

APPENDIX K

Noise Analysis



MEMORANDUM

Date: February 25, 2016

To: Mike Fisher, Impact7G, Inc.

From: Clint Morrow, KB Environmental Sciences, Inc.

Subject: **Airport Noise Analysis for Environmental Assessment
South Central Regional Airport Association**

1. Introduction

The purpose of the memorandum is to document the airport noise analysis conducted by KB Environmental Sciences, Inc. in support of the Environmental Assessment (EA) for the South Central Regional Airport Association. The EA addresses the new general aviation airport proposed near the City of Oskaloosa and the City of Pella in Mahaska County, Iowa.

2. Methodology

Aircraft noise contour analysis was performed using the Federal Aviation Administration (FAA) Aviation Environmental Design Tool (AEDT) version 2b Service Pack 2. The AEDT was developed by the FAA using methods and calculations from the SAE International Aerospace Information Report (AIR) 1845, *Procedure for the Calculation of Airplane Noise in the Vicinity of Airports*. The noise analysis was conducted in accordance with FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*.

The AEDT produces aircraft noise contours that delineate areas of equal day-night average sound level (DNL). The AEDT works by defining a network of grid points at ground level around an airport. It then selects the shortest distance from each grid point to each flight track and computes the noise exposure generated by each aircraft operation, along each flight track. Corrections are applied for atmospheric acoustical attenuation, acoustical shielding of the aircraft engines by the aircraft itself, and aircraft speed variations. The noise exposure levels for each aircraft are then summed at each grid location. The cumulative noise exposure levels at all grid points are then used to develop noise exposure contours for selected values (e.g. DNL 65, 70 and 75 dB). Using the results of the grid point analysis, noise contours of equal noise exposure can then be plotted.

The DNL is a 24-hour time-weighted sound level that is expressed in A-weighted decibels and is abbreviated as dB(A) or dB. The FAA, and other federal agencies, use DNL as the primary measure of noise impact because: it correlates well with the results of attitudinal surveys regarding noise; it increases with the duration of noise events; and, it accounts for an increased sensitivity to noise at night by increasing each noise event that occurs during nighttime hours (i.e., 10 pm to 7 am) by 10 dB.

Sound Exposure Level (SEL) is an additional metric which can be used to depict noise levels due to aircraft operations. SEL, expressed in dB, is a “time integrated” measure of the sound energy of a noise source at a reference duration of one second. The SEL value represents the level of constant sound that, in one second, would generate the same acoustic energy as the actual time-varying noise event. Therefore, SEL accounts for both the maximum sound level and the duration of the event.

3. Noise Exposure – Initial Development Scenario

The initial development scenario includes one runway, 14/32, at a length of 6,700 feet. Airport and aircraft operational data were collected as necessary to populate the AEDT model, including: aircraft fleet mix; number of day and night operations; flight tracks; runway utilization; track utilization; runway locations/dimensions; proposed airport layout plan; and annual average weather.

The forecast of aircraft operations was used to develop the aircraft fleet mix (see Table 1). KBE assigned each aircraft to the appropriate AEDT aircraft type. The Annual Average Day (AAD) of operations was computed; then, these operations were assigned to the appropriate runways and flight tracks. The AEDT default flight tracks (i.e., straight-in/straight-out) and default flight profiles were used. Two percent of all operations were modeled as nighttime operations (10 pm to 7 am).

**Table 1. Initial Development Airport Operations
(Forecast Number of Annual Arrivals/Departures)**

Runway	A-I	B-I	B-II	C-I	C-II
	Cessna 172	Cessna 421C	Beechjet 400	TBM 850	Gulf G200
	Piper PA-32	Beech 55 Baron	Cessna 550 Citation II		Learjet 45XR
14	2250/2250	570/570	82/82	210/210	58/58
32	2876/2876	656/656	94/94	241/241	67/67
10	0/0	0/0	0/0	0/0	0/0
28	0/0	0/0	0/0	0/0	0/0

Source: Impact7G

DNL contours were developed at 65, 70, and 75 dB using AEDT. SEL and DNL were computed at several “Points of Interest” (POI) defined by Impact7G. Of note, the SEL represents the total SEL for all aircraft noise events modeled (i.e., not an individual event). The DNL contours are shown in Figure 1 and the DNL and SEL at POI are shown in Table 2. As shown, there are no noise-sensitive land uses or POI within the limits of the DNL 65 dB noise contour. The area within the DNL 65 dB and higher contours was 53 acres.

Table 2. Initial Development Noise Exposure at Points of Interest

Point of Interest	DNL (dB)	SEL (dB)
1	48	97
2	39	88
3	39	88
4	47	97
5	40	89
6	45	95
7	49	98
X5	46	96

Source: AEDT version 2b SP2

4. Noise Exposure – Ultimate Development Scenario

Noise contours were also developed for the future ultimate development scenario, which includes a second crosswind runway, 10/28, at a length of 3,900 feet, which is intended for use by propeller engine aircraft. Compared to the initial development scenario, the total number of operations was greater and the runway utilization was changed to include the second runway. The percentage of night operations, flight tracks, profiles and weather were the same as the initial development scenario.

The forecast of aircraft operations was used to develop the aircraft fleet mix (see Table 3). The AAD operations was computed; then, these operations were assigned to the appropriate runways and flight tracks.

**Table 3. Ultimate Development Airport Operations
(Forecast Number of Annual Arrivals/Departures)**

Runway	A-I	B-I	B-II	C-I	C-II
	Cessna 172	Cessna 421C	Beechjet 400	TBM 850	Gulf G200
	Piper PA-32	Beech 55 Baron	Cessna 550 Citation II		Learjet 45XR
14	2734/2734	963/963	221/221	434/434	100/100
32	3146/3146	837/837	192/192	377/377	87/87
10	448/448	137/137	0/0	0/0	0/0
28	672/672	206/206	0/0	0/0	0/0

Source: Impact7G

DNL contours were developed at 65, 70, and 75 dB using AEDT. The DNL contours are shown in Figure 2 and the DNL and SEL at POI are shown in Table 4. As shown, there are no noise-sensitive land uses or POI within the limits of the DNL 65 dB noise contour. The area within the DNL 65 dB and higher contours was 86 acres.

Table 4. Ultimate Development Noise Exposure at Points of Interest

Point of Interest	DNL (dB)	SEL (dB)
1	50	99
2	44	92
3	44	93
4	49	98
5	45	93
6	48	97
7	51	99
X5	48	97

