we recommend that you contact them for assistance in delineating the wetland types and acreage within the project boundary. Priority consideration should be given to avoid impacts to these wetland areas. Any future activities in the study area that would alter these wetlands may require a Section 404 permit. Unavoidable impacts will require a mitigation plan to compensate for any losses of wetland functions and values. The U.S. Army Corps of Engineers, Clock Tower Building, P.O. Box 2004, Rock Island, Illinois 61201, should be contacted for information about the permit process.

These comments provide technical assistance only and do not constitute the report of the Secretary of the Interior on the project within the meaning of Section 2(b) of the Fish and Wildlife Coordination Act, do not fulfill the requirements under Section 7 of the Endangered Species Act, nor do they represent the review comments of the U.S. Department of the Interior on any forthcoming environmental statement.

If you have any questions regarding these comments, please contact me at this email address or the number below.

Sara Schmuecker
Fish & Wildlife Biologist
Ecological Services
U.S. Fish & Wildlife Service
1511 47th Avenue
Moline, IL 61265
(309) 757-5800, ext. 203
(309) 757-5807 Fax
sara_schmuecker@fws.gov

	Western prairie fringed orchid	<i>Platanthera praecleara</i>	Threatened	Wet prairies and sedge meadows
Lyon	Northern long-eared bat	<i>Myotis septentrionalis</i>	Proposed as Endangered	Hibernates in caves and mines - swarming in surrounding wooded areas in autumn. Roosts and forages in upland forests during late spring and summer.
	Topeka shiner	<i>Notropis topeka</i>	Endangered and Critical Habitat	Prairie streams and rivers
	Map of Topeka Shiner range in Iowa (PDF)			
	Prairie bush clover	<i>Lespedeza leptostachya</i>	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	<i>Platanthera praecleara</i>	Threatened	Wet prairies and sedge meadows
Madison	Indiana bat	<i>Myotis sodalis</i>	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Map of Indiana Bat range in Iowa (PDF)			
	Northern long-eared bat	<i>Myotis septentrionalis</i>	Proposed as Endangered	Hibernates in caves and mines - swarming in surrounding wooded areas in autumn. Roosts and forages in upland forests during late spring and summer.
	Prairie bush clover	<i>Lespedeza leptostachya</i>	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	<i>Platanthera praecleara</i>	Threatened	Wet prairies and sedge meadows
Mahaska	Indiana bat	<i>Myotis sodalis</i>	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Map of Indiana Bat range in Iowa (PDF)			
	Northern long-eared bat	<i>Myotis septentrionalis</i>	Proposed as Endangered	Hibernates in caves and mines - swarming in surrounding wooded areas in autumn. Roosts and forages in upland forests during late spring and summer.
	Prairie bush clover	<i>Lespedeza leptostachya</i>	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	<i>Platanthera praecleara</i>	Threatened	Wet prairies and sedge meadows
Marion	Indiana bat	<i>Myotis sodalis</i>	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Map of Indiana Bat range in Iowa (PDF)			
	Northern long-eared bat	<i>Myotis septentrionalis</i>	Proposed as Endangered	Hibernates in caves and mines - swarming in surrounding wooded areas in autumn. Roosts and forages in upland forests during late spring and summer.
	Prairie bush clover	<i>Lespedeza leptostachya</i>	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	<i>Platanthera praecleara</i>	Threatened	Wet prairies and sedge meadows
Marshall	Indiana bat	<i>Myotis sodalis</i>	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Map of Indiana Bat range in Iowa (PDF)			
	Northern long-eared bat	<i>Myotis septentrionalis</i>	Proposed as Endangered	Hibernates in caves and mines - swarming in surrounding wooded areas in autumn. Roosts and forages in upland forests during late spring and summer.
	Prairie bush clover	<i>Lespedeza leptostachya</i>	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	<i>Platanthera praecleara</i>	Threatened	Wet prairies and sedge meadows
Mills	Northern long-eared bat	<i>Myotis septentrionalis</i>	Proposed as Endangered	Hibernates in caves and mines - swarming in surrounding wooded areas in autumn. Roosts and forages in upland forests during late spring and summer.
	Pallid sturgeon	<i>Scaphirhynchus albus</i>	Endangered	Large rivers
	Eastern massasauna	<i>Sistrurus catenatus</i>	Candidate	
	Prairie bush clover	<i>Lespedeza leptostachya</i>	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	<i>Platanthera praecleara</i>	Threatened	Wet prairies and sedge meadows



Jerald Searle <jeraldsearle@gmail.com>

Early Coordination Request - South Central Regional Airport

Lotz, Gail <gail_lotz@ios.doi.gov>
To: jeraldsearle@gmail.com

Mon, Mar 23, 2015 at 3:23 PM

Mr. Searle,

We received the request for early coordination for the EA for this regional airport. Can you send electronic copies of the vicinity map and the proposed airport layout so I may forward them to the appropriate people? Thank you.

--

Gail L. Lotz
Regional Environmental Protection Assistant
Office of Environmental Policy and Compliance
[\(303\) 445-2500](tel:3034452500)



Jerald Searle <jeraldsearle@gmail.com>

Proposed South Central Regional Airport-Mahaska County, Iowa

Jerald Searle <jeraldsearle@gmail.com>
To: gail_lotz@ios.doi.gov

Mon, Mar 23, 2015 at 8:52 PM

Gail L. Lotz
Regional Environmental Protection Assistant
Office of Environmental Policy and Compliance

As per your request, please find attached an electronic copy of the Vicinity Map for the Proposed South Central Regional Airport, Mahaska County Iowa. The proposed airport layout will be sent in a separate email.

Jerry Searle
Project Manager

 vicinity_map_exh1.pdf
637K

Shoemaker, Joey R MVR

From: Shoemaker, Joey R MVR
Sent: Monday, October 26, 2015 2:24 PM
To: 'Nichoel Church'
Subject: RE: South Central Airport in Mahaska County, Iowa (UNCLASSIFIED)
Attachments: Airport.pdf

Classification: UNCLASSIFIED
Caveats: NONE

Nichoel,

I reviewed the delineation associated with this Airport proposal. We cannot approve the delineation at this time due to the need for additional data. I understand some of the areas were not accessible. Onsite delineation of these areas is required for permitting purposes. This information is also needed to complete an approved jurisdictional determination.

Please see the attached map of areas that need additional data collection.

Please check vegetation data for points 1 and 2. Your data shows hydrophytic vegetation meeting wetland definition.

Please let me know if you have questions. Thank you.

Joey Shoemaker
Project Manager - Iowa Section
Corps of Engineers, Regulatory Branch
309-794-5559

-----Original Message-----

From: Shoemaker, Joey R MVR
Sent: Wednesday, September 30, 2015 11:16 AM
To: 'Nichoel Church'
Subject: RE: South Central Airport in Mahaska County, Iowa (UNCLASSIFIED)

Classification: UNCLASSIFIED
Caveats: NONE

Nichoel,

I provided comment to our Project Management Branch on this project this spring. The delineation was assigned to another PM in our office but I will be the contact, as I worked on it previously. Since we don't have a lot of information to work with, here are some general comments for the EA:

If the proposal involves discharge of dredged or fill material into waters of the United States, it may be subject to Corps of Engineers' jurisdiction under Section 404 of the Clean Water Act (CWA Section 404). Waters of the United States include navigable waters, their tributaries, and adjacent wetlands/waters (33 CFR § 328). CWA Section 301(a) prohibits discharges of dredged or fill material into waters of the United States, unless the work has been authorized by a Department of the Army permit under Section 404.

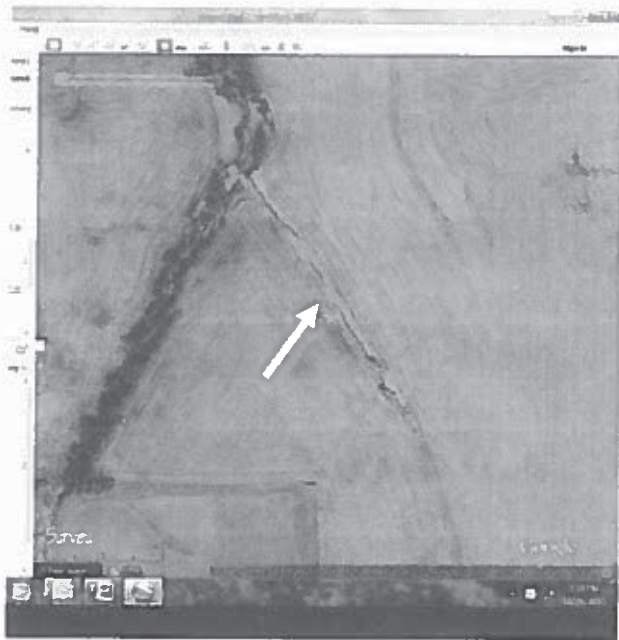
The Corps' evaluation of a Section 404 permit application involves multiple analyses, including (1) evaluating the proposal's impacts in accordance with the National Environmental



No Data. No Access. Wet Signatures



No Data, No Access. Wet Signatures



No Data. Potential stream channel and wetlands.



No Data. Wet signatures.



Data needed.

PRELIMINARY JURISDICTIONAL DETERMINATION FORM

This preliminary JD finds that there "may be" waters of the United States on the subject project site, and identifies all aquatic features on the site that could be affected by the proposed activity, based on the following information:

District Office	Rock Island District	File/ORM #	CEMVR-OD-PP-2015-390	PJD Date:	Dec 21, 2015
State	IO	City/County	Oskaloosa/Mahaska	Name/ Address of Person Requesting PJD	South Central Regional Airport Agency 213 South 1st Street Oskaloosa, Iowa 52577
Nearest Waterbody:	Unnamed Waterways/Wetlands				
Location: TRS, Lat/Long or UTM:	Section 29, 32-33, T. 76N. R. 16W. Section 4, T. 75N. R. 16W.				
Identify (Estimate) Amount of Waters in the Review Area:				Name of Any Water Bodies on the Site Identified as	
Non-Wetland Waters:				Tidal:	
Stream Flow:				Non-Tidal:	
7,000 linear ft 5 width 0.64 acres Per. (seasonal)				Section 10 Waters:	
Wetlands: 3.36 acre(s) Cowardin Class: Palustrine, emergent				<input checked="" type="checkbox"/> Office (Desk) Determination <input type="checkbox"/> Field Determination: Date of Field Trip:	

SUPPORTING DATA: Data reviewed for preliminary JD (check all that apply - checked items should be included in case file and, where checked and requested, appropriately reference sources below):

- ☒ Maps, plans, plots or plat submitted by or on behalf of the applicant/consultant: _____
- ☒ Data sheets prepared/submitted by or on behalf of the applicant/consultant.
 - ☐ Office concurs with data sheets/delineation report.
 - ☒ Office does not concur with data sheets/delineation report.
- ☐ Data sheets prepared by the Corps _____
- ☐ Corps navigable waters' study: _____
- ☐ U.S. Geological Survey Hydrologic Atlas:
 - ☐ USGS NHD data.
 - ☐ USGS 8 and 12 digit HUC maps.
- ☐ U.S. Geological Survey map(s). Cite quad name: _____
- ☐ USDA Natural Resources Conservation Service Soil Survey. Citation: _____
- ☐ National wetlands inventory map(s). Cite name: _____
- ☐ State/Local wetland inventory map(s): _____
- ☐ FEMA/FIRM maps: _____
- ☐ 100-year Floodplain Elevation is: _____
- ☐ Photographs:
 - ☐ Aerial (Name & Date): _____
 - ☐ Other (Name & Date): _____
- ☐ Previous determination(s). File no. and date of response letter: _____
- ☐ Other information (please specify): _____

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

Signature and Date of Regulatory Project Manager
(REQUIRED)

12/21/2015

Signature and Date of Person Requesting Preliminary JD
(REQUIRED, unless obtaining the signature is impracticable)

EXPLANATION OF PRELIMINARY AND APPROVED JURISDICTIONAL DETERMINATIONS:

1. The Corps of Engineers believes that there may be jurisdictional waters of the United States on the subject site, and the permit applicant or other affected party who requested this preliminary JD is hereby advised of his or her option to request and obtain an approved jurisdictional determination (JD) for that site. Nevertheless, the permit applicant or other person who requested this preliminary JD has declined to exercise the option to obtain an approved JD in this instance and at this time.