Source: AEDT version 2b SP2

5. Conclusion

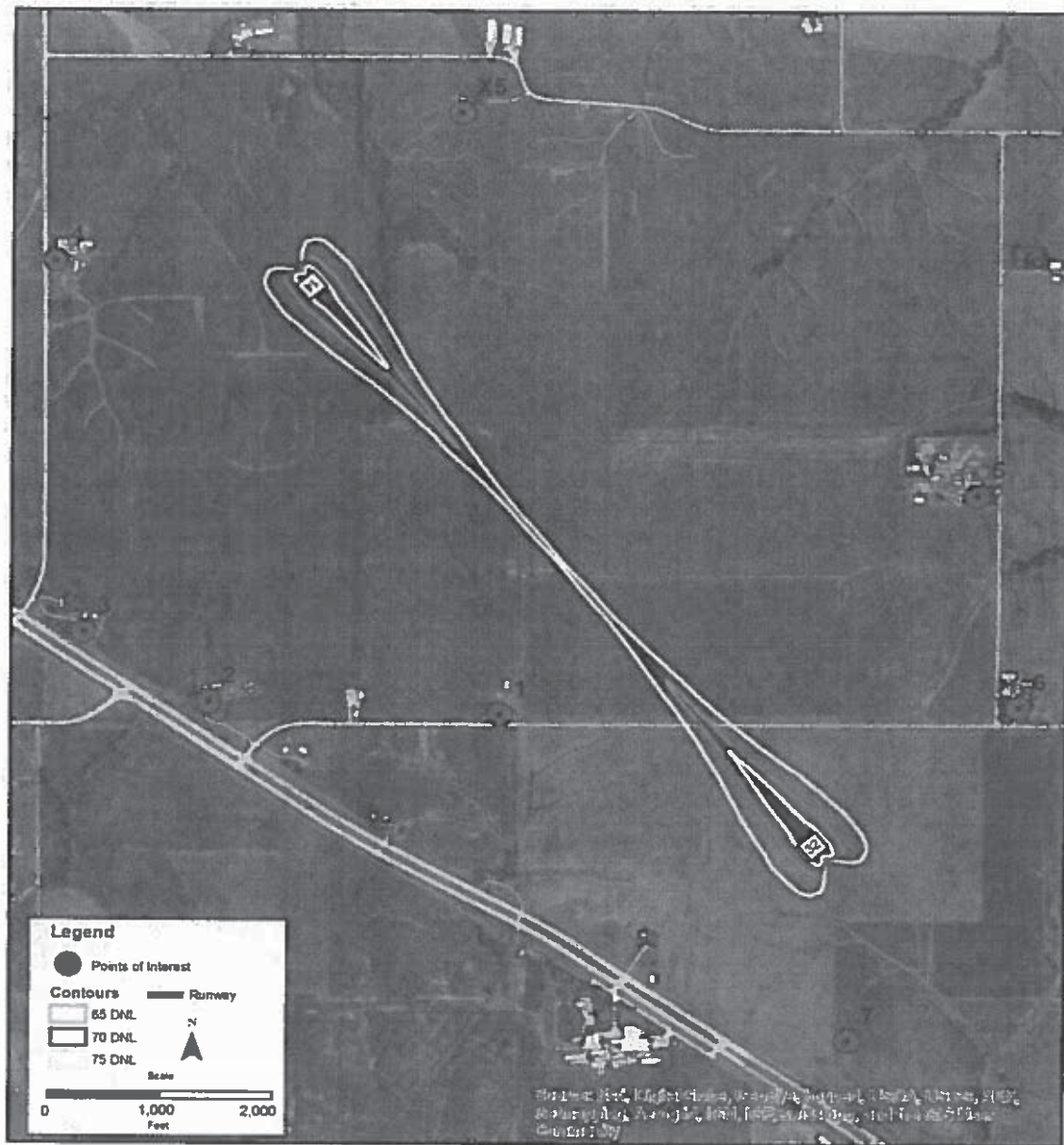
Based upon the noise impact criteria stated in FAA Order 1050.1F, this project would not result in significant noise impacts. As stated in the Order, a significant noise impact consists of:

... increases of DNL 1.5 dB or more over noise sensitive areas that are exposed to noise at or above the DNL 65 dB noise exposure level, or that would be exposed at or above the DNL 65 dB level due to a 1.5 dB or greater increase, when compared to the no action alternative for the same timeframe.¹

No such increases in noise would occur with the initial or ultimate development scenarios, because there are no noise-sensitive land uses within the limits of the DNL 65 dB noise contours for either scenario.

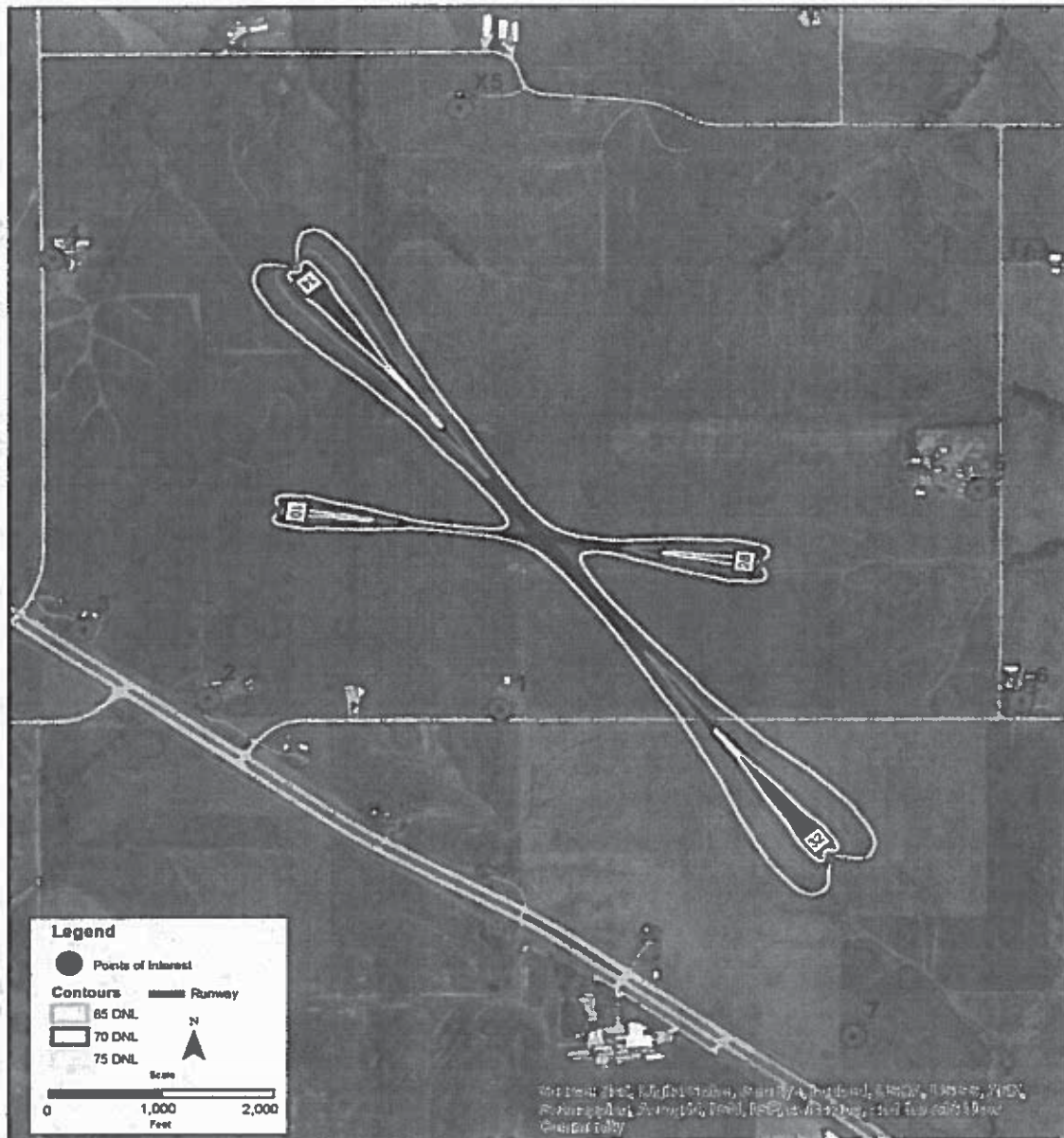
¹ Federal Aviation Administration Order 1050.1F, Appendix B, Section B-1.4. July 2015.

Figure 1. Initial Development Noise Contour Map



Source: KB Environmental Sciences, Inc. and AEDT version 2b SP2

Figure 2. Ultimate Development Noise Contour Map



Source: KB Environmental Sciences, Inc. and AEDT version 2b SP2

APPENDIX L

Public Involvement / Notice of Public Hearing

South Central Regional Airport Agency
Site Selection – ALP/Master Plan – EA

5/23/2013	SCRAA Board Meeting: selects Site A and an alternative site for continued evaluation
8/27/2013	SCRAA Board Meeting
11/21/2013	SCRAA Board Meeting
2/25/2014	SCRAA Board Meeting: Site A- Alternatives 1 and 2; Develop ALP based on Alternative 2; SCRAA board meeting
6/30/2014	SCRAA Board Meeting: board approves submittal of preliminary ALP to FAA
10/2/2014	SCRAA Board Meeting: Present preliminary Capital Cost Option
12/9/2014	SCRAA Board Meeting: board approves submittal of final ALP to FAA
2/24/2015	SCRAA Board Meeting: review financial plan
3/4/2015	FAA authorizes SCRAA to proceed with Environmental Assessment
3/18/2015	Distribute Early Coordination Packet (37 Federal, State, and Local Agency contacts)
3/26/2015	Land owner contacts – Initiate field surveys
5/11/2015	FAA Tribal Coordination
6/23/2015	SCRAA Board Meeting
9/29/2015	SCRAA Board Meeting
12/21/2015	SCRAA Board Meeting
1/20/2016	Distribute Preliminary Draft EA to Federal & State Resource Agencies
1/27/2016	FAA/SHPO Coordination
3/29/2016	SCRAA Board Meeting
6/28/2016	SCRAA Board Meeting
10/11/2016	SCRAA Board Meeting
10/20/2016	Publish Notice of Public Hearing - Oskaloosa Herald
10/20/2016	Publish Notice of Public Hearing - Pella Chronicle
11/22/2016	Information Open House – SCRAA 4:00-6:00 PM.

11/22/2016 Public Hearing – 6:00 PM.

Note: All SCRAA Board Meeting Agenda provided an opportunity for public comments.

Additional Information was posted on the SCRAA website: <http://www.scraaiowa.com>

SCRAA

SOUTH CENTRAL REGIONAL AIRPORT AGENCY

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Documents

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- [28E Agreement](#)
- [Meeting Agendas and Minutes](#)
- [Useful Documents](#)

Meeting Agendas and Minutes [PDF]

Agendas are available prior to meetings. Minutes are available following approval.

Meeting Date	Agenda	Minutes
October 11, 2016	Agenda	Minutes*
June 28, 2016	Agenda	Minutes
March 29, 2016	Agenda	Minutes
December 21, 2015	Agenda	Minutes
September 29, 2015	Agenda	Minutes
June 23, 2015	Agenda + Meeting Packet	Minutes
February 24, 2015	Agenda + Meeting Packet	Minutes
December 9, 2014	Agenda	Minutes
October 2, 2014	Agenda	Minutes
June 30, 2014	Agenda	Minutes
February 25, 2014	Agenda + Meeting Packet	Minutes
November 21, 2013	Agenda + Meeting Packet	Minutes
August 27, 2013	Agenda + Meeting Packet	Minutes
May 23, 2013	Agenda + Meeting Packet	Minutes
March 26, 2013	Agenda + Meeting Packet	Minutes
January 4, 2013	Agenda + Meeting Packet	Minutes
October 11, 2012	Agenda + Meeting Packet	Minutes
August 14, 2012	Agenda	Minutes
June 7, 2012	Agenda	Minutes

* Subject to review and approval of the Board at the next meeting

Useful Documents [PDF]

- [Action Plan](#)
- [Airport Master Plan - SCRAA](#)
- [Land Acquisition for Public Airports](#)
- [Letter from Pella Mayor James Mueller](#) (appeared in May 2013 Pella Chamber Newsletter)
- [Letter of Support from Pella Area Development Corporation](#)
- [Public Hearing Notice](#)
- [Public Hearing Transcript](#)
- [Public Hearing Written Comments](#)
- [Regional Airport Information Presentation](#)

- [Regional Commuter Concentration](#)
- [Request for Release from Federal Obligations](#) (very large 110MB file)
- **SCRAA Environmental Assessment**
 - [Full Assessment](#) (36MB)
 - [Sections 1-2](#) (1MB)
 - [Section 3](#) (8MB)
 - [Sections 4-6](#) (3MB)
 - [Appendices A-E](#) (9MB)
 - [Appendices F-N](#) (131MB)
- [SCRAA Financial Audit for the period ended June 30, 2013](#)
- [SCRAA Financial Audit for the period ended June 30, 2014](#)
- [SCRAA Financial Audit for the period ended June 30, 2015](#)
- [Site A Presentation \(August 27, 2013\)](#)
- [Statement of Property Owner Rights](#)
- [Statement of Qualifications](#) (submitted by Snyder & Associates)

Note: [Adobe Reader](#) may be required to view PDF files.

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Frequently Asked Questions

- [Who](#)
- [What](#)
- [When](#)
- [Where](#)
- [Why](#)
- [How](#)

Who?

1. Who are the board members of the SCRAA?

David Barnes, Pella
Pam Blomgren, Oskaloosa
Jim Hansen (Chair), Oskaloosa
Donna Smith, Pella
Steve Van Wheelden, Pella
Joe Warrick, Mahaska County

Staff members include Mike Nardini, Pella City Administrator and Mike Schrock, Oskaloosa City Manager.

2. Who appointed the SCRAA members?

In May and June 2012, the Pella City Council, Oskaloosa City Council, and Mahaska County Board of Supervisors appointed members. The SCRAA board meetings began in June 2012.

3. Who can I contact with questions or for more information?

The SCRAA Chairman is Jim Hansen (641.673.0411). Questions can also be directed to the City Administrator of Pella Mike Nardini (641.628.4173), the City Manager of Oskaloosa Mike Schrock (641.673.9431) or any agency member. This SCRAA website will be regularly updated. Use our [contact form](#) to ask questions and be automatically contacted with upcoming meeting notices.

4. Who did the SCRAA board hire as a consultant on the regional airport?

Engineering firm interviews took place in Pella in August 2012 and a resolution approving a contract with Snyder & Associates took place in October 2012 at the SCRAA meeting held in Oskaloosa.

5. Who is responsible for the development of the Regional Airport?

In July 2010, Oskaloosa and Pella began to work jointly on regional transportation projects which included discussion about a regional airport to meet regional needs. Public council meetings and public county supervisor meetings where a regional airport was discussed. In March 2012, Oskaloosa, Pella, and Mahaska County all unanimously approved a 28E Agreement forming a public agency, the South Central Regional Airport Agency (SCRAA) which is responsible for ushering the evaluation, construction, and operations of a regional airport on behalf of the City of Oskaloosa, City of Pella, and Mahaska County.

6. Who is paying for the FAA planning studies required for the project?

90% of these costs will be paid by the FAA, the other 10% will be split between the cities of Oskaloosa and Pella.

7. Who is paying for this new airport?

It is expected that up to 90% of the eligible airside costs will be paid by the FAA. Landside costs (known as "vertical" costs, i.e.,

the terminal, roads, parking, hangars, etc.) will be paid through a combination of public and private investment. City investment in this project is expected to come from the sale of the current airports.

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What?

1. What is eminent domain and will it be used?

Eminent Domain is a method by which local government may force the sale of private land for public use. It will only be used as a last resort on this project. We anticipate reaching voluntary agreements with the impacted landowners. For further information, please see [Land Acquisition for Public Airports](#) [PDF].

2. What are my rights as a property owner?

See the [Statement of Property Owner Rights](#) [PDF].

What will regional airport construction costs be?

Phase I (Primary runway of 5,500 feet with future expansion capability of 7,000 feet, land acquisition, the terminal building, t-hangers equivalent to existing sites, FBO facilities, etc.) is estimated to cost between \$24-\$30 million.

4. What process was and is used for public notification?

Public notice of our meetings is governed by Iowa law. In addition, the Board has used local media, websites and social media to notify the public of meetings.

5. What is a 28E agreement?

In 2012, the parties worked cooperatively with the Federal Aviation Administration to draft a 28E agreement, a document that legally solidifies the parties' intent to move forward with the evaluation and construction of a regional airport facility. The 28E agreement outlines each party's rights and responsibilities for the joint acquisition, construction, equipping, use, expansion, and operation of an airport facility. The 28E agreement also established the SCRAA which is a separate legal entity that is directed by its Board of Directors. "28E" is a reference to the Iowa Code Chapter that governs these agreements.

6. What are the different timelines involved (studies, land acquisition, construction)?

See the [Action Plan](#) [PDF].

7. What is the difference between a Category B and Category C airport?

The difference involves the approach speed, wingspan, size and speed of the aircraft that are allowed to land at the facility.

8. What criteria will be used to determine which potential site is selected?

The Board will use over 35 criteria to select the primary and secondary sites.

9. What happens to the existing airports?

The FAA will require the closure of the Pella and Oskaloosa airports. The land will be sold and the proceeds will go to the project.

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When?

1. When did Pella, Oskaloosa, and Mahaska County begin discussions about working together?

2010

2. When was a cost analysis done?

This project has been categorized as a "safety & standards project" by the FAA. As such, it is given priority for development. A cost benefit analysis is not required by the FAA for such projects.