2. In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "preconstruction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an approved JD for the activity, the permit applicant is hereby made aware of the following: (1) the permit applicant has elected to seek a permit authorization based on a preliminary JD, which does not make an official determination of jurisdictional waters; (2) that the applicant has the option to request an approved JD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an approved JD could possibly result in less compensatory mitigation being required or different special conditions; (3) that the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) that the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) that undertaking any activity in reliance upon the subject permit authorization without requesting an approved JD constitutes the applicant's acceptance of the use of the preliminary JD, but that either form of JD will be processed as soon as is practicable; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a preliminary JD constitutes agreement that all wetlands and other water bodies on the site affected in any way by that activity are jurisdictional waters of the United States, and precludes any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an approved JD or a preliminary JD, that JD will be processed as soon as is practicable. Further, an approved JD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331, and that in any administrative appeal, jurisdictional issues can be raised (see 33 C.F.R. 331.5(a)(2)). If, during that administrative appeal, it becomes necessary to make an official determination whether CWA jurisdiction exists over a site, or to provide an official delineation of jurisdictional waters on the site, the Corps will provide an approved JD to accomplish that result, as soon as is practicable.

PRELIMINARY JURISDICTIONAL DETERMINATION FORM

This preliminary JD finds that there "may be" waters of the United States on the subject project site, and identifies all aquatic features on the site that could be affected by the proposed activity, based on the following information:

Appendix A - Sites

District Office Rock Island District File/ORM # 2015-390 PJD Date: Dec 21, 2015
State IA City/County Oskaloosa/Mahaska Person Requesting PJD South Central Regional Airport Agency

Site Number	Latitude	Longitude	Cowardin Class	Est. Amount of Aquatic Resource in Review Area	Class of Aquatic Resource
W1	41.350957	-92.725138	Palustrine, emergent	0.25	
StreamA	41.351001	-92.724057	Riverine	2,700 LF	
StreamB	41.351234	-92.724057	Riverine	3,400 LF	
StreamC	41.326459	-92.703664	Riverine	900 LF	
PW1	41.327348	-92.703556	Palustrine, emergent	3.11	

Notes:

This is a preliminary determination based on information submitted in the Delineation Report completed by Snyder & Associates, dated July 1, 2015. This delineation is not complete, as the Corps requested additional information on October 26, 2015. The number and location of Aquatic Resources identified above are subject to change upon completion of the final delineation. This determination will be revisited upon approval of the final wetland delineation. For reference, please see attached information that was requested by the Corps.



Jerald Searle <jeraldsearle@gmail.com>

South Central Regional Airport

Summerlin, Joe <summerlin.joe@epa.gov>

Mon, Feb 29, 2016 at 1:00 PM

To: "jeraldsearle@gmail.com" <jeraldsearle@gmail.com>

Jerald,

I am sending you a courtesy copy of the letter we sent to Anja Maslan of DGR Engineering. The comment letter is lengthy and addresses some concerns or questions we had on the document/project. EPA has no large concerns about the NEPA process and understands the Purpose and Need for this airport, however there are some questions we felt the document may have addressed better. There were portions of the document that had EXCELLENT analysis and answered questions better than most documents we review. So, that was great to see and I commented on those. The other questions EPA has should be easy to answer before the EA/FONSI goes final. If you feel that the document did answer these questions and maybe I arrived at my conclusions in error, please point those out so the public, who is the ultimate reviewer, can understand how I may have arrived at the wrong conclusion.

If you need clarification or have any general questions about any of these comments, please contact me via email at Summerlin.joe@epa.gov or by phone at (913) 551-7029.

Have a wonderful day!

Joe Summerlin

NEPA Reviewer

EPA, Region 7



South Central Regional Airport Cover Letter.pdf

111K



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 7**

11201 Renner Boulevard
Lenexa, Kansas 66219

29 FEB 2016

Ms. Anja Maslan
DGR Engineering
1605 North Ankeny Boulevard, Suite 100
Ankeny, Iowa 50021

Dear Ms. Maslan:

Thank you for contacting the U.S. Environmental Protection Agency for the Preliminary Draft Environmental Assessment for the proposed South Central Regional Airport. EPA has evaluated this action and have some administrative comments which are included in the enclosure.

During our evaluation we consulted EPA's 404 Program to help consolidate comments that will help ensure compliance with Section 404 of the Clean Water Act. When reading the comments in the attachment please note the two sections. One section is purely NEPA Compliance and the other is 404 Compliance.

Also, our personal emails have been consolidated into a NEPA Program mailbox. This will allow any of our reviewers and managers to access your documents. We would appreciate it if you would ensure that your organizational records and data bases reflect this change of address. Again, thank you for contacting EPA. If you have any questions, please contact Joe Summerlin at 913-551-7029 or at R7_NEPA@epa.gov. If you have any 404 questions, please contact Jeannette Schafer at 913-551-7297 or schafer.jeannette@epa.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Joshua Tapp", written over a circular stamp or seal.

Joshua Tapp
Deputy Director
Environmental Sciences and Technology Division



Printed on Recycled Paper

South Central Regional Airport – Environmental Assessment Questions and Comments
NEPA Comments

From the document, this is what EPA has gathered as a Purpose and Need:

1. Purpose: to accommodate large aircraft.
2. Need:
 - a. Longer runway
 - b. RPZ's (Runway protection zones) for instrument approaches
 - c. Airport land use compatibility

Comments:

Sections 1 & 2:

According to the document, Oskaloosa Municipal Airport is constrained by its location. The document doesn't explain how OMA is constrained as a GIS reconnaissance appears to show the airport is free from terrain constraints. Please explain how the OMA is constrained.

Also, the document states that "the airport cannot sustain the delivery of aeronautical services because facilities, such as a fixed based operator needed to attract and retain larger aircraft, are not available, and efforts to attract an FBO have not been successful." Why?

Would another purpose for the airport to be located centrally be to induce industrial, commercial and residential development that would enhance the partnership between the cities of Pella and Oskaloosa? Recommend including the plans for development and expansion of the two cities. It is an inferred purpose and would support the need for a centrally located airport.

Section 3 Alternatives:

3.2 No Action Alternative, P3-2: "The existing Oskaloosa Municipal Airport does not meet the Purpose and Need as set forth in Section 1.2. How? It can be inferred that Pella would not support development and investment of an airport on the opposite side of Oskaloosa from Pella, but the document doesn't state that as a reason.

3.2.2, p.3-3: Excellent section here! The document explains why roads and rail won't do. Good job!

3.3 Reasonable Alternative One: Site B, p.3-4: Good job using more than just the National Wetlands Inventory maps!

p.3-5: EPA cannot find the reference data for this statement: “Based on review of the aerial photography, critical habitat associated with endangered, threatened or special concern species is minimal (See Technical Memorandum Airport Site Selection, Biotic Communities, Page 37).”

3.4 Reasonable Alternative Two: Site A, p3-14: Were there other identification methods used to determine wetlands inventories besides NWI?

.5 Pella Municipal Airport: Release and Closure: Thank you for including the closure of the airports in this document. The idea of keeping this area for residential, parks or farming is a good idea; since it is located near the lake it would have negatively affected water quality had it been zoned for industrial or commercial.

3.6 Oskaloosa Municipal Airport: Release and Closure: Thank you again for including this section in the document.

Section 4: Affected Environment

4.4 Past, Present, and Reasonably Foreseeable Actions: The inclusion of this section shows past efforts and sound decision making. Good job!

4.5 Pella Municipal Airport Environs, p.4-3: With the new planned development in the area of Pella Municipal Airport, will there be a reliable drinking water source?

p.4-3 Bullet comments on opportunities: This is good analysis. It explains what will be affected and how. Great job here!

4.9 Socioeconomic Setting – Combined Oskaloosa and Pella Airport Service Area, p. 4-11: What is the most likely scenario that owners of aircraft currently based at OMA would choose to move to South Central Regional Airport over the other airports?

Figure 4-2: This is a great map that shows airport congestion in the area. The new airport would provide better air separation for instrument approaches while centralizing the ground commute between the two cities.

4.9.3 Commuting Patterns, p.4-17 through the rest of Section 4: Understandably, this section speaks about commuter patterns, retail sales, and employment. A small sentence or two about planned airport traffic would help explain the importance of such a large investment. For example, there are concerns that spending money on such an airport would be a waste of taxpayer dollars because those concerned feel that there would not be enough passenger traffic flying in and out of the airport to warrant such an investment. Maybe an explanation of the mix of recreation, freight, passenger and military traffic would help garner support.

Section 5: Environmental Consequences and Mitigation

5.4.3.2 Pella Municipal Airport: Release and Closure, p.5-3: The discussion on population increase is confusing and unclear as it pertains to the Air Quality Analysis. The document states that the airport will not contribute to an increase in pollutants as a result of a potential increase in population. It is true that a

closed airport will not contribute to increased greenhouse gas emissions or pollutants, but development could (even if it is only residential).

5.4.3.4 Reasonable Alternative One – Site B and 5.4.3.5 Reasonable Alternative Two – Site A Build Alternative 3 (Proposed Action), p.5-4: How did the lead agency arrive at the conclusion that emissions resulting from aircraft operations will have a less than significant impact on air quality?

5.5.3.5 Reasonable Alternative Two – Site A Build Alternative 3 (Proposed Action), p.5-8: Although tree harvesting will not occur during hibernation season from October 1 through March 31 for the Indiana Bat, permanent potential habitat will be removed. How does the lead agency propose compensating for habitat loss? Recommend working with state and Fish and Wildlife Service to create permanent habitat and to consider the lag time it will take for these tree plantings to grow.

5.13 Noise and Noise Compatible Land Use, p.5-27: Although a dB level chart for aircraft is unnecessary, it might be helpful to show actual aircraft noise levels. Are there any CAFO's or livestock farms along the departure/approach paths or within the 5NM protected zone? If so, how would those farmers be protected/compensated?

5.14.3.5 Reasonable Alternative Two – Site Build Alternative 3 (Proposed Action), p. 5-33: The statement, "The proposed actions will have no disproportionate effect on the environmental health and safety of children." There is no information to make this claim. How did the document arrive at this conclusion?

5.16.4 Mitigation, p.5-49: "A Final Jurisdiction Determination cannot be made until access to those parcels, where access was restricted, is obtained." Although the document does its best to reason without the data for actual impacts to streams and wetlands, a FONSI to wetlands and streams might be too early to determine without that analysis.

Section 6: Cumulative Impact Analysis

6.2 Analysis, p.6-2: The first paragraph states, "Reinvestment of the total net proceeds is required if the sponsor will own a public airport to include a replacement public airport." For clarity, is this stating that Pella will invest in another airport, or that it is generically stating that they will invest proceeds into whatever airport they plan on supporting (like South Central Regional)?

CWA 404 Comments

Contact: Jeannette Schafer, (913) 551-7297

We agree with the Corps that a final estimate of linear feet of stream and wetland acreage cannot be determined at this time because they have not obtained access to both properties to conduct on-site jurisdictional determinations and wetland delineations. Mr. Shoemaker has indicated areas that require additional information, and that data points 1 and 2 need to be reassessed since they show the presence of hydrophytic vegetation. The Corps has requested additional data be provided to complete an approved jurisdictional determination. Therefore, the statements made in Section 5.16 Water Quality of estimated impacts and Potential Impact Summaries 5-5 and 5-6 based on incomplete information at this point. It appears from the information provided in the Wetland Delineation and Stream Assessment in combination with the comments by Mr. Shoemaker, that the potential impacts may be greater than what are described in this section. They will need to obtain site access for an accurate estimate of water

quality impacts in the two proposed alternative sites in order to be compliant with Section 404 of the CWA.

In addition, the statement on page 5-49 that "...mitigation would not be required." is also not accurate. Requirements for mitigation must be based on conversations with the Corps of Engineers project manager. For example if a 404 nation-wide permit was deemed applicable, the CWA 404 Nation-wide permit's general condition #23 Mitigation states that, "For wetland losses of 1/10-acre or less that require pre-construction notification, the district engineer may determine on a case-by-case basis that compensatory mitigation is required to ensure that the activity results in minimal adverse effects on the aquatic environment."

At a minimum, there should be a description of efforts to avoid and minimize impacts to aquatic resources with each alternative being considered. Once an accurate measurement of streams and wetlands within the proposed airport footprint is established for each alternative, minus the efforts to avoid and minimize, a true measure of permanent impacts to wetlands and streams can be discussed in the EA. As explained in the Corps of Engineers letter from Mr. Barr, the 404 permit application will need to make a statement explaining how impacts associated with the proposed activity are to be avoided, a description of planned components that are intended to minimize impacts to wetlands and streams, and a complete wetland/stream mitigation plan for those impacts that cannot be avoided or minimized.

The Corps letter from Mr. Barr states, "Any proposed placement of dredged or fill material into waters of the United States (including jurisdictional wetlands) requires Department of Army authorization under Section 404 of the Clean Water Act." There is no acreage limitation to this requirement. We recommend when discussing potential mitigation for impacts to streams, wetlands and ponds, that it consider conversations with the Corps of Engineers project manager.



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Rock Island Field Office
1511 47th Avenue
Moline, Illinois 61265

Phone: (309) 757-5800 Fax: (309) 757-5807



IN REPLY REFER
TO:

FWS/RIFO

February 10, 2016

DGR Engineering
Attn: Anja Maslan
1605 N. Ankeny Blvd.
Suite 100
Ankeny, IA 50021

Dear Ms. Maslan:

This responds to the request for comments on the Draft EA (AIP Number 3-19-0136-001-2013) for the proposed construction of the South Central Regional Airport in Mahaska County, Iowa, received for review on January 22, 2016. Upon review of the information and maps provided in the Draft EA, we provide the following comments.

The South Central Regional Airport Agency initiated federal threatened and endangered species consultation for this project through a letter dated March 18, 2015. We provided technical assistance by electronic mail (e-mail) on March 25, 2015, recommending a habitat assessment be conducted in areas of proposed tree clearing for the endangered Indiana bat (*Myotis sodalis*) and threatened Northern long-eared bat (*Myotis septentrionalis*), which are known to occur in Mahaska County, Iowa.

A bat habitat survey dated June 19, 2015, was completed by Snyder and Associates and transmitted to us on September 10, 2015. Eighty-nine potential roost trees were identified in the survey. As discussed in a September 21, 2015, telephone conversation with Snyder and Associates, the Proposed Action (Reasonable Alternative Two – Site A Build Alternative 3) will result in approximately 1.5 acres of clearing, including 13 of the 89 potential roost trees identified. The presence of bat species was assumed and concurrence was requested by Snyder and Associates for a may affect, not likely to adversely affect determination for both bat species, with the recommendation that removal of any identified potential roost trees would be conducted outside of the maternity season, between October 1 through March 31. We provided comments on September 29, 2015, recommending consideration be given to additional potential impacts including the introduction of noise associated with the aviation facility with respect to bat displacement, presence of maternity colonies, future facility expansion, and the availability of bat habitat adjacent to the project area.

As a result of the limited amount of proposed tree clearing and the clearing locations not resulting in potential bat habitat fragmentation, we concur with the findings of the bat habitat survey, that the Reasonable Alternative, as presented in the Draft EA, may affect but is not likely to adversely affect the endangered Indiana bat or the threatened Northern long-eared bat, provided all tree clearing occurs outside of the maternity season. This precludes the need for further action on this project as required under Section 7 of the Endangered Species Act of 1973, as amended. Should the project be modified or future airport improvements resulting in tree clearing be planned, please contact us early in the planning process to discuss avoiding and minimizing potential impacts to listed species.

In reference to Section 5.5.4 of the Draft EA, we appreciate the consideration given regarding impacts to migratory birds. Furthermore, in order to avoid any unforeseen conflicts with protected wildlife, we recommend that any tree or vegetation clearing efforts should be scheduled outside of nesting season for species that may be present.

This letter provides comments under the authority of and in accordance with provisions of the Endangered Species Act of 1973, as amended. Thank you for the opportunity to provide comments. If you have any additional questions or concerns, please contact Sara Schmuecker of my staff at 309-757-5800 x 203.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kraig McPeck', with a long horizontal flourish extending to the right.

Kraig McPeck
Field Supervisor

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request 10/14/15			
Name Of Project South Central Regional Airport EA		Federal Agency Involved FAA			
Proposed Land Use Pella/Oskaloosa Airport Runway and terminal		County And State Mahaska County, Iowa			
PART II (To be completed by NRCS)		Date Request Received By NRCS 10/14/15			
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply -- do not complete additional parts of this form).		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Acres Irrigated 00	Average Farm Size 320
Major Crop(s) Corn	Farmable Land In Govt. Jurisdiction Acres: 324,173 % 89	Amount Of Farmland As Defined In FPPA Acres: 180,932 % 49			
Name Of Land Evaluation System Used Mahaska County, Iowa	Name Of Local Site Assessment System N/A - FPPA	Date Land Evaluation Returned By NRCS 10/15/15			
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly		302.7	314.6		
B. Total Acres To Be Converted Indirectly		0.0	0.0		
C. Total Acres In Site		302.7	314.6	0.0	0.0
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		222.8	178.1		
B. Total Acres Statewide And Local Important Farmland		78.9	128.7		
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		0.0	0.0		
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		37.3	44.0		
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)		80	74	0	0
PART VI (To be completed by Federal Agency)		Maximum Points			
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))					
1. Area In Nonurban Use	15	15	15		
2. Perimeter In Nonurban Use	10	10	10		
3. Percent Of Site Being Farmed	20	20	20		
4. Protection Provided By State And Local Government	20	0	0		
5. Distance From Urban Builtup Area	15	15	10		
6. Distance To Urban Support Services	15	10	10		
7. Size Of Present Farm Unit Compared To Average	10	10	10		
8. Creation Of Nonfarmable Farmland	10	0	0		
9. Availability Of Farm Support Services	5	5	5		
10. On-Farm Investments	20	10	10		
11. Effects Of Conversion On Farm Support Services	10	0	0		
12. Compatibility With Existing Agricultural Use	10	0	0		
TOTAL SITE ASSESSMENT POINTS	160	95	90	0	0
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100	80	74	0
Total Site Assessment (From Part VI above or a local site assessment)		160	95	90	0
TOTAL POINTS (Total of above 2 lines)		260	175	164	0
Site Selected:		Date Of Selection		Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Reason For Selection:					



U.S. Department
Of Transportation

**Federal Aviation
Administration**

Central Region
Iowa, Kansas
Missouri, Nebraska

901 Locust
Kansas City, Missouri 64106-2325

October 19, 2016

CERTIFIED MAIL

Mr. Douglas Jones
Review & Compliance Program Manger
State Historical Society of Iowa
State Historic Preservation Office
600 E. Locust Street
Des Moines, Iowa 50319-0290

New Airport - South Central Regional Airport
Pella, Iowa
Section 106 Coordination – Draft Project Programmatic Agreement
SHPO R&C #150362076

Dear Mr. Jones:

We are providing for your review and comment a draft Project Programmatic Agreement (PPA). Please note in the draft PPA, that the draft Environmental Assessment (EA) will be provided to the public for review and public hearing to attempt to receive comments from the public.

After we complete public outreach, then we will forward the draft PPA and associated studies to the Advisory Council on Historic Preservation (ACHP) for their review and comment. The draft PPA was modeled of the template agreement found on ACHP's website.

If you have any questions, please contact me at scott.tener@faa.gov or (816) 329-2639.

Sincerely,

Scott Tener, P.E.
Environmental Specialist

Enclosure: Draft Project Programmatic Agreement

cc: Mr. Jerry Searle (letter only)



Preserving America's Heritage

January 6, 2017

Mr. Scott Tener, P.E.
Environmental Specialist
FAA Central Region Airports Division
901 Locust Street, Room 364
Kansas City, MO 64106-2325

Ref: *Proposed Construction of New South Central Regional Airport
Mahaska County, Iowa
AIP Grant Number 3-19-0136-001-2013*

Dear Mr. Tener:

The Advisory Council on Historic Preservation (ACHP) has received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer (THPO), affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and it is determined that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the Iowa State Historic Preservation Office (SHPO), and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA, and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with the notification of adverse effect. If you have any questions or require further assistance, please contact Ms. Najah K. Gabriel at 202-517-0210 or via e-mail at ngabriel@achp.gov.

Sincerely,

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs

APPENDIX C

Tribal Coordination



Jerald Searle <jeraldsearle@gmail.com>

Tribal Coordination - South Central Regional Airport, IA

scott.tener@faa.gov <scott.tener@faa.gov>
To: jeraldsearle@gmail.com

Mon, May 11, 2015 at 3:01 PM

Jerry,





Attached is the tribal coordination for the proposed South Central Regional Airport. To date, we have not received any responses for consultation. Please include in the EA.

Please let me know if you have any questions,

Scott Tener, P.E.
Environmental Specialist

FAA Central Region Airports Division
901 Locust St., Room 364
Kansas City, Missouri 64106-2325
T 816.329.2639 | F 816.329.2611
<http://www.faa.gov/airports/central/>

4 attachments

-  **SCRAA - Tribal Coordination Letter.doc**
59K
-  **SCRAA - Tribal Coordination List of Contacts.docx**
16K
-  **vicinity_map_exh1.pdf south central.pdf**
637K
-  **720501_alp_exh2.pdf South Central.pdf**
656K



**U.S. Department
of Transportation
Federal Aviation
Administration**

Central Region
Iowa, Kansas,
Missouri, Nebraska

901 Locust
Kansas City, Missouri 64108
(816) 329-2800

April 7, 2015

CERTIFIED MAIL

<NAME> [See Attached List]

<ADDRESS>

**Re: Environmental Assessment (EA) – Early Coordination
Proposed Development of a New Airport – South Central Regional Airport
Mahaska County, Iowa**

Dear <NAME>:

An Environmental Assessment is being prepared for the proposed development of a new airport. The proposed airport development will extend over parts of Section 4 T-75 N, R-16 W, Sections 29, 32 and 33 T-76 N, R-16 W. To assist with the analysis, we are enclosing a location map showing the proposed development along with a vicinity map.

The new airport is needed to accommodate operations of large aircraft (Group C-II) on a regular basis. The design aircraft include the Learjet 45 XR and Gulfstream G-200. The Learjet 45 XR is owned by a company located in Pella, Iowa and currently operates under restrictions from the Pella Municipal Airport. The G-200 is owned by a company based in Oskaloosa, Iowa. The aircraft cannot operate from the Oskaloosa Municipal Airport or Pella Municipal Airport. A new airport is being proposed to replace the existing Pella Municipal Airport and existing Oskaloosa Municipal Airport. The two existing public owned airports will be closed at the time proposed new airport becomes operational.

The proposed development includes:

1. Acquire in fee title 581.46 acres of land
2. Disconnect County Road – 220th Street
3. Construct primary Runway 14/32, 100 feet in width and 6,700 feet in length
4. Equip the primary Runway 14/32 with high intensity threshold and edge lights, visual guidance slope indicator lights, wind indicator, and runway identifier lights
5. Construct a full parallel taxiway 35 feet in width to serve the primary runway. Install taxiway edge lights
6. Construct terminal apron to accommodate 18 airplanes
7. Construct vehicle access from Iowa Highway 163 via 220th Street to the terminal building and aircraft hangar facilities
8. Construct Terminal Building
9. Construct Fixed Based Operator (FBO) maintenance facility
10. Construct aircraft storage facilities for 52 aircraft

11. Install above ground fuel storage tanks and dispensing unit
12. Provide water, sanitary sewer, electrical and communication services
13. Install airport rotating beacon light and All Weather Observing Station (AWOS)
14. Remove trees and other obstructions
15. Rough grade crosswind Runway 10/28, 120 feet in width and 4,380 feet in length (paving and lighting of crosswind runway is anticipated 10+ years)
16. Develop new Instrument Approach Procedures

The FAA is the lead federal agency for the NEPA document. Jim Johnson, FAA Central Region Airports Division Manager, will be making the final FAA decision on the EA.

To help in our preparation of the EA, we would appreciate your input (via mail or e-mail) within thirty (30) days. If you have questions or require additional information, please contact me at 816-329-2639 or scott.tener@faa.gov.

Sincerely,

Scott Tener, P.E.
Environmental Specialist

Enclosures

Tribal Coordination – Environmental Assessment
South Central Regional Airport, Mahaska County, IA

Ms. Bobi Roush
Cultural Preservation Department
Iowa Tribe of Oklahoma
335588 E 750 Road
Perkins, OK 74059

Mr. George Strack
Tribal Historic Preservation Officer
Miami Tribe of Oklahoma
P.O. Box 1326
Miami, OK 74355

Mr. Tony Provost
Tribal Historic Preservation Officer
Omaha Tribe
P.O. Box 368
Macy, NE 68039

Ms. Lana Gravatt
Tribal Historic Preservation Officer
Yankton Sioux Tribe of South Dakota
P.O. Box 1153
Wagner, SD 57380-1153

APPENDIX D

Aviation Forecast

APPENDIX D – FORECAST OF AVIATION ACTIVITY SUMMARY

The aviation forecast is contained within Chapter Two of the South Central Regional Airport Master Plan. The entire Airport Master Plan and aviation forecast can be found on the South Central Regional Airport Agency website:

<http://www.scraaiowa.com>

The FAA approved the aviation forecast and critical design aircraft on October 26, 2014.

Appendix D summarizes selected metrics regarding forecast activity at the proposed South Central Regional Airport.

Based Aircraft: Pella Municipal Airport/ Oskaloosa Municipal Airport

Table D-1 summarizes the number of aircraft that were based at the Pella Municipal Airport and the Oskaloosa Municipal Airport from 2004 to 2014. The combined number increased from 60, in 2004 to 70 in 2014.