3. When was the 28E agreement signed?

All parties signed the [28E agreement \[PDF\]](#) in March 2012, and the signed agreement was filed with Secretary of State Matt Schultz on March 29, 2012.

4. When will construction begin?

See the [Action Plan \[PDF\]](#).

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Where?

1. Where will the airport be built?

A primary and secondary site will be determined by June 2013. Once various studies are completed, the final site will be determined and land acquired. We currently anticipate construction to begin in 2019.

2. Where can I find current information?

Information is posted on this website, <http://www.scraaiowa.com>. Also, follow our [Facebook page](#) for updates.

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Why?

1. Why can't Pella expand its airport?

Due to significant site constraints abutting and adjacent to the Pella Municipal Airport, previous analyses have concluded it is not economically feasible to upgrade this airport to a Category C level.

2. Why can't Oskaloosa expand its airport?

Currently the Oskaloosa airport does not produce enough itinerant operations to justify expansion. In addition, expansion of the Oskaloosa airport would not effectively meet the needs of the Pella users.

3. Why can't Oskaloosa just keep their airport and Pella keep their airport and let businesses use Ottumwa or Newton airports if their planes are too big?

Although the Pella airport is currently designed to Category B standards, the FAA provides Category C approaches for use by Category C aircraft to land there. The Category C approaches are not guaranteed and the FAA could revoke them at any time. Therefore, Pella, Mahaska County, and Oskaloosa, with the support of the FAA, are proposing a new airport which meets Category C design standards. It is also important to note that Oskaloosa, Mahaska County, and Pella believe a new regional airport will help promote economic development for the entire region. These public entities recognize the importance of supporting local business that use these facilities and providing an airport that will meet both current and future needs.

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How?

1. How many sites were initially considered for placement of the Regional Airport?

Nine sites were identified by Snyder and Associates as potential Regional Airport sites. The site study was conducted between October 2012 and May 2013. Thirty-two different criteria (airspace restrictions, property impacts, century farms, road disconnects, relocations, runway expansion, access to Highway 163, etc.) were used to rate the different sites, and three were approved by SCRAA board to submit to the FAA for preliminary approval.

2. How do I find out more information?

Continue to monitor this website, <http://www.scraaiowa.com>. Also, follow our [Facebook page](#) for updates.

3. How do you publicize meeting dates and times?

Meeting times and places will continue to be posted as required by law but will also be made available via the news and social media, including the SCRAA [Facebook page](#).

4. How much do SCRAA members get paid?

Nothing. This is a volunteer board.

5. How will my land be valued if I happen to own land in the selected airport site?

Refer to the [Land Acquisition for Public Airports](#) [PDF] flyer.

6. How much will my taxes go up when the regional airport is built?

Although we can't be certain, we do not expect county taxes to go up at all. Per the terms of the 28E Agreement, Mahaska County is not financially liable in any way for this airport.

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Notice of Public Hearing for Proposed Improvements at South Central Regional Airport Mahaska County, Iowa

The South Central Regional Airport Agency (SCRAA) intends to undertake the following proposed actions at the proposed South Central Regional Airport.

- Acquire 582 acres of land in fee title
- Disconnect County Road- 220th Street
- Construct primary runway (Runway 14/32), paved-concrete, 100 feet in width and 6,700 feet in length
- Equip the primary runway with high intensity threshold and edge lights, visual glide slope indicator lights, and lighted wind indicators
- Construct a full parallel taxiway 35 feet in width to serve the primary runway, install taxiway edge lights and airfield guidance signage
- Construct terminal apron to accommodate 18 airplanes
- Construct vehicle access from Iowa Highway 163 via 220th Street to the terminal building and aircraft hangars
- Construct terminal building
- Construct Fixed Based Operator (FBO) maintenance facility
- Construct aircraft storage facilities for 52 aircraft
- Install above ground fuel storage tanks and dispensing equipment
- Provide water, sanitary sewer, electrical, and communication services
- Install airport rotating beacon light and Automated Weather Observing System (AWOS)
- Remove trees and other obstructions, install perimeter and security fencing, plant trees and shrubs to screen terminal area development from adjacent property that is potentially eligible for listing on the National Register of Historic Places (NRHP)
- Rough grade crosswind runway (Runway 10/28), 120 feet in width and 4,380 feet in length (paving and lighting of crosswind runway is anticipated in 10 + years)
- Develop new instrument approach procedures to Runways 14 and 32
- Install approach light system on Runway 32
- Close the existing Pella Municipal Airport, dispose of airport assets and convert existing site to non-aeronautical uses
- Close the existing Oskaloosa Municipal Airport, dispose of airport assets and convert existing site to non-aeronautical uses

We are providing notice of a public hearing where we will address the proposed actions, potential economic, social, and environmental impacts. In addition, we will address the project's consistency with the goals and objectives of the affected area's land use or planning strategy.

Potential affected environmental resources include:

- Prime farm land
- Wetlands
- Waters (of the U.S.)
- Historic Properties: An adverse effect to a historic property is being mitigated through a Project Programmatic Agreement (PPA) per section 106 of the National Historic Preservation Act (NHPA)

The public hearing will be held at the following time and place:

November 22, 2016 at 6:00 PM
Oskaloosa High School- George Daily Auditorium
1816 N 3rd Street
Oskaloosa, Iowa

The draft Environmental Assessment (EA) describing the proposed actions and impacts will be available for public review. The draft EA may be viewed at:

- Pella Public Library (603 Main Street – Pella, IA)
- Oskaloosa Public Library (301 South Market Street – Oskaloosa, IA)
- Pella City Hall (825 Broadway Street – Pella, IA)
- Oskaloosa City Hall (220 South Market Street – Oskaloosa, IA)
- Mahaska County Court House (106 South 1st Street – Oskaloosa, IA)
- SCRAA Website: www.scraaiowa.com
- City of Pella Website: www.cityofpella.com
- City of Oskaloosa Website: www.oskaloosaiowa.org

Those wishing to submit written comments must to so to:

South Central Regional Airport Agency
825 Broadway
Pella, Iowa 50219

or

Scott Tener
Federal Aviation Administration, Rm 364
901 Locust St.
Kansas City, MO 64106

With the comment letter postmarked no later than November 29, 2016.

Those wishing to submit comments electronically may do so via the South Central Regional Airport Agency Website: www.scraaiowa.com. Electronic comments must be received on or before November 29, 2016.

Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment-including your personal identifying information-may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

PROOF OF PUBLICATION

STATE OF IOWA. }

Mahaska County }

I, Deb Ann Engelbrecht, Advertising

Manager of the OSKALOOSA HERALD, a newspaper printed in said county, and of general circulation therein, being duly sworn, declare that the advertisement of

Airport Hearing

herein attached was published

2 weeks successively in said paper commencing with the date of 10-20-16 11-10-16

Sworn to and subscribed before me this 10th day of

November 2016

Traci Counterman

Notary Public



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*Construct a full parallel taxiway 35 feet in width to serve the primary runway, install taxiway edge lights and airfield guidance signage

*Construct terminal apron to accommodate 18 airplanes

*Construct vehicle access from Iowa Highway 163 via 220th Street to the terminal building and aircraft hangars

*Construct terminal building

*Construct Fixed Based Operator (FBO) maintenance facility

*Construct aircraft storage facilities for 52 aircraft

*Install above ground fuel storage tanks and dispensing equipment

*Provide water, sanitary sewer, electrical, and communication services

*Install airport rotating beacon light and Automated Weather Observing System (AWOS)

*Remove trees and other obstructions, install perimeter and security fencing, plant trees and shrubs to screen terminal area development from adjacent property that is potentially eligible for listing on the National Register of Historic Places (NRHP)

*Rough grade crosswind runway (Runway 10/28), 150 feet in width and 4,350 feet in length (paving and lighting of crosswind runway is anticipated in 10+ years)

*Develop new instrument approach procedures to Runways 14 and 32

*Install approach light system on Runway 32

*Close the existing Pella Municipal Airport, dispose of airport assets and convert existing site to non-aeronautical uses

*Close the existing Oskaloosa Municipal Airport, dispose of airport assets and convert existing site to non-aeronautical uses

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Potential affected environmental resources include:

*Prime farm land

*Wetlands

*Waters (of the U.S.)

*Historic Properties: An adverse effect to a historic property is being mitigated through a Project Programmatic Agreement (PPA) per section 106 of the National Historic Preservation Act (NHPA)

The public hearing will be held at the following time and place:

November 22, 2016 at 6:00 PM

Oskaloosa High School

1816 N 3rd Street

Oskaloosa, Iowa

The draft Environmental Assessment (EA) describing the proposed actions and impacts will be available

for public review. The draft EA may be viewed at:

*Pella Public Library (603 Main Street - Pella, IA)

*Oskaloosa Public Library (301 South Market Street - Oskaloosa, IA)

*Pella City Hall (625 Broadway Street - Pella, IA)

*Oskaloosa City Hall (220 South Market Street - Oskaloosa, IA)

*Mahaska County Court House (106 South 1st Street - Oskaloosa, IA)

*SCRAA Website:

www.scrailowa.com

*City of Pella Website:

www.cityofpella.com

*City of Oskaloosa Website:

www.oskaloosaiowa.org

Those wishing to submit written comments must do so to:

South Central Regional Airport Agency

825 Broadway Pella, Iowa 50218

or Scott Tenor, Federal Aviation Administration, Rm 384 901 Locust St. Kansas City, MO 64108

postmarked no later than November 29, 2016.

Those wishing to submit comments electronically may do so via the South Central Regional Airport Agency Website:

www.scrailowa.com.

Electronic comments must be received on or before November 29, 2016.

Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment, including your personal identifying information may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

[illegible]

Affidavit of Publication

STATE OF IOWA-Marion County, S.S:

1. Rebecca McNamee being sworn on my oath say that I am publisher of the Pella Chronicle, a weekly newspaper of general circulation published in Marion County, Iowa and that the

City of Pella - SC Regional
airport

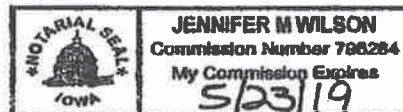
a copy of which is hereto attached, was published in said paper 1 consecutive weeks, as follows:

October 20, 2016

Rebecca Maxwell
Subscribed and sworn to before me this
20th day of October 2016

Jennifer Wilson
Notary

Printer's Fee, \$ 51.97



SCRAA

SOUTH CENTRAL REGIONAL AIRPORT AGENCY

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Welcome to the SCRAA

[Share13](#)

The South Central Regional Airport Agency (SCRAA) is an entity that is responsible for ushering the evaluation, construction and operations of a regional airport forward on behalf of the City of Oskaloosa, the City of Pella and Mahaska County.

In 2012, the parties worked cooperatively with the Federal Aviation Administration to draft a [28E agreement](#) that legally solidifies the parties' intent to move forward with the evaluation and construction of a regional airport facility. The 28E agreement outlines each parties rights and responsibilities for the joint acquisition, construction, equipping, use, expansion and operation of an airport facility.

The 28E agreement also established the South Central Regional Airport Agency. The SCRAA is a separate legal entity that is directed by its Board of Directors. The Board is comprised of two representatives from the City of Oskaloosa, three representatives from the City of Pella and one representative from Mahaska County.

Meetings

- At least quarterly
- Annual meeting held during February of each year
- Alternate locations between Oskaloosa and Pella
- Agendas and Minutes are available in the [Documents](#) section.

SCRAA BULLETIN

[Notice of Public Hearing for Proposed Improvements at South Central Regional Airport Mahaska County, Iowa: \(Click to view published notice\)](#)

The public hearing will be held November 22, 2016 at 6:00 p.m., Oskaloosa High School - George Daily Auditorium, 1816 N 3rd Street, Oskaloosa, Iowa. **The doors will open at 4 p.m.** for an open house prior to the hearing where the environmental assessment and other documents and maps will be available for review.

The Environmental Assessment is available for download and viewing on the [Documents page](#).

Like 87 people like this.

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APPENDIX M

Public Comment

APPENDIX M – PUBLIC COMMENT

SCRAA Open House

The South Central Regional Airport Agency held an open house on November 22, 2016 from 4:00 pm to 6:00 pm. Consultant staff was available to respond to questions and provide an overview of the proposed actions. The open house was held prior to the Public Hearing.

The following exhibits and documents were available for review.

- Airport Layout Plan Drawing Set
- Airport Master Plan Report
- Draft Environmental Assessment Document
- Exhibit A Property Map
- Notice of Public Hearing

SCRAA Public Hearing

The Public Hearing regarding the proposed actions was held on November 22, 2016 at 6:00 pm. There were a total of 89 persons signed in. Of those, 14 requested the opportunity to provide oral comments. A verbatim transcript of the opening remarks and public comments were prepared by Midwest Court Reporting LLC.

- Sign-in Sheets (Page M-2 through M-9)
- Verbatim Transcript (Page M-10 through M-28)

Written comments were received from 20 persons (see page M-30 through M-77).

The oral and written comments given in response to the proposed action were reviewed and summarized in Appendix N-Responses to Comments.

SOUTH CENTRAL REGIONAL AIRPORT

Open House/Public Hearing Sign-in Sheet

Name

Address (Street, City, State, Zip Code)

- | | | |
|----|--------------------------------|---------------------------------------------------------|
| 1 | <u>Bryan Wilson</u> | <u></u> |
| 2 | <u>Kyle Reynolds</u> | <u>1511 N. 6th Ave E. Newton. TX 50208</u> |
| 3 | <u>Al W Van Winkle</u> | <u>2681 210TH New Sharon</u> |
| 4 | <u>Linda Kruseman</u> | <u>1325 205th
1260 200th St Leighton</u> |
| 5 | <u>Tom Kruseman</u> | <u>1325 205 St Leighton</u> |
| 6 | <u>Kim Haines</u> | <u>1109 15th Ave East</u> |
| 7 | <u>Jeff Haines</u> | <u>1109 15th Ave. E.</u> |
| 8 | <u>Collin DeBruin</u> | <u>2082 210th Street Oskaloosa</u> |
| 9 | <u>Eric Durksen</u> | <u>2340 225th Osk.V</u> |
| 10 | <u>Erin Dunsy</u> | <u>2340 235th Osky</u> |
| 11 | <u>Robin Hammann</u> | <u>1526 Hwy 163 Leighton</u> |
| 12 | <u>Rob Hammann</u> | <u>1526 HWY 163 Leighton</u> |
| 13 | <u>Melinda Wheeler</u> | <u>2115 Hwy 163 Osky</u> |
| 14 | <u>Dierbrandson</u> | <u>2115 Hwy 163 Osky</u> |
| 15 | <u>Rob & Rhonda Taylor</u> | <u>2403 255th St Osky</u> |
| 16 | <u>Rob Taylor</u> | <u>2403 255TH St Osk V</u> |
| 17 | <u>Steven W Anderson</u> | <u>1528 260 St Oskaloosa</u> |

SOUTH CENTRAL REGIONAL AIRPORT

Open House/Public Hearing Sign-in Sheet

Name

Address (Street, City, State, Zip Code)

- | | | |
|-----|--------------------|-----------------------------------------------------|
| 103 | Kerth Newendorp | 1250 Hwy 163 Pella 50219 |
| 104 | A. H. Van Stigland | 516 Wagon ^{Lingdon} Pella 50219 |
| 105 | Randy DeBruin | 2082 210 th St Oskaloosa 52577 |
| 106 | Robert DeRui | 2116 210 th St Oskaloosa IA 52577 |
| 107 | J. M. DeRui | 1877-220 th St Oskaloosa IA 52577 |
| 108 | J. C. Glass | 1612 S Park, Oskaloosa |
| 109 | Doug Yates | 2015 S 5 th St., Oskaloosa |
| 110 | Steve Buratt | 1603 S Park Ave Oskaloosa |
| 111 | John Van Wert | 1395 20 th St Leighton Ia. |
| 112 | Marie Vander Wert | 1154 HWY 163 Pella |
| 113 | Jerry Vander Wert | " " " |
| 114 | Jimmy Calk | 316 E. Glenale Rd. Pella |
| 115 | Ron Van Wert | 1329 Hwy 163 Leighton |
| 116 | Jeff DeJong | 1360 185 th St Leighton |
| 117 | Larry Peterson | 714 Brunswick Circle Pella |
| 118 | Jan De Zwart | 1482 Hwy 676, Knoxville, IA |
| 119 | Larry De Zwart | " " |