Table D-1
Pella/Oskaloosa Based Aircraft: 2004-2014

Year	Pella	Oskaloosa	Combined Total
2004	28	32	60
2005	28	32	60
2006	26	32	58
2007	26	33	59
2008	29	33	62
2009	29	33	62
2010	29	34	63
2011	29	34	63
2013	28	35	63
2013	27	34	61
2014	35 ⁽¹⁾	37 ⁽²⁾	72

Source: Iowa Database 2004-2013

1 – Airport Manager – Pella 4-3-2014

2 – Airport Manager – Oskaloosa 4-3-2014

Of the 35 aircraft based at the Pella Municipal Airport, 24 were single engine piston powered fixed wing aircraft. There were four (4) multi-engine piston. The remaining five (5) aircraft include four (4) twin engine turbo-jets and one (1) single engine turbo-prop.

There were five (5) twin engine piston powered airplanes based at the Oskaloosa Municipal Airport. The remaining 29 aircraft were single engine piston powered aircraft. If all 70 aircraft were relocated to the proposed new airport site, the aircraft mix would include four (4) twin engine turbo-jets, one (1) single engine turbo-prop, nine (9) twin

engine piston aircraft and 56 single engine piston powered. It is unlikely that all existing based aircraft will be relocated to the proposed new airport.

The airport manager for each airport facility provided a listing of current (April 3, 2014) based aircraft to include the “N” number, make and model. Reference may be made to Tables D-2 and D-3.

Table D-2
Based Aircraft Pella Municipal Airport - 2014

	Registration	Type	AAC	ADG	Notes
1	N696RK	Experimental Vans RV6	A	I	
2	N9715Y	Beech P-35	A	I	
3	N317SW	Beech S-35	A	I	
4	N6552V	Beech V-34A	A	I	
5	N4769S	Piper PA-32-260	A	I	
6	N121SS	Cessna 150	A	I	
7	N8074K	Stinson 108-2	A	I	
8	N2352V	Cessna 140	A	I	
9	N6245V	Beech V-35	A	I	
10	N32TA	Beech 36	A	I	
11	N13380	Cessna 177B	A	I	
12	N9551Y	Beech 35	A	I	
13	N2806R	Piper PA28R-200	A	I	
14	N8089C	Piper PA28-181	A	I	
15	N7127G	Cessna 172K	A	I	
16	N733NK	Cessna 172N	A	I	
17	N6468	Cirrus SR22	A	I	
18	N922B	Beech 95B-55	B	I	*Multi-engine piston
19	N3196A	Beech A36	A	I	
20	N26LM	Beech 76	A	I	*Multi-engine piston
21	N3114N	Cessna 120	A	I	
22	N3463K	Piper J3C65	A	I	
23	N853DB	Cirrus SR20	A	I	
24	N257AC	American Champion 7GCBC	A	I	
25	N77149	Cessna 120	A	I	
26	N340CF	Cessna 340A	B	I	*Multi-engine piston
27	N12VU	Learjet 45	C	I	*Multi-engine jet
28	N9LV	Raytheon Premier 1	B	I	*Multi-engine jet
29	N863CD	Cirrus SR22	A	I	
30	N48VC	EMB500	B	I	VLJ - *Multi-engine jet
31	N404LR	Beechjet 400A	B	II	*Multi-engine jet
32	N583SR	Cirrus SR22	A	I	
33	4546S	BE95-B55	B	I	*Multi-engine piston
34	N4815B	TBM 850	C	I	*Single Engine Turbo prop
35	120DX	Exp. Vans RV 12	A	I	

Source: Shane VanderVoort, Airport Manager, Pella Municipal Airport, April 3, 2014

AAC = Airplane Approach Category

ADG = Airplane Design Group

Table D-3
Based Aircraft Oskaloosa Municipal Airport - 2014

	Registration	Type	AAC	ADG	Notes
1	N9003T	Challenger-Light Sport	A	I	
2		Kit-Fox	A	I	
3	N6603A	Cessna 172	A	I	
4	N75KP	Zenith 601-Kit Built	A	I	
5	N1645M	Zodiac 6DIXL-Kit Built	A	I	
6	N7515R	Piper Cherokee PA28-140	A	I	
7	N8911C	Piper PA22 Tri Pacer	A	I	
8	N819E	Aeronca 7AC Champ	A	I	
9	N15534	Piper Cherokee PA28-180	A	I	
10	N74276	Grumman Tiger	A	I	
11	N701KW	Zenith 701-Kit Built	A	I	
12	N44RG	Sonieral-Kit Built	A	I	
13	N3623G	Cougar-Built	A	I	
14	N7725F	Cessna 1724	A	I	
15	N19177	Fairchild 24	A	I	
16	N113HM	Piper PA 32 Cherokee 6	A	I	
17	N374PG	Zenith 701-Kit Built	A	I	
18	N437NG	Zenith 601-Kit Built	A	I	
19	N4106J	Piper PA 28 140 Cherokee	A	I	
20	N16269	Piper PA 28 Cherokee 6	A	I	
21	N8262D	Beech F33 Bonanza	A	I	
22	N8650E	Piper PA 28-190 Cherokee	A	I	
23	N6390E	Cessna 172	A	I	
24	N5521M	Piper PA 28-191 Warrior II	A	I	
25	N5569Q	Mooney M-20C	A	I	
26	N7678D	Cessna 140	A	I	
27	N5370	Citibria	A	I	
28	N7494P	Piper Comanche 250	A	I	
29	N421MZ	Cessna 421 B	B	I	*Multi-engine piston
30	N516HS	Spacewalker-Kit Built	A	I	
31	N501L	C421C	B	I	*Multi-engine piston
32	N88606	C421C	B	I	*Multi-engine piston
33	N6668E	Stinson 10B	A	I	
34	N2658Z	C421C	B	I	*Multi-engine piston
35	N5801X	Cessna 310F-Twin Piston	B	I	*Multi-engine piston

Source: Jerry Struck, Airport Manager, Oskaloosa Municipal Airport, April 3, 2014
AAC = Airplane Approach Category
ADG = Airplane Design Group

The airplane approach category (AAC) and the airplane design group (ADG) for each based aircraft was noted in Tables D-2 and D-3. For airport planning and design purposes, FAA defines aircraft by approach speed (See Table D-4), and wing span (See Table D-5).

Table D-4
Aircraft Approach Category Classification

Approach Category	Approach Speed (Knots)	Typical Aircraft Type
A	Less than 91	Beech Baron 55, Cessna 172
B	91 but less than 121	King Air, Citation II
C	121 but less than 141	Lear 25, Gulfstream III
D	141 but less than 166	Gulfstream II, IV, V
E	166 or greater	Blackbird 71, Tupolev 144

Source: FAA Advisory Circular 150/5300-13A, Airport Design

Table D-5
Aircraft Wingspan Classification

Airplane Design Group	Wingspan (feet)	Typical Aircraft
I	Less than 49	Cessna 172, Piper PA-23, Cessna 401, Cessna 414
II	49 but less than 79	Falcon 50, Beech King Air E-90, Citation II, Gulfstream III
III	79 but less than 118	Dash 8, Convair 580, Gulfstream V
IV	118 but less than 171	A-300, B-707, B-757, B-767, L1011, DC-10
V	171 but less and 197	B-747
VI	197 but less than 262	Future

Source: FAA Advisory Circular 150/5300-13A, Airport Design

All 35 aircraft based at Oskaloosa have a wing span less than 49 feet. With the exception of the four (4) Cessna 421 C airplanes and one (1) Cessna 310 F airplane, the remaining 30 aircraft have an approach speed less than 91 knots (A-I). The Cessna 421 C and Cessna 310 F have an approach speed greater than 91 knots but less than 121 knots (B-I).

There are two (2) aircraft (Learjet 45, TBM850) based at Pella that have an approach speed greater than 121 knots, but less than 141 knots (C-I). These two (2) airplanes have a wing span less than 49 feet. There is one (1) airplane (Beechjet 400) that has an approach speed greater than 91 knots, but less than 121 knots and a wing span greater than 49 feet, but less than 79 feet (B-II). There are 27 airplanes with an approach speed less than 91 knots and a wing span less than 49 feet (A-I). There are five (5) airplanes with an approach speed of 91 knots, but less than 121 knots and a wing span less than 49 feet (B-I). Table D-6, provides a summary of multi-engine airplanes based at the Oskaloosa Municipal Airport and the Pella Municipal Airport.

Musco has indicated that the two (2) aircraft currently based at the Ottumwa Regional Airport will be relocated to the proposed South Central Regional Airport. These aircraft include the Gulfstream 200 and Cessna Citation II.

Table D-6
Multi-Engine Summary Combined Airports

Aircraft Model	Wing Span (in feet)	Tail Height (in feet)	Gross Weight (in pounds)	Approach Speed (in knots)	AAC/ADG	Engine Type
Beech 95-B55	37' 10"	9' 7"	5,100	-----	B/I	Piston
Beech 76	38' 0"	9' 6"	3,900	76	B/I	Piston
Learjet 45	47' 10"	14' 1"	21,500	123	C/I	Jet
Raytheon Premier 1	44' 0"	15' 0"	12,500	112	B/I	Jet
Beech 400A	43' 6"	13' 11"	16,100	120	B/II	Jet
EMB 500	40' 4"	16' 5"	4,750	100	B/I	Jet
Cessna 421C	41' 1"	11' 5"	7,450	110	B/I	Piston
Cessna 340	38' 1"	12' 7"	5,990	107	B/I	Piston

Source: DGR Engineering

Airplane characteristics associated with the single engine turbo-prop airplane based at the Pella Municipal Airport are noted in Table D-7

Table D-7
Single Engine Turbo-Prop Aircraft

Aircraft Model	Wing Span (in feet)	Tail Height (in feet)	Gross Weight (in pounds)	Approach Speed (in knots)	AAC/ADG	Engine Type
TBM850	41.6'	14.29'	7,394	122	C/I	Turbo-Prop

Source: DGR Engineering

Table D-8, summarizes by airplane approach category and airplane design group, the number of aircraft based at the two (2) existing airports.

Table D-8
Based Aircraft Combined Airports

	A-I	A-II	B-I	B-II	C-I	C-II
Oskaloosa	30	0	5	0	0	0
Pella	27	0	5	1	2	0
Total	57	0	10	1	2	0

Source: DGR Engineering

Three (3) of the total 70 airplanes are defined as large airplanes having a gross takeoff weight of 12,500 pounds or more.

The largest aircraft based (as of April 2014) at the two (2) existing airports, is the Learjet 45 XR (C-I).

Based Aircraft Forecast

Future numbers of based aircraft at the proposed South Central Regional Airport are expected to be initially lower in the first five (5) years than the combine 2014 total presented in Tables D-1 and D-8. As aircraft storage space is constructed and assuming the hangar lease rates are competitive with area airports, the based aircraft number will experience a modest increase.

A majority of the based aircraft will be small airplanes with a gross landing and/or takeoff weight under 12,500 pounds. Given the business mix and scale, it would not be unreasonable to sustain the three (3) airplanes currently based at the existing airports. The designated Cirrus sales and service facility currently located at the Pella Municipal Airport will contribute to an increase in the number of airplanes based at the airport. In addition, the Citation II (B-II) and Gulfstream 200 (C-II) will be relocated from the Ottumwa Regional Airport.

The forecast based aircraft assumes that the number of corporate aircraft based at the existing airport will be sustained over the 20 year planning period. The forecast also assumes that the airport facilities and environment will be able to accommodate approach category “C” operations.

The level of aeronautical services provided at the existing two (2) airports has contributed to the historic increase in based aircraft. The ability to sustain and expand these services (maintenance, instruction, rental, charter and sales) is a significant factor contributing to aeronautical activity. The availability of fuel and aircraft storage is additional facility components that have an impact on aeronautical activity.

The local economy is affected by national as well as global economic trends. The current downturn has had an impact on corporate air travel for one (1) company within the airport service area just as increased economic activity contributed an increase air travel, by several other major employers. Over the 20 year planning horizon, air travel for business airplanes based at the existing airport will be sustained with additional corporate aircraft being attracted to the new airport.

The forecast based aircraft mix by airplane reference code is noted in Table D-10. The based aircraft fleet will consist primarily of ARC A-I piston powered airplanes or those with wing span under 49 feet and an approach speed less than 91 knots. The Learjet 45 XR (ARC C-I) and Gulfstream 200 (ARC C-II) represent large airplanes with an approach speed of 123 knots and 140 knots, respectively. Both of these aircraft are classified as approach category “C” airplanes.

The new airport is not expected to be operational sometime within the period. For purpose of preparing the aeronautical forecast, the year 2020 was selected as the year the airport would be operational. As airside and landside facilities are completed, the based aircraft numbers are expected to increase following the initial startup period. Table D-9

sets forth based aircraft by type for the period 2020 to 2040. The year 2014 is included in the table as the base line year.