SOUTH CENTRAL REGIONAL AIRPORT

Open House/Public Hearing Sign-in Sheet

Name

Address (Street, City, State, Zip Code)

- | | | |
|-----|-----------------------------------|---------------------------------------|
| 86 | Keith D. Beintema | 301 OTLEY ST Leighton Ia 50143 |
| 87 | William Bruxvoort | 203 Jackson St. Leighton Ia 50143 |
| 88 | Jim Hansen | 1801 8 th Ave Osk |
| 89 | [Signature] | 1536 200 th Leighton |
| 90 | Kathy Raymond | 309 21 st Ave W. Oskaloosa |
| 91 | Jon Howard | 1604 Cambridge Road Oskaloosa |
| 92 | 3rd St 1105 240 th St. | |
| 93 | Don Larson + Donally Vos | 802 N 11 th St Osk |
| 94 | Don Moenendyk | Leighton, Ia 50143 |
| 95 | Jane Krutzfeldt | 2415 M'Mullin Dr Oskaloosa |
| 96 | Jim Blomquist | 305 N 10 th |
| 97 | Jon McNamara | 1510 Broadway Pell |
| 98 | Beverly Deckertson | 505 North 3 rd St Osk |
| 99 | Lee Grubb | 2272 Lynn Ave Osk |
| 100 | Old Dan [Signature] | 102 Highland |
| 101 | Donna Bunn | 2158 Lyndale Ln Osk |
| 102 | Michael Schrock | 220 S Market Street Osk |

SOUTH CENTRAL REGIONAL AIRPORT

Open House/Public Hearing Sign In 

Name

Address (Street, City, State, Zip Code)

- | | | |
|----|------------------------|----------------------------------------------------------------|
| 35 | <u>Mark De Jong</u> | <u>1311 Boone, Pella, IA. 50219</u>
<u>Pella Councilman</u> |
| 36 | <u>Brad Maxwell</u> | <u>Osky</u> |
| 37 | <u>Alvin Muppel</u> | <u>1007 Maple St Osky</u> |
| 38 | <u>Janet Overberg</u> | <u>1396 Hwy 163 Leighton</u> |
| 39 | <u>Jon Overberg</u> | <u>1396 Hwy 163 Leighton</u> |
| 40 | <u>Gerald Abel</u> | <u>2984 Dean Ave</u> |
| 41 | <u>Dan Vander Beek</u> | <u>111 Oshtemo St. Pella 50219</u> |
| 42 | <u>Mary Tom Lizio</u> | <u>105 E 3rd, Ottumwa</u> |
| 43 | <u>David Sharahan</u> | <u>Mahaska County Engineer</u> |
| 44 | <u></u> | <u></u> |
| 45 | <u></u> | <u></u> |
| 46 | <u></u> | <u></u> |
| 47 | <u></u> | <u></u> |
| 48 | <u></u> | <u></u> |
| 49 | <u></u> | <u></u> |
| 50 | <u></u> | <u></u> |
| 51 | <u></u> | <u></u> |

SOUTH CENTRAL REGIONAL AIRPORT

Open House/Public Hearing Sign-in Sheet

Name

Address (Street, City, State, Zip Code)

18

Harold Fynardt

2866 Osburn Ave Oskaloosa IA

19

Marcin Van Keldhuizen

2239 Merino Ave Oskaloosa IA

20

Harold Fynardt

2961 OSBURN AVE. IOWA

21

Arthur Moon

1902 W. Park

22

Lou DeJong

1518 Hwy 163 Leighton

23

Steve Brown

602 North Park Ave Oskaloosa

24

Bob Nickan

1604 S Park Oskaloosa

25

BRI DENNISON

1111 N. 3RD AVE E. NEWTON, IA 50208

26

Greg DeJong

1820 Eaton Ave Leighton, IA 50143

27

Brian Smith

760-218th Place Pella

28

29

30

31

32

33

34

SOUTH CENTRAL REGIONAL AIRPORT

Open House/Public Hearing Sign-in Sheet

Name

Address (Street, City, State, Zip Code)

120 Deb Overbergen

707 250th Ave. Pella

121 Tom Overbergen

707 250th Ave. Pella

122 Alicia Guenard

1545 Hwy 163 Leighton

123 Jim Van Lomeren

1951 228th St Oskay

124 M

125 Gary Verdonk

309 Jackson Pella Ia 50219

126 Andrew Jensen

2109 Edmundson Dr. Oskaloosa

127

128

129

130

131

132

133

134

SIGN IN - 75

135

136

SOUTH CENTRAL REGIONAL AIRPORT

Open House/Public Hearing Sign-in to Speak

Name

Address (Street, City, State, Zip Code)

- 1 Beth Danowsky 100 1st Ave. West, Oskaloosa IA
JACK
- 2 ~~FAM~~ REMPE 2274 Dean Ave Hickman, IA 5043
- 3 DAVID KRUTZFELD 2415 McMULLIN DRIVE, OSKALOOSA, IA 52577
- 4 John DeRoos 1883 220th St Oskaloosa IA 52577
- 5 Jim Mueller 1888 E. 2nd Pella, Ia 5029
- 6 Mark Doland 1802 Burlington Rd Oskaloosa, IA 52577
- 7 David L. Stuman 901 Penn Blvd, OSKALOOSA, IA 52577
- 8 Stephen Tins 1003 N. 2nd St Oskaloosa
- 9 Jimmy CARTER 316 Glendale Rd Oskaloosa
- 10 GARY DICKEY (ATTN FOR SITE A LANDOWNERS) 3201 WATROUS AVE DSM, IA
- 11 Mark Rupp 1897 Harbor Hill Dr. Pella, Ia
- 12 Tom Torgio 105 E 3rd, Ottumwa, Ia
- 13 _____
- 14 _____
- 15 _____
- 16 _____
- 17 _____

SOUTH CENTRAL REGIONAL AIRPORT

Open House/Public Hearing **Sign-in to Speak**

Address (Street, City, State, Zip Code)

Name

124

18 Myron Linn

2059 Hefner Trail, Delta SC 29219

19

20

21

22

23

24

25

26

27

28

29

30

31

32

33

34

SIGN IN TO GIVE
ORAL COMMENTS - 14

1
2
3
4
5
6 NOTICE OF PUBLIC HEARING
7 FOR PROPOSED IMPROVEMENTS AT
8 SOUTH CENTRAL REGIONAL AIRPORT
9 MAHASKA COUNTY, IOWA

10
11 as moderated by Greg Milani at 6:00
12 p.m. on the 22nd day of November, 2016 at
13 Oskaloosa High School, George Daily
14 Auditorium, 1816 North 3rd Street, Oskaloosa,
15 Iowa.

16
17
18
19
20
21 Reported by: Erin Hines, CSR, RPR
22
23
24
25

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3
1 a 28E agreement between Mahaska County, the
2 City of Oskaloosa, and the City of Pella to
3 develop and build an airport supporting the
4 Southeast Iowa region. As a part of this
5 process, the FAA requires an Environmental
6 Assessment of the proposed airport location.
7 The draft Environmental Assessment, or EA as
8 it's called, has been available now for
9 several weeks for public review.

10 As a part of this public review, we
11 are conducting a hearing for comments from
12 you, the public. I have a few ground rules.
13 Understand I'm simply the moderator. I have
14 no stake in this matter. I won't participate
15 in any decision making. And I'm not here to
16 answer questions or submit questions. This
17 isn't a question-and-answer session. You'll
18 be allowed to make comments on your position,
19 and those comments will be submitted to the
20 FAA.

21 We have right now 11 people signed
22 up to speak. We will give you the
23 opportunity if after you've heard people
24 comment and you want to sign up to make
25 comments. After that we'll give you one more
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2
1 MR. MILANI: If anybody is out in
2 the back and wants to come in, I'll give you
3 two seconds to get in here. I'm Greg Milani.
4 I'm an attorney. I practice in Centerville
5 and Ottumwa primarily. I also do some
6 mediations and am the Appanoose County
7 Magistrate, a little bit about who I am.