Table D-9
Based Aircraft by Type: 2014-2040

Year	Piston		Turbine		Rotocraft	Sport Other	Baseline Total	Annual Variation
	Single Engine	Multi Engine	Single Engine	Multi Engine				
2014 ⁽¹⁾	45	9	1	4	0	11	70	----
2020	37	5	1	6	0	6	55	+/- 5
2025	41	6	2	6	0	12	67	+/- 4
2030	42	7	2	6	0	12	69	+/- 4
2040	43	7	3	6	0	13	72	+/- 4

Source: DGR Engineering
1 – 2014 –Baseline Year Existing Aircraft Count

The total number of aircraft based at the new airport is forecast to reach 72 in the year 2040. In the initial year of operation, 55 aircraft are forecast to be based at the airports. The number is expected to increase to 67 within five (5) years as aircraft storage facilities are completed. The based aircraft mix (based on approach speed and wing span) for the period 2014 to 2040 is shown in Table D-10.

Table D-10
Based Aircraft Mix: 2014-2040

Year	Piston			Turbine (Prop/Jet)			
	A-I	B-I	B-II	B-I	B-II	C-I	C-II
2014	57	8	0	2	1	2	0
2020	43	5	0	2	2	2	1
2025	53	6	0	3	2	2	1
2030	54	6	1	3	2	2	1
2040	56	6	1	3	3	2	2

Source: DGR Engineering

The majority of the based aircraft will have an approach speed under 91 knots and a wing span under 49 feet (A-I). While the piston powered aircraft numbers are expected to show little change over the 20 year period, the number of turbine aircraft based at the South Central Regional Airport is expected to increase. The anticipated growth is based on the analysis of changes in the based aircraft mix that has occurred at the Pella Municipal Airport over the past five (5) years.

- Turbine aircraft being relocated from an area airport to the new airport
- Replacement of multi-engine piston aircraft with very light jet aircraft

Operational Forecast

Forecast operational activity at the new airport is based on a number of variables. While national trends are a factor, local events within the South Central Regional Airport Service Area are more significant.

- Based aircraft by type
- Pilot and general population trends
- Economic trends to include employment growth in a diversified economy
- Aeronautical service and pricing
- Airport facilities to include airside, landside and approach minimums

There is a need at the existing Pella Municipal Airport for additional airplane storage space, and expanded maintenance facility and an airport operating environment that accommodates approach category “C” operations. In addition, aircraft storage space at the Oskaloosa Municipal Airport was reported as being full.

Should the constraints noted above be addressed, it is reasonable to expect a modest increase in operational activity over the 20 year planning horizon.

An aircraft operation is defined as the airborne movement of aircraft in controlled and non-controlled airport terminal areas and about given en route fixes or at other points where counts can be made. Each movement counts as an operation. A “touch and go,” for example, counts as two operations.

Total annual aircraft operations are further broken down into local and itinerant operations. A local operation is defined as one by an aircraft that:

- Operates within the local traffic pattern or within sight of the control tower;
- Is known to be departing for or arriving from local practice areas; or
- Executes simulated instrument approaches of low passes at the airport.

An itinerant aircraft operation is one that operates outside the local traffic pattern.

A typical example of an itinerant operation is an air taxi operation. Aviation operations are most often discussed in terms of:

- Total annual aircraft operations
 - Total annual local
 - Total annual itinerant
- Peak day and peak hour operations

Table D-11
Total Annual Local/Itinerant Operations: 2020-2040

Year	Total Annual	Local	Itinerant
2020	14,700	7,056	7,644
2025	18,722	8,981	9,741
2030	19,530	9,374	10,156
2040	21,102	9,933	11,169

Source: DGR Engineering
Itinerant = 52%
Local = 48%

Approximately 52% of the total annual operations are expected to be itinerant in nature. Operations by airplanes with an approach speed under 91 knots will have a larger number of local operations (60%) as opposed to those with an approach speed of 121 knots or greater. The methodology set forth in the 2010 Iowa System Plan along with guidelines outlined in FAA Order 5090.3C Field Formulation of the National Plan of Integrated Airport Systems was used to estimate operational activity.

2010 Iowa Aviation System Plan

- Airports with 1 to 30 based aircraft forecasted were assigned 250 operations per aircraft, while airports with 31 to 99 based aircraft were assigned 350 operations per aircraft. Airports forecasted with 100 or more aircraft were assigned 450 operations per aircraft.

FAA Order 5090.3C

- 250 operations per based aircraft for rural general aviation airports.
- 350 operations per based aircraft for busier general aviation airports with more itinerant traffic.
- 450 operations per based aircraft for busy reliever airports.

The methodology used to prepare the South Central Regional Airport forecasts assume that annual operations per based aircraft will fall within the range of 250 operations for airplanes with an approach speed under 91 knots increasing to 450 operations for those with an approach speed of 121 knots or greater.

- A-I Airplanes 250 operations/based airplane
- B-I, B-II Airplanes 350 operations/based airplane
- C-I, C-II Airplanes 450 operations/based airplane

Total annual aircraft operations are projected to increase from 14,700 in 2020 to 21,102 in 2040. Table D-12, summarizes the operational mix from 2020 to 2040.

Table D-12
Total Annual Operational Mix: 2020-2040

LOCAL & ITINERANT						
Year	A-I	B-I	B-II	C-I	C-II	Total
2020	10,750	2,450	350	900	250	14,700
2025	13,250	3,433	700	1080	260	18,722
2030	13,500	3,717	763	1260	290	19,530
2040	14,000	4,284	826	1620	372	21,102
ITINERANT ONLY						
2020	4,081	2,083	350	900	250	7,664
2025	4,783	2,918	700	1080	260	9,741
2030	4,795	3,048	763	1260	290	10,156
2040	4,836	3,513	826	1620	372	11,169

Source: DGR Engineering

A-I: Zero (0) percent annual growth in operations/based airplane

B-I, B-II: 1.5%-1.8% annual growth; C-I, C-II: 3.5%-4.0% annual growth

Table D-13 summarized the Terminal Area Forecasts (TAF). The FAA uses the Terminal Area Forecast in part to determine if the forecast set forth herein are reasonable. Forecast of based aircraft and total operations are considered reasonable with the TAF if they differ by less than 10% in the 5-year forecast period and by less than 15% in the 10-year forecast period

Table D-13
APO Terminal Area Forecast – FAA 2014

Year	Oskaloosa		Pella	
	Based Aircraft	Total Operations	Based Aircraft	Total Operations
2010	31	13,950	22	8,399
2014	31	13,950	36	8,399
2020	32	13,950	44	8,399
2025	33	13,950	54	8,399
2030	33	13,950	64	8,399
2040	33	13,950	84	8,399

Source: FAA APO Terminal Area Forecast - February 2014

The TAF based aircraft numbers are well within 10% for the current year 2014 if Oskaloosa and Pella are combined. FAA has not prepared a terminal area forecast for a combined airport. Based on the combined TAF based aircraft numbers, the forecast for the South Central Regional Airport is considered reasonable. The TAF forecast for Oskaloosa (450 operations per based aircraft) is not consistent with the ratio of operations to based aircraft (250 operations per based aircraft) set forth in FAA Order 5090.3C.

Instrument Operations

Instrument approaches are defined as an approach made to an airport with Instrument Flight Rules (IFR) flight plan. IFR operations take place under the following conditions:

- When visibility is less than 3 miles or ceiling is at or below the minimum initial approach altitude.
- Where no weather reporting service is available at non-tower airports, the following criteria, in descending order, is used to determine valid instrument approaches:
 - A pilot report
 - If the flight has not canceled its IFR flight plan prior to reaching the initial approach fix
- The official weather as reported for any airport located within 30 miles of the airport to which the approach is made.

An instrument operation is any aircraft operation conducted in accordance with an IFR flight plan or an operation where IFR separation between aircraft is provided by a terminal control facility or air route control center (ARTCC).

The number of instrument operations may be used as a basis for determining justification for various public investments: air traffic control, landing and approach aids.

Annual instrument operations and approaches were based on total annual itinerant operations and estimating ratios for airports within the Minneapolis Air Traffic Control Center (ARTCC). The estimating ratios were obtained from a report entitled: 1995 Iowa Weather and Navigational Aid Plan. The Study was prepared for the Iowa DOT by Thompson Consultants International Inc. in 1995.

For airports within the Minneapolis ARTCC:

Annual Instrument Approaches (AIA)	0.203573	x	Itinerant operations
Annual Instrument Operations (AIO)	0.132092	x	Itinerant operations

Table D-14
Annual Instrument Approaches/Operations: 2020-2040

Year	Total Annual Itinerant Operations	Annual Instrument Approaches	Annual Instrument Operations
2020	7,664	1,560	1,012
2025	9,741	1,983	1,286
2030	10,156	2,067	1,342
2040	11,169	2,274	1,475

Source: DGR Engineering

Annual instrument approaches are forecast to increase from 1,560 in 2020 to 2,274 in 2040. Annual instrument operations are forecast to grow from 1,012 in 2020 to 1,475 in 2040.

Peak Month/Day

The peak month will most likely occur in June, July or August. Fuel sales are typically used to identify the peak month. Based on the past Iowa DOT activity counts and fuel sales at other general aviation airports, the peak month would typically account for 12% of the total operational activity.

Table D-15
Peak Month and Day Operations: 2020-2040

Year	Total Annual Itinerant Operations	Peak Month ⁽¹⁾	Average Day Peak Month ⁽²⁾	Peak Hour Average Day ⁽³⁾	50% of Average Day
2020	7,661	920	30	3	15
2025	9,741	1,169	38	4	19
2030	10,156	1,219	39	4	20
2040	11,169	1,340	43	4	22

Source: DGR Engineering

1 - Peak Month Operations = 12% of annual itinerant operations

2 - Peak Month divided by 31 days

3 - Peak Hour Average 12 hour days = 110%

The 50% of the average day peak month suggests that one-half of the itinerant aircraft will be on the ground at any one time within a 12-hour period. The ramp area should be sized to accommodate no fewer than 15 airplanes in 2020 and 22 airplanes by 2040.

Passenger Enplanements

The South Central Regional Airport is expected to generate 10,290 enplanements in 2020 and upwards of 15,078 enplanements by 2040.

Table D-16
Passenger Enplanements: 2020-2040

Year	Itinerant Operations	Passenger Enplanements ⁽¹⁾⁽²⁾	Peak Hour Day Departures	Peak Hour Passengers
2020	7,664	10,346	2	5
2025	9,741	13,150	2	5
2030	10,156	13,711	2	5
2040	11,169	15,078	2	5

Source: DGR Engineering

1 - Based on 2.7 passengers per itinerant departure

2 - Annual itinerant operations divided by two (2) = departures

Design Aircraft

Table D-12, summarized the forecast operations mix for the period 2020-2040. Estimated 1,150 aircraft operations with an approach speed of 121 knots but less than 141 knots are forecast for horizon year 2020.

The Learjet 45 XR is the largest aircraft currently based at the Pella Municipal Airport and is representative of the family of airplanes that will use the South Central Regional Airport.

Learjet 45 XR

Maximum Gross Takeoff Weight	21,500 pounds
Wing Span	47'-1"
Approach Speed	123 Knots
ARC C-I	

The Beechjet 400A based at the Pella Municipal Airport is representative of turbo-jet aircraft that will use the South Central Regional Airport.

Beechjet 400A

Maximum Gross Takeoff Weight	16,100 pounds
Wing Span	37'-10"
Approach Speed	120 Knots
ARC B-II	

Musco Lighting operates two aircraft (Gulfstream 200, Cessna Citation II) that are currently based at the Ottumwa Regional Airport due to lack of adequate hangar space and runway length constraints at the existing Pella Municipal and Oskaloosa Municipal Airports. Musco Lighting has indicated their intent to base their two airplanes at the South Central Regional Airport.

The Gulfstream G-200 is defined as a large airplane.

Maximum Gross Takeoff Weight	34,450 pounds
Wing Span	58'-1"
Approach Speed	140 Knots
ARC C-II	

The Cessna Citation II, owned by the same company, would also be relocated to a Joint Pella/Oskaloosa Airport Facility.

Maximum Gross Takeoff Weight	13,300 pounds
Wing Span	51'-8"
Approach Speed	108 Knots
ARC B-II	

There are itinerant operations (on a less than regular basis) by approach Category “C” airplanes based elsewhere. These airplanes include the IAI Westwind, Beechjet 400, Citation III, Hawker 125, Learjet 55, Learjet 25, and Sabreliner 60.

A 500 annual itinerant operations threshold by critical aircraft of “family of aircraft” has been established by FAA to determine the Airport Reference Code (ARC) and AIP participation.

The Learjet 45 XR and Gulfstream 200 represent airplanes (up to 60,000 pound maximum certified takeoff weight) that comprise the remaining 25 percent of the airplanes that make up 100 percent of the fleet. (Reference FAA AC 150/5325-4B, Table 3-2).

Based on the 500 or more operations by critical aircraft (Composite C-II), the South Central Regional Airport should be developed to accommodate large airplanes with an approach speed less than 141 knots and a wing span less than 79 feet.

APPENDIX E

Background Summary

Airport Role – Federal and State Aviation System

APPENDIX E – BACKGROUND – AIRPORT ROLE

Several studies have been completed in the past that are relevant to recommendations set forth herein. Recommendations and findings from those Studies and Technical Memorandums are summarized for the period 1999 to the present.

JOINT AIRPORT INITIATIVE: HISTORIC PERSPECTIVE

The City of Pella and the City of Oskaloosa have explored the concept of a new airport and closure of their existing airports since 2000.

1999-2005

In 1999, the City of Pella commissioned a Feasibility Study to assess future needs of the Pella Municipal Airport. The study, completed in July 2000 by Kirkham Michael Consulting Engineers, concluded:

- The Airport Reference Code (ARC) for the existing Pella Airport, B-II is not sufficient due to significant use by a based “C” category airplane, as well as, future activity by “C” category aircraft.
- The airport should be developed to ARC C-II standards.
- The cost to develop the existing airport to ARC “C-II” standards would exceed the cost of developing a new site.

The Feasibility Study-2000 also recommended the City of Pella seek to involve participation of other nearby communities. Based in part on this recommendation, the City of Pella, together with the cities of Knoxville and Oskaloosa, sought and received a grant from the Iowa Department of Transportation (IA DOT) Office of Aviation to examine the feasibility of developing a regional facility to replace three (3) public owned airports.

The Study, initiated by HR Green in 2001, culminated with the preparation of an Airport Master Plan in 2005. After the initial site selection, the City of Knoxville declined further participation. The cities of Pella and Oskaloosa proceeded with development of an Airport Master Plan for the preferred site. A draft of the Airport Master Plan referenced as the Red Rock Regional Airport was completed in August 2005 (See Exhibit E-1 – Site H).

2006-2010

During the development of the Red Rock Airport Master Plan, the City of Oskaloosa held a public referendum regarding the City’s participation. Following the referendum, the Oskaloosa City Council discontinued their participation in the Red Rock Regional

Airport Initiative. The referendum, combined with the impact of the 4(f) resource, led to the discontinuation of the Red Rock Regional Airport Initiative.

Following termination of the joint effort in 2005, the City of Pella formed an Aviation Review Committee to provide recommendations to the Mayor and Council. The Pella Aviation Review Committee prepared and submitted a report to the City in 2006. The Pella Aviation Review Committee recommended the City of Pella to proceed with the development of an airport to replace the existing Pella Municipal Airport.

Snyder & Associates, Inc. was retained by the City to assist in preparing the required studies for a replacement airport.

The City of Pella requested assistance from the Federal Aviation Administration to fund, in part, the planning process. The scope of work provided for the ultimate preparation of four (4) stand-alone documents.

- Airport Feasibility Study
- Benefit-Cost Analysis
- Airport Master Plan/Airport Layout Plan
- Environmental Assessment

An Airport Improvement Program (AIP) Grant (3-19-0112-05-2007) was provided to the City of Pella. The City issued a Notice to Proceed (NTP) to Snyder & Associates, Inc. on June 19, 2007.

The City of Pella created a task force to assist in the preparation of the Feasibility Study. The Aviation Task Force consisted of nine (9) members representing the City of Pella, Marion County, airport users, and the public.

The primary assignment given to the Aviation Task Force was to consider alternative sites and recommend a preferred site for consideration by the Pella City Council. The Aviation Task Force met eight (8) times and participated in the development of criteria used to identify and rank the candidate sites. The meetings were open to the public and attended by City staff.

- October 13, 2006
- October 25, 2006
- November 17, 2006
- May 18, 2007
- September 24, 2007
- October 16, 2007
- December 10, 2007*
- January 4, 2008

A public information meeting was held on December 10, 2007. The meeting was attended by 139 persons.

The search area extended out 10 miles from the City of Pella and was confined, with the exception of the Red Rock Study Site, to Marion County.

Six (6) sites were submitted to FAA for airport study. The FAA issued an airport determination on August 31, 2007. (FAA Airport Case No. 2007-ACE-380 through 385 NRA).

The Aviation Task Force recommended Site C (near Otley) as the preferred site for the proposed Pella Replacement Airport. The Pella City Council considered the recommendations from the Aviation Task Force and passed a resolution on March 4, 2008 to continue further evaluation of the preferred site near Otley.

The FAA, in a letter dated September 10, 2009, directed the City of Pella to re-evaluate the existing Pella Municipal Airport site. The change in work scope by the FAA was based on the rationale that the Red Rock Study-2005 was developed around the concept of a regional airport that would combine aeronautical activity within two (2) or more existing airport service areas. The FAA concluded that prior studies did not fully evaluate alternatives that may be available at the existing Pella Municipal Airport if the intent was to develop a replacement airport just to serve Pella.

The City of Pella considered a range of alternatives within the Airport Feasibility Study. These included:

- No Build Alternative-Existing Site
- ARC B-II Build Alternative-Existing Site
- Limited ARC C-II Alternative-Existing Site
- Full ARC C-II Build Alternative-Replacement Sites
- Service from another public owned airport

The No-Build Alternative would not accommodate forecast aeronautical activity.

Due to site constraints, it was not reasonable to consider an ARC C-II Full Build Alternative that would support a precision instrument approach with minimums down to ½-mile visibility and a decision height of 200 feet. Furthermore, the existing Pella Municipal Airport site could not provide for the development of a crosswind runway to the desired length of 3,900 feet.

Two limited build alternatives were developed for the existing Pella Municipal Airport.

- Limited ARC B-II Build Alternative
- Limited ARC C-II Build Alternative

Expanding the existing Pella Municipal Airport with the limited ARC C-II Build Alternative was shown to be more expensive than constructing a new replacement airport at full C-II standards. The cost associated with the ARC C-II Limited Build was greater than the replacement ARC C-II Full Build.

Representatives from the City of Pella and staff from the FAA Central Region met on March 3, 2010 to discuss site constraints associated with the existing site and the limited build alternatives. The meeting also provided the opportunity to review the outcome from previous initiatives to include the replacement airport alternative. Following the March 3, 2010 meeting, the FAA authorized the City of Pella to continue with work on a Replacement Airport for the existing Pella Municipal Airport.

The FAA Central Region in their comments dated March 9, 2010 stated that all proceeds from the closure and disposal of the existing Pella Municipal Airport site must be allocated to development of landside needs at the Replacement Airport site.

Based on the desired level of service and probable cost to implement, the Full Build ARC C-II Alternative represented the most prudent choice

The FAA approved the Aviation Forecast and accepted the Airport Feasibility Study recommending replacement of the existing Pella Municipal Airport on May 7, 2010.

The City of Pella proceeded to develop an Airport Layout Plan (ALP) based on the Otley Alternative Site C-3 for the Replacement Airport.

The Airport Layout Plan was submitted to FAA for airspace analysis and review. A determination of “Conditional No Objection” was issued on May 4, 2011. Reference may be made to Airspace Case No. 2010-ACE-1392-NRA.

The FAA, in an email dated September 1, 2011, recommended the Airport Layout Plan for the Pella Replacement Airport be submitted for “Conditional Approval.” The FAA gave “Conditional Approval” to the Pella Replacement Airport Layout Plan on December 16, 2011. The Environmental Assessment (EA) for the Pella Replacement Airport was not initiated and was de-scoped from the FAA grant.

2011 – 2012

The City of Pella and the City of Oskaloosa are members of a Central Iowa Coalition that was formed in 2010 to discuss transportation issues. While the primary focus was on the surface transportation network, the group also discussed the need to “replace” the existing Pella Municipal Airport.

The City of Pella and the City of Oskaloosa renewed their joint airport dialogue. Through a series of meetings in 2011, the City of Pella, the City of Oskaloosa and Mahaska County developed a 28E Agreement creating the South Central Regional Airport Agency (SCRAA). The FAA Office of Regional Council (via email dated February 24, 2012) determined that the South Central Regional Airport Agency had the legal authority to act as a “Sponsor” and enter into agreements with the FAA.

The 28E Agreement was filed with the Iowa Secretary of State on March 29, 2012.

The FAA approved entry of the proposed regional airport into the National Plan of Integrated Airport Systems (NPIAS) on September 20, 2012.

2013 – 2015

The FAA issued a planning grant (3-19-0136-001-2013) on August 28, 2013 for Site Selection and an Airport Master Plan to further study the Regional Airport Proposal.

Site Selection

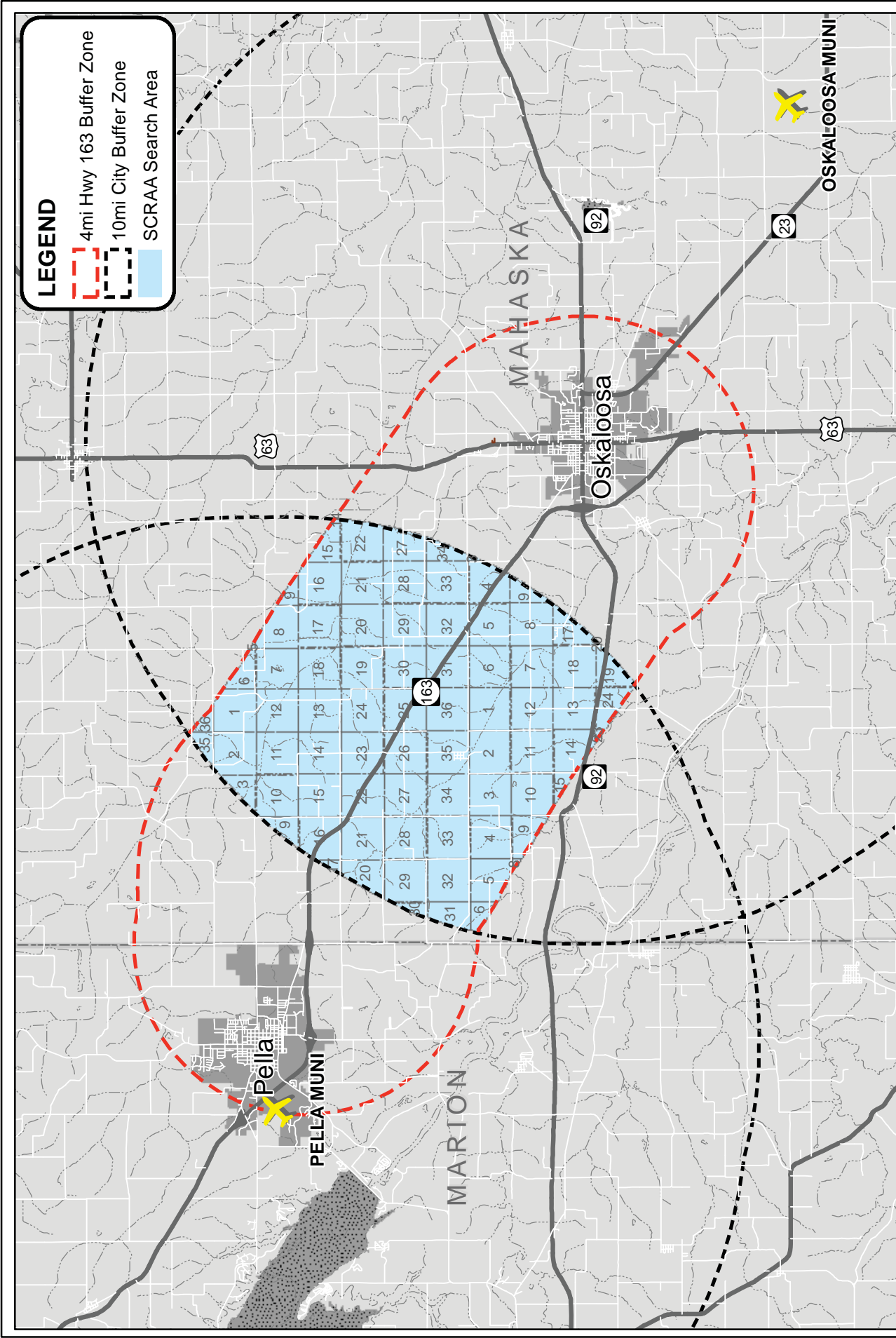
The search area for the proposed replacement airport was established with the 28E Agreement entered into by the City of Oskaloosa, Mahaska County and the City of Pella.



Two (2) conditions were set forth within the 28E Agreement that were to be adhered to. The search area was defined as extending no more than four (4) miles from Iowa Highway 163. Furthermore, the candidate site identified for consideration could not be located more than ten (10) miles from either city. The search area is depicted in Figure E-1.