8 This is Erin Hines. She's the
9 court reporter. She will take down
10 everything that is said tonight. And then
11 that will be forwarded on to the FAA. I have
12 kind of some notes that I want to get
13 through. I'll basically read them to you
14 because I want to make sure I get all of the
15 high points, and then we'll get started with
16 the comments.

17 This hearing is a requirement of
18 the FAA and is part of the South Central
19 Regional Airport Agency's development of an
20 airport. If you're here for the poetry
21 reading, you're in the wrong auditorium. I
22 assume you're all here for this -- for
23 this -- these comments.

24 As most of you are aware, the South
25 Central Regional Airport Agency was formed by
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4
1 opportunity to sign up. Everybody is going
2 to have one opportunity to speak. So far the
3 11 people that have signed up, we'll walk --
4 work you through those.

5 You're going to be limited to three
6 minutes for your remarks. I'm going to ask
7 that when you come up to the microphone, you
8 state your name and then spell it for the
9 record, so the court reporter can get it
10 down. She's going to try to take everything
11 down that you say. So if you have a habit
12 like I do to speak a little fast, just kind
13 of slow down, so she can make sure she gets
14 it all taken accurately.

15 I went through that. Also,
16 remember if you have other comments or
17 comments come up, you have thoughts that come
18 up during this hearing, so to speak, you can
19 submit those in writing. I'll read the
20 notice and it tells you where you can submit
21 those writings to. I'm going to ask
22 everybody to be respectful. I don't
23 anticipate any problems there. We don't want
24 outbursts or public comment, other than from
25 the persons who are giving the public comment

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at the microphones.

Once we're done with this hearing, Erin's going to prepare a transcript of the testimony. All those comments will -- from the public hearing and the transcript will be submitted to the FAA. Then a detailed response to those issues -- basically, there will be a summary of those issues and then a detailed response will be prepared. And that will be attached to the -- to the Environmental Assessment document.

Upon review of the Environmental Assessment document, that's with the public comments, then the FAA will make a determination. They'll make one of two findings. The one will be a finding of no significant impact, which I think they call a FONSI, F-O-N-S-I. And if they do that, then they -- that means there will be no -- sorry about that. They'll determine basically with the FONSI that there will be -- there is no significant impact. Or they may find that there is an impact and they'll issue an EIS, which is an environmental impact statement. And they'll say that that's needed because

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the proposed actions have significant impact.

Now I'm required to read the notice of hearing for the record. And after that I'll start calling people's numbers. Notice of public hearing for proposed improvements of South Central Regional Airport, Mahaska County, Iowa. The South Central Airport Agency, SCRAA, intends to undertake the following proposed actions at the proposed South Central Regional airport: Acquire 582 acres of land in fee title; disconnect County Road 220th Street, construct primary runway, that's runway 14/32, paved-concrete, 100 feet in width and 6,700 feet in length; equip the primary runway with high intensity threshold and edge lights, visual glide slope indicator lights and lighted wind indicators; construct the full parallel taxiway 35 feet in width to serve the primary runway, install taxi-way edge lights and airfield guidance signage; construct terminal apron to accommodate 18 airplanes; construct vehicle access from Highway 163 via 220th Street to the terminal building and aircraft hangers; construct terminal building; construct Fixed Based

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Operator, FBO, maintenance facility; construct aircraft storage facilities for 52 aircraft; install aboveground fuel storage tanks and dispensing equipment; provide water, sanitary sewer, electrical, and communication services; install airport rotating beacon light and Automated Weather Observing Systems, it's an AWOS; remove trees and other obstructions, install perimeter and security fencing, plant trees and shrubs to screen terminal area development from adjacent property that is potentially eligible for listing on the National Register of Historic Places, the NRHP; rough grade crosswind runway, that would be Runway 10/28, 120 feet in width and 4,380 feet in length, paving and lighting of crosswind runway is anticipated in ten-plus years; develop new instrument approach procedures to Runway 14 and 32; install approach light system on Runway 32; close the existing Pella Municipal Airport, dispose of airport assets and convert existing site to non-aeronautical uses; close the existing Oskaloosa Municipal Airport, dispose of airport assets and

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convert existing site to non-aeronautical uses.

We are providing a notice of public hearing where we will address the proposed actions, potential economic, social, and environmental impacts. In addition, we will address the project's consistency with the goals and objectives of the affected area's land use or planning strategy.

Second page. Potential affected environmental resources include prime farmland, wetlands, waters of the US, historic properties. An adverse effect to a historic property is being mitigated through a Project Programmatic Agreement, or PPA, per section 106 of the National Historic Preservation Act. That's the NHPA.

The public hearing will be held at the following time and place: November 22, 2016 at 6:00 p.m., the Oskaloosa High School, George Daily Auditorium, 1816 North 3rd Street, Oskaloosa, Iowa.

The draft Environmental Assessment, EA, describing the proposed actions and impacts will be available for public review.

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The draft EA may be reviewed at the Pella Public Library, 603 Main Street, Pella, Iowa; the Oskaloosa Public Library, 301 South Market Street, Oskaloosa, Iowa; Pella City Hall, 825 Broadway Street, Pella, Iowa; Oskaloosa City Hall, 220 South Market Street, Oskaloosa, Iowa; Mahaska County Courthouse, 106 South First Street, Oskaloosa, Iowa; SCRAA Website, that's www.scraaiowa.com; City of Pella Website, www.cityofpella.com; or the City of Oskaloosa Website, www.oskaloosaiowa.org.

Those wishing to submit written comments must do so to the South Central Regional Airport Agency, 825 Broadway, Pella, Iowa 50219, or Scott Tener, Federal Aviation Administration, Room 364, Kansas City, Missouri 64106. With the comment letter postmarked no later than November 29, 2016.

Those wishing to submit comments electronically may do so via the South Central Regional Airport Agency Website, www.scraaiowa.com. Electronic comments must be received on or before November 29, 2016.

Before including your address,
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phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment, including your personal identifying information, may be made publically available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

That is the end of the public notice. Those two addresses -- and those notices are all over, you can find them, are where you can submit your written comments if you have any after the meeting tonight.

I will start. Everybody who wants to comment has three minutes to do so. I've got a timer up here. I don't know what happens when it hits three minutes, but I'll try to give you an idea that you're close to there as you're commenting. We have two microphones. Oh, we've got more numbers. All right. Okay.

We have two sets of microphones. Whichever one is closest, walk up to. We'll start with No. 1. Whoever has card No. 1,

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please come forward. Please state your name and spell your last name at least for the record.

BETH DANOWSKY: My name is Beth Danowsky, spelled D-a-n-o-w-s-k-y. I work at Musco and appreciate the opportunity to be here tonight to share a perspective in support of the project on behalf of our team. I'm going to read a prepared statement. We will also provide that for you in writing.

The airport project provides air travel supported by Musco because the Musco team supports community. The team supports the airport because Oskaloosa, Pella, and rural areas around the communities need the airport. For the community, both city and rural, the issues are jobs, taxes, and agriculture.

Number one, jobs. The US census shows Mahaska County has a population of 22,400 with 12,000 residents in the labor force. Manufacturing is the largest employer providing jobs for 24 percent of all workers. Agriculture is the smallest employment sector. Oskaloosa and Pella rank No. 2 and
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No. 4 in the state as having the highest percentage of workers employed in manufacturing.

Over the last year, Musco flew a total of 834 passenger hours on our planes taking team members to meet customers or bringing customers into the community. It takes about five times longer to fly commercially when you consider drive time, check in, layovers, and stay overs.

For Mahaska, using our planes versus flying commercially means 3,328 passenger hours saved. That's the equivalent of 493 workdays, 83 workweeks, and almost two years of work time saved.

The second factor are trips that we couldn't make and missed opportunities due to the time constraints when trying to fly commercially. A third factor is the value of being able to accommodate visitor schedules, resulting in 81 guests who otherwise would not have been able to visit our facilities in Iowa over the past year. These visits are multimillion dollar business issues that form a foundation for multi-year business

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13

1 projects.