The 28E Agreement also established several facility development parameters. These were as follows:

- The site must be able to accommodate a primary runway having a potential ultimate length of 7,500 feet.
- The primary runway must be able to support a precision instrument approach with minimums as low as 200 feet and one half mile forward visibility.
- The site must be able to accommodate a crosswind runway having the potential ultimate length of 4,200 feet.

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	 SNYDER & ASSOCIATES Engineers and Planners	JS Consulting LLC	SOUTH CENTRAL REGIONAL AIRPORT MAHASKA COUNTY, IOWA	AIRPORT SEARCH AREA	FIGURE E-1
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The search area, based entirely within Mahaska County extends over approximately 66 square miles. Nine (9) locations where a replacement airport could possibly be developed were identified. Within the nine (9) locations, eleven (11) concepts were developed based on the following facility parameters set forth in the 28E Agreement (refer to Figure E-2):

Primary Runway Facility:

- 100' (Width) x 7,500' (Ultimate Length)
 - Precision Instrument Approach (Primary End)
 - PA – CAT1 – (Visibility minimums as per FAA AC 150/5300-13A)
 - PIR < ¾ mile – (Far Part 77)
 - Approach Procedures with Vertical Guidance (Opposite End)
 - APV > ¾ mile – (Visibility minimums as per FAA AC 150/5300-13A)
 - D(NP) > ¾ mile (FAR Part 77)

Crosswind Runway Facility:

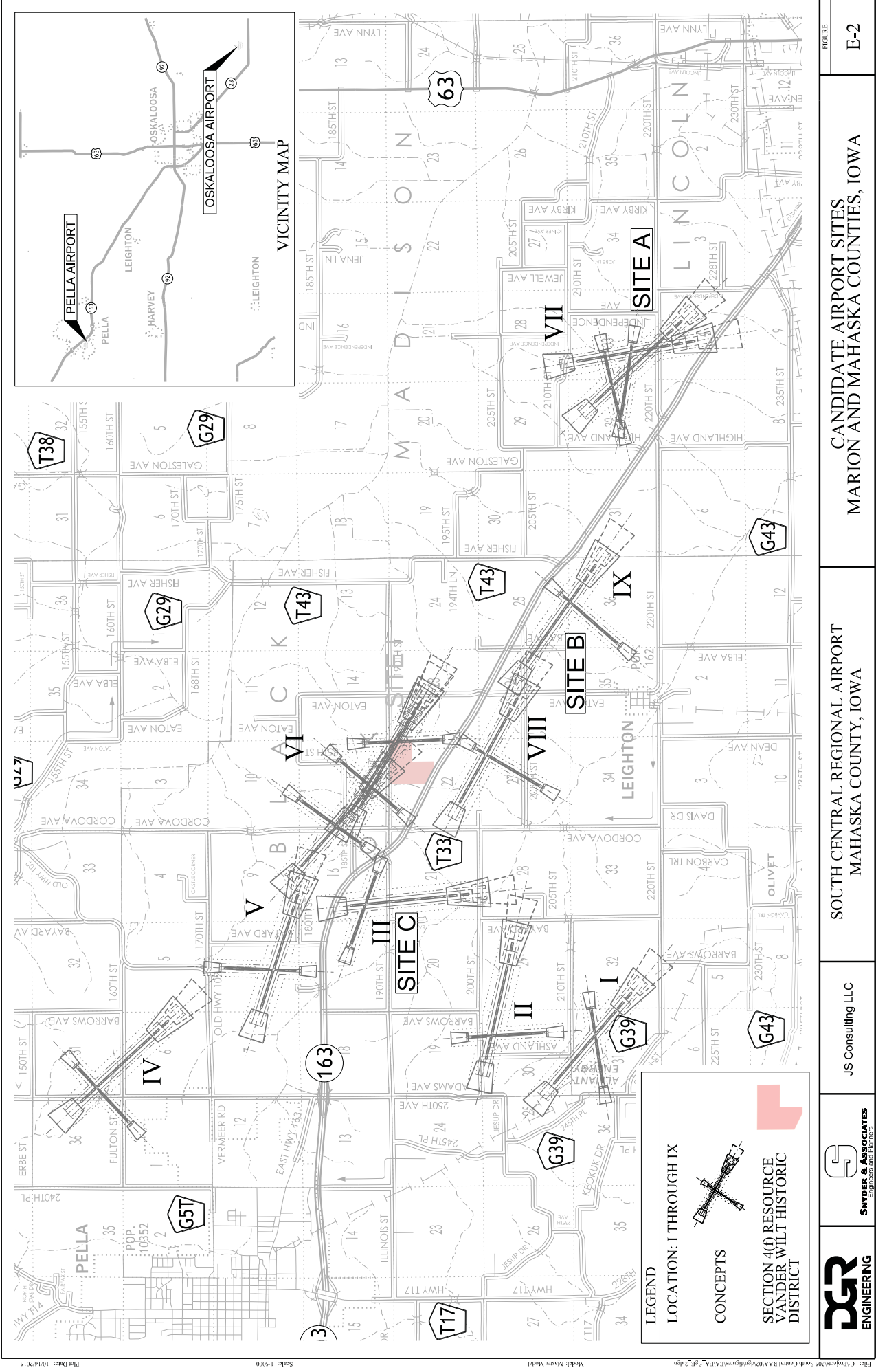
- 75' (Width) x 4,200' (Ultimate Length)
 - Non-Precision Instrument Approach (Primary End)
 - NPA – 1 mile – (Visibility minimums as per FAA AC 150/5300-13A)
 - C(NP) (FAR Part 77)
 - Non-Precision Instrument Approach (Opposite End)
 - NPA – 1 mile – (Visibility minimums as per FAA AC 150/5300-13A)

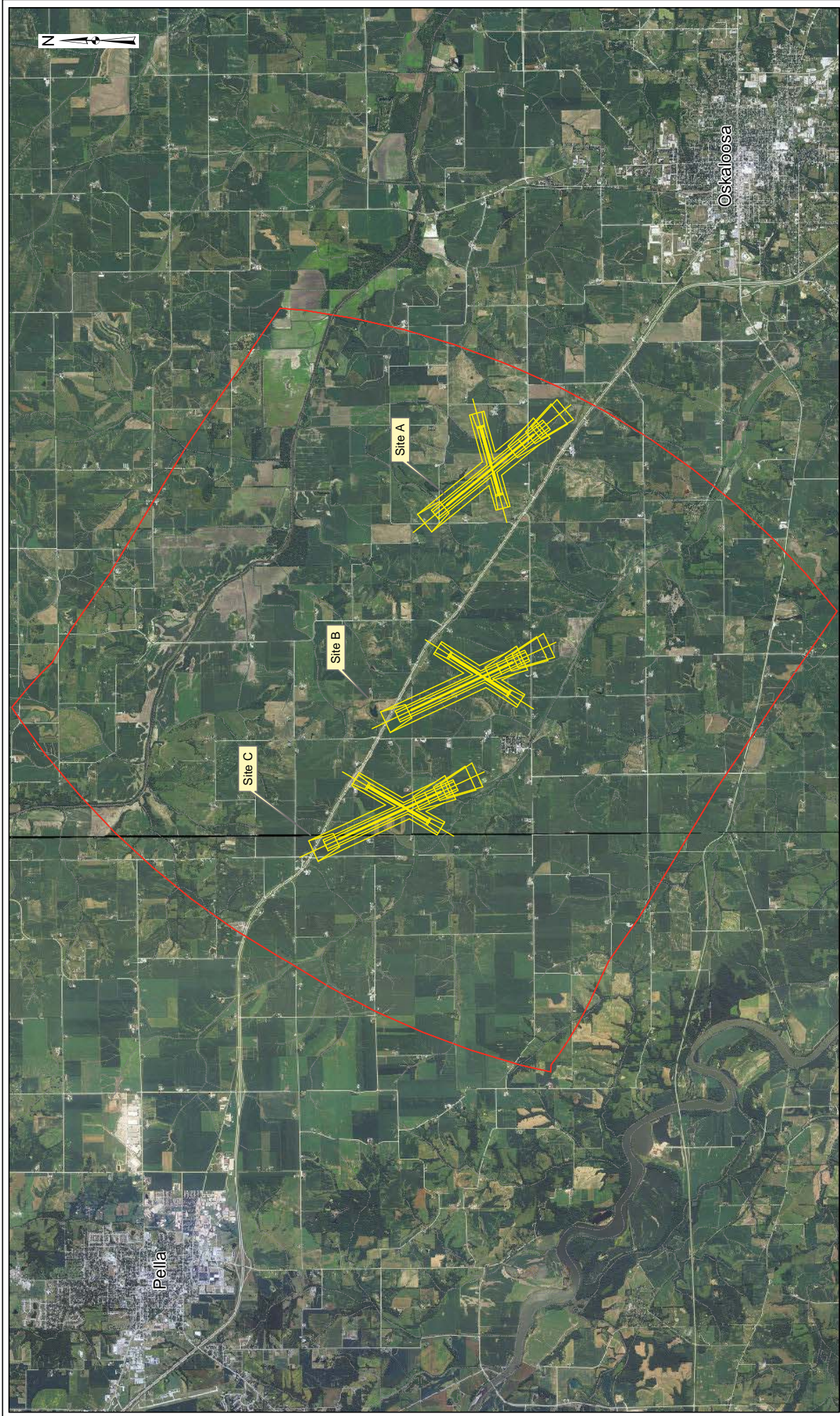
The footprint shows each runway as well as the Runway Protection Zone (RPZ) anticipated for each runway end. The size of the approach and the departure RPZ were obtained from the FAA AC 150/5300-13A – Airport Design. The footprint represents the area at minimum to be acquired in fee title or easement. Reference may be made to the report entitled *Technical Memorandum Airport Site Selection – South Central Regional Airport* (November 2013).

1.5 Candidate Airport Sites

Staff members from each member government (City of Oskaloosa, Mahaska County and City of Pella) met on October 11, 2012 to review and discuss each of the eleven (11) airport concepts. The intent of the initial screening was to determine if the candidate site satisfied the criteria set forth in the 28E Agreement.

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   <p data-bbox="1372 1050 1437 1291">CANDIDATE AIRPORT SITES (SITE A, B, C)</p> <p data-bbox="1372 231 1437 661">SOUTH CENTRAL REGIONAL AIRPORT MAHASKA COUNTY, IOWA</p>	FIGURE E-3
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If all or a substantial part of the footprint was located outside the search area, the site was eliminated. In addition, any one of the candidate footprints that extended into a Section 4(F) resource (Vander Wilt Farmstead Historic District) was discarded.

Six (6) candidate sites (I, II, III, IV, V, and VI) did not meet the criteria set forth in the 28E Agreement. The three (3) candidate sites (VII, VIII, and IX) that met parameters set forth in the 28E Agreement and did not extend into any part of the Vander Wilt Farmstead Historic Site were retained for continued evaluation and refinement. The three (3) candidate sites were referenced going forward at Sites A, B, and C (see Figure E-3).

A preliminary airport concept plan for each of the three (3) sites was prepared. The sites were presented to the SCRAA Board on January 4, 2013. The SCRAA Board conducted a public information meeting on April 18, 2013. The purpose of the meeting was to provide an overview of the project and to obtain public input on the three (3) sites.

The three (3) sites were submitted to the FAA for airspace review. Based on the concept plans, the FAA concluded (May 8, 2013) that the proposed runway geometry would not adversely affect the safe and efficient use of navigable airspace.

As part of the secondary screening process, thirty-two (32) criteria were identified to assist in evaluating each of the three (3) site locations. The three (3) sites were scored with Site A ranking first, followed by Site B. Site C scored significantly lower due to potential impacts based on the secondary screening process. (Reference *Technical Memorandum Airport Site Selection* – Section 4 and 5).

The SCRAA Board at their May 23, 2013 meeting passed a resolution designating “Site A” as the preferred location for continued evaluation and retaining “Site B” as a secondary location. FAA accepted the *Technical Memorandum Airport Site Selection* Report on December 6, 2013 and authorized the SCRAA to proceed with the development of the Airport Layout Plan and Master Plan for Site A.