2 In short, our interaction with

3 customers is not possible without planes.

4 Our interactions with customers is the

5 foundation of our business. Aviation will be

6 a growing need for existing and perspective

7 entities in our area going forward. If we

8 want to maintain our positive -- our position

9 as a leader in manufacturing, we need to --

10 we need to invest in facilities that

11 businesses need to succeed.

12 No. 2, taxes. Aviation fuel tax

13 revenue is used to fund airport capital cost.

14 A shared airport will use fewer tax dollars

15 than are currently being spent on two

16 existing airports. A reduction in land -- a

17 reduction in land use for airports from 729

18 to 583 acres will put 146 acres back into

19 production. Businesses that use the airport

20 invest in commercial buildings to operate

21 those companies pay \$2,814 in taxes for a

22 100,000 market value property. Agriculture

23 land valued at \$100,000 pay \$2,716 and

24 businesses -- and a business employee

25 living --

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14

1 MR. MILANI: Ms. Danowsky,

2 that's -- your three minutes are up. If

3 you'd --

4 MS. DANOWSKY: All right.

5 MR. MILANI: -- finish it up

6 quickly.

7 MS. DANOWSKY: Thank you very much.

8 MR. MILANI: Also, Ms. Danowsky, I

9 didn't ask you for your address, but I think

10 we want you -- could you just state your

11 address for the record as well?

12 MS. DANOWSKY: Yes.

13 MR. MILANI: What is it?

14 MS. DANOWSKY: 100 First Avenue,

15 Oskaloosa.

16 MR. MILANI: Thank you. We'll have

17 No. 2 next.

18 Please state your name.

19 MR. REMPE: Jack Rempe.

20 MR. MILANI: And your address,

21 Mr. Rempe?

22 MR. REMPE: Yes.

23 MR. MILANI: Your address?

24 MR. REMPE: 2274 Dean Avenue.

25 MR. MILANI: And the spelling of

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15

1 the last name?

2 MR. REMPE: R-e-m-p-e.

3 MR. MILANI: Thank you.

4 MR. REMPE: I would like to address

5 this to the SCRAA board. To the board

6 members, you were chosen from a larger entity

7 to do a job which required you to try to

8 convince the public that the regional airport

9 would be a great asset to Pella and

10 Oskaloosa. During this time, you quietly

11 have had the 28E agreement passed without the

12 landowners even knowing this. You tried many

13 times to construct an airport with the public

14 overwhelmingly letting you know they are

15 against it. But yet you decide to take the

16 job on to do the dirty work of corporations,

17 plowing ahead to get what they want at any

18 cost to landowners and the taxpayers of the

19 two cities.

20 I have sat through many meetings as

21 these citizens gave speeches of how this

22 affects their livelihood. The tax burden on

23 everyone, the unnecessary need for such an

24 airport. Yet, all -- yet, all you sat there,

25 heads down, pretending to be writing

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16

1 something down. No questions were allowed to

2 be answered. Did any of you ever say or

3 think once maybe we shouldn't do this to

4 these people?

5 Free, that's what you said about

6 this airport. It's free. Get the money from

7 the government. Sure. You can get the

8 funding for the construction, but then what?

9 Jobs, well, maybe a few employees. Nothing

10 more than what is being employed at the

11 existing airports. The two corporate jets

12 may use this. And then maybe a few hobby

13 airplane enthusiasts. What then? Who pays

14 to keep this airport going? Well, the

15 residents of Pella and Oskaloosa, of course.

16 Oh, by the way, the ones that couldn't vote

17 on this. Why not?

18 Well, right now farming of these

19 acres employs hundreds, from the banks, seed

20 company, fertilizer, fuel, tile, dozer,

21 labor, machinery, you name it, grain

22 companies, on and on. But yet tell me

23 converting these highly productive acres with

24 cement will bring more jobs to Mahaska

25 County. We already know that you have a

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17

1 no-care attitude about the families that it
2 will affect, Century Farms or Heritage Farms
3 that it will destroy. They have all stated
4 their cases with you over and over. No given
5 reaction at all.

6 Well, I am saying now is take a
7 small amount of loss that you will have,
8 repair the two communities faith in each
9 other. This airport is a fail for them and
10 will never be what you sold it to be, ever.
11 Stop it now and do the right thing. This is
12 a good wake up call.

13 MR. MILANI: Your time is up, sir.
14 Perfect timing.

15 MR REMPE: Thank you.

16 MR. MILANI: No. 3.

17 MR. KRUTZFELDT: My name is David
18 Krutzfeldt. The last name is spelled
19 K-r-u-t-z-f-e-l-d-t. And my address is 2415
20 McMullin Drive in Oskaloosa.

21 And I speak from a perspective of
22 my position as Mayor of Oskaloosa. First of
23 all, thank you very much for the opportunity
24 to speak this evening. Back in 2012, the
25 Oskaloosa City Council, Pella City Council,
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1 and Mahaska County supervisors all came to a
2 unanimous agreement that it was in our best
3 interest to take action on the construction
4 of the new airport. The reasoning was varied
5 among members, but with the Oskaloosa Airport
6 being possible, but there wasn't as much
7 flight time as we would like. We were
8 hearing comments like it's a farm that, by
9 the way, can function as an airport.

10 The Pella City Council showed that
11 their airport however was quite busy, but
12 they couldn't expand it the way they would
13 like. They had some developmental concerns,
14 but they were primarily safety. So it made
15 sense to us to share our resources to create
16 a single airport that better served our
17 mutual interest.

18 Closing two individual city
19 airports for the benefit of sharing one is a
20 win-win for the communities in addition to
21 helping the FAA in the sense that it would be
22 supporting one less airport that would be
23 safer and more efficient.

24 Mahaska County supervisors
25 recognized at the time this would be a
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1 long-term economic benefit to the region
2 because economic viability of the county is
3 quite dependent on the economic viability of
4 the cities, both within and around it.

5 So I think we can agree that the
6 economic sustainability of the region
7 requires a blend of services to be available
8 for both citizens and their businesses. Good
9 highways and airports are part of that.

10 Shortly after the creation of the
11 28E agreement, the majority of the Oskaloosa
12 City Council members and mayor were up for
13 reelection. The opposing candidates held up
14 opposition to the airport as their primary
15 campaign issue and the incumbents defended
16 their position. After the vote was taken,
17 all of the incumbents were reelected by
18 margins of 57 percent to 43 percent or
19 better.

20 And so Oskaloosa continues to
21 support the development of the airport. Big
22 projects like this though aren't without
23 controversy and adversity, and that's the way
24 our democracy works. So I would like to
25 compliment the members of the SCRAA. They
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1 have paid attention to detail, kept
2 everything legal, have been faithful in
3 keeping the project progressing. From time
4 to time, they've been on the receiving end of
5 criticism when all they're doing is their
6 appointed job.

7 So to conclude as I look around the
8 room, there's a lot of us here that have some
9 gray hair like I do and maybe not even be
10 around thirty years from now. However, the
11 people younger than us in this region will be
12 around. And I believe if they look back to
13 this time, they will thank us for the
14 long-term vision we had in getting this
15 airport built. Thank you again for the
16 privilege.

17 MR. MILANI: Thank you. No. 4.
18 Please just state your name.

19 MR. DEROI (ph): My name is John
20 DeRoi, address 1883 220th Street. I will
21 begin with I'm one of the landowners apart of
22 the regional airport of which I am opposed.
23 This all began with a study, the airport
24 assessment, which ended up from the 28E
25 agreement, prove the majority voted of the
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Mahaska County Board of Supervisors.

Previously, this was voted down on a public vote, but Mahaska County failed to attend 30 percent plus margin majority. I am not opposed to the use of the 28E agreement if used for the right reasons. I believe that the proposed regional airport is not a necessity, but a want by a few and not a need.

The proposed area for the regional airport has one heritage farm and two Century farms, 160 years and 140 years and 118 years respectively, which means a lot to its owners. The heritage farm also includes a prime cemetery that is still active and does make it a finer (ph) cemetery