1.6 Preferred Site A Location

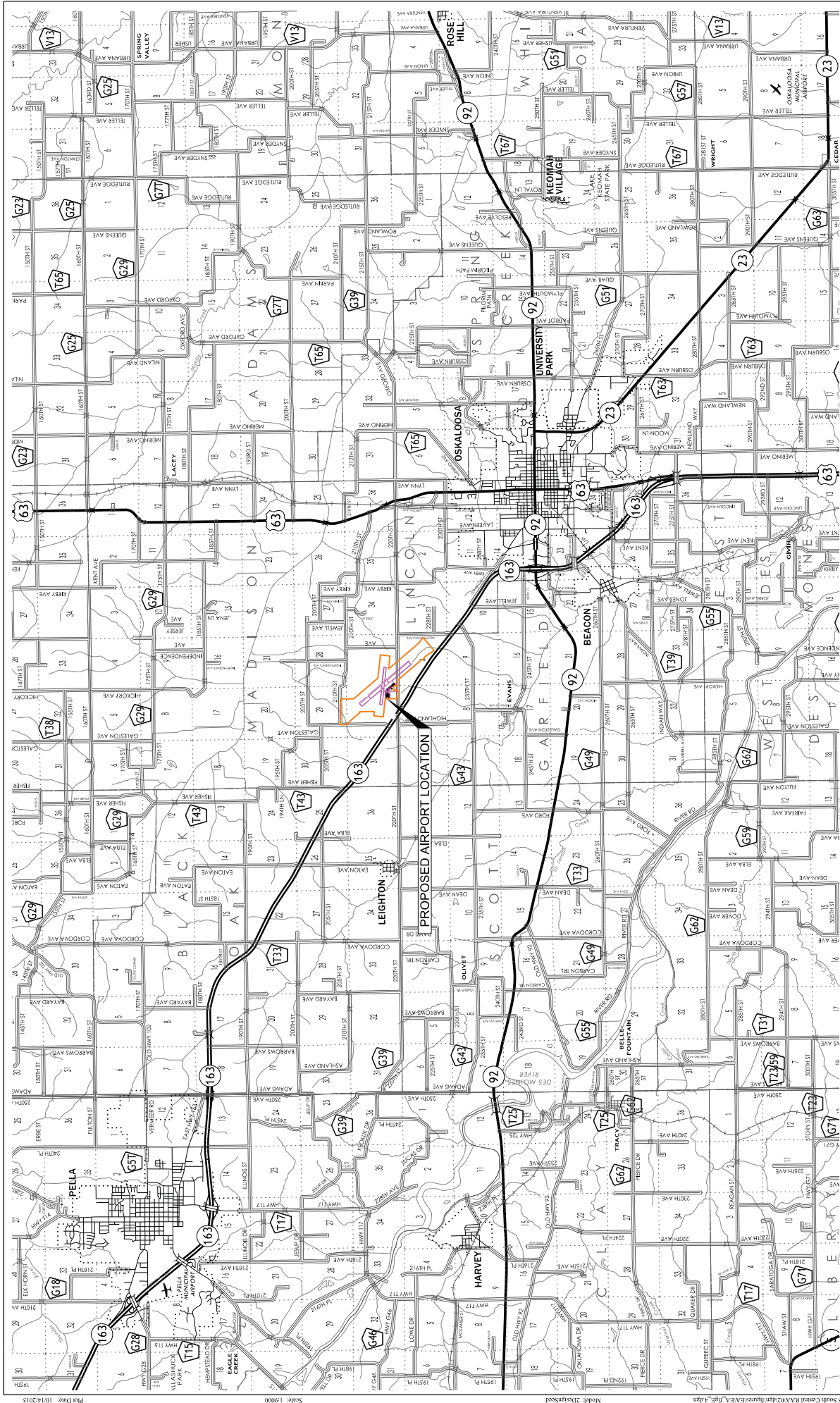
The proposed airport development located in Mahaska County, Iowa will extend over all or part of:

- Section 4 (Township 75 North, Range 16 West)
- Sections 29, 32, and 33 (Township 76 North, Range 16 West)

Figure E-4 shows the proposed site location. Regional ground access is provided by US Highway 63 and IA Highways 23, 92, and 163.

Figure E-4 also shows the location of the existing Pella Municipal Airport and the Oskaloosa Municipal Airport.

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		JS Consulting LLC	SOUTH CENTRAL REGIONAL AIRPORT MAHASKA COUNTY, IOWA	VICINITY MAP - PREFERRED SITE A	FIGURE E-4
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Following selection of Site A as the preferred site, the Airport Layout Plan was prepared. The proposed actions as shown on the Airport Layout Plan were given “conditional” approval by the FAA on March 4, 2015. The ALP is included as a component of the Airport Master Plan. The Airport Master Plan was accepted by FAA in March of 2015.

The Airport Layout Plan is shown on Sheet 2.

The Airport Land Use Plan and crop restriction lines are shown on Sheet 12 of the Airport Layout Plan set.

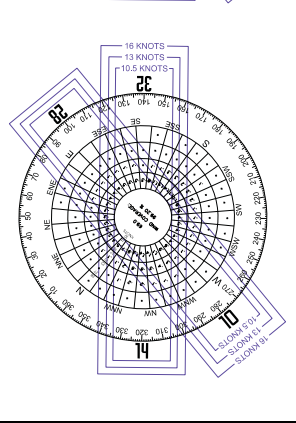
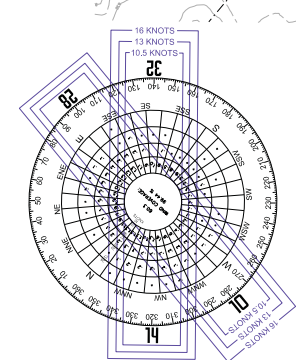
Land proposed for acquisition is shown on the Airport Property Map - Exhibit A (sheet 13 of 13) and referenced herein as Figure E-6.

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LEGEND	
DESCRIPTION	INITIAL
AIRPORT PROPERTY LINE	---
AIRPORT EASEMENT LINE	---
BUILDING RESTRICTION LINE	---
RUNWAY VISIBILITY ZONE / LINE OF SIGHT	---
RUNWAY PROTECTION ZONE	---
RUNWAY SAFETY AREA AND OBJECT FREE AREA	---
EASEMENT	---
BUILDING - STRUCTURES	---
PRECISION APPROACH PATH INDICATOR (PAPI)	---
RUNWAY END IDENTIFIER LIGHTS (REL)	---
THRESHOLD LIGHTS	---
FENCE	---
AIRCRAFT PARKING LOCATION	---

NOTES	
THERE ARE NO OBSTACLE PRESENTATIONS TO THE AIRPORT.	
THERE ARE NO THRESHOLD SURFACE OBJECT PENETRATIONS TO THE AIRPORT.	
THERE ARE NO MODIFICATIONS TO DESIGN STANDARDS.	
RUNWAYS MEET LINE OF SIGHT REQUIREMENTS.	

BUILDING IDENTIFICATION	
ID	DESCRIPTION
1	HANGAR 50x100 (4.00x10.00)
2	HANGAR 50x100 (4.00x10.00)
3	HANGAR 50x100 (4.00x10.00)
4	HANGAR 50x100 (4.00x10.00)
5	HANGAR 50x100 (4.00x10.00)
6	HANGAR 50x100 (4.00x10.00)
7	HANGAR 50x100 (4.00x10.00)
8	HANGAR 50x100 (4.00x10.00)
9	HANGAR 50x100 (4.00x10.00)
10	HANGAR 50x100 (4.00x10.00)
11	HANGAR 50x100 (4.00x10.00)
12	ELECTRIC VEHICLE BLDG



SURVEY DATA TABLE	
ITEM	DESCRIPTION
RW 14	RW 14
RW 28	RW 28
RW 32	RW 32
RW 36	RW 36
RW 40	RW 40
RW 44	RW 44
RW 48	RW 48
RW 52	RW 52
RW 56	RW 56
RW 60	RW 60
RW 64	RW 64
RW 68	RW 68
RW 72	RW 72
RW 76	RW 76
RW 80	RW 80
RW 84	RW 84
RW 88	RW 88
RW 92	RW 92
RW 96	RW 96
RW 100	RW 100
RW 104	RW 104
RW 108	RW 108
RW 112	RW 112
RW 116	RW 116
RW 120	RW 120
RW 124	RW 124
RW 128	RW 128
RW 132	RW 132
RW 136	RW 136
RW 140	RW 140
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RW 704	RW 704
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RW 728	RW 728
RW 732	RW 732
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RW 740	RW 740
RW 744	RW 744
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RW 756	RW 756
RW 760	RW 760
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RW 768	RW 768
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RW 780	RW 780
RW 784	RW 784
RW 788	RW 788
RW 792	RW 792
RW 796	RW 796
RW 800	RW 800
RW 804	RW 804
RW 808	RW 808
RW 812	RW 812
RW 816	RW 816
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RW 840	RW 840
RW 844	RW 844
RW 848	RW 848
RW 852	RW 852
RW 856	RW 856
RW 860	RW 860
RW 864	RW 864
RW 868	RW 868
RW 872	RW 872
RW 876	RW 876
RW 880	RW 880
RW 884	RW 884
RW 888	RW 888
RW 892	RW 892
RW 896	RW 896
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RW 908	RW 908
RW 912	RW 912
RW 916	RW 916
RW 920	RW 920
RW 924	RW 924
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RW 956	RW 956
RW 960	RW 960
RW 964	RW 964
RW 968	RW 968
RW 972	RW 972
RW 976	RW 976
RW 980	RW 980
RW 984	RW 984
RW 988	RW 988
RW 992	RW 992
RW 996	RW 996
RW 1000	RW 1000

Airport Role

The proposed South Central Regional Airport was entered into the National Plan of Integrated Airport Systems (NPIAS) on September 20, 2012. The FAA, in concert with State aviation agencies and local planning organizations, identifies public use airports that are important to the system for inclusion in the NPIAS.

The NPIAS defines the functional role of an airport as one (1) of four (4) basic airport service levels which describe the type of service that the airport currently provides and is anticipated to provide over the next five (5) years. The four (4) airport roles are:

- Commercial Service (Primary)
- Commercial Service (Non-Primary)
- Reliever
- General Aviation

The existing Pella Municipal Airport and the Oskaloosa Municipal Airport are classified as general aviation airports.

In May 2012, the FAA issued a report entitled: *General Aviation Airports: A National Asset*. Of the 3,330 airports in the NPIAS, 2,952 were defined as general aviation airports. The *FAA Modernization and Reform Act of 2012*, defines a general aviation airport as a public airport that is located in a state and that as determined by the Secretary of Transportation does not have scheduled service or has scheduled service with less than 2,500 passengers boarding each year. The 2,952 general aviation airports were grouped into four (4) categories.

<u>Group</u>	<u>Description</u>
National	Serves national – global markets (Very high levels of activity with many jets and multi-engine propeller aircraft – Averaging about 200 total based aircraft, including 30 jets)
Regional	Serves regional – national markets (High levels of activity with some jets and multi-engine propeller aircraft – Averaging about 90 total based aircraft, including 3 jets)
Local	Serves local – regional markets (Moderate levels of activity with some multi-engine propeller aircraft – Averaging about 33 based propeller-driven aircraft and no jets)
Basic	Serving critical aeronautical functions within local and regional markets (Moderate – low levels of activity – Averaging about 10 propeller-driven aircraft and no jets)

The FAA submits the NPIAS to the United States Congress bi-annually. Airports included in the NPIAS were assigned to one (1) of the four (4) categories starting with the 2013-2017 NPIAS report to Congress.

The Pella Municipal Airport was classified as a “Regional” airport. The Oskaloosa Municipal Airport, Ottumwa Regional Airport, Knoxville Municipal Airport and Washington Municipal Airport were placed in the “Local” Category.

Table E-1
Area NPIAS Airports

Identifier	Airport	NPIAS Category
GGI	Grinnell Regional Airport	Basic
OOA	Oskaloosa Municipal Airport	Local
OTM	Ottumwa Regional Airport	Local
PEA	Pella Municipal Airport	Regional
OXV	Knoxville Municipal Airport	Local
AWG	Washington Municipal Airport	Local

Source: FAA *General Aviation Airports: A National Asset*, May 2012
FAA Asset 2 – *In-Depth Review of the 497 Unclassified Airports*, March 2014

It is reasonable to conclude that the FAA will place the proposed South Central Regional Airport in the “Regional” Category given that the Pella Municipal Airport is currently classified as a “Regional” airport.

The 2010 Iowa Aviation Systems Plan recommended (see below) that consideration be given to the development of an “Enhanced Service Airport” to replace the existing airports owned and operated by the City of Pella and the City of Oskaloosa.

“The Pella Municipal Airport has limited capabilities to support the operations of larger business jet aircraft. Feasibility studies, geographic constraints impacting future development opportunities and the proximity of the Oskaloosa airport justify a regional approach towards creation of a new Enhanced Service Airport with increased levels of facilities and services to serve the region. It is recommended the cities of Pella and Oskaloosa increase cooperation to develop a new regional airport to replace existing airports serving these communities. A mutually agreed upon location, in proximity of both Pella and Oskaloosa, will be essential to the successful development of a new airport.”

An “Enhanced Service Airport” is defined within the 2010 Iowa Aviation System Plan as follows:

“These airports have runways 5,000 feet or greater in length with facilities and services that accommodate a full range of general aviation activity including most business jets. These airports serve business aviation and are regional transportation and economic centers.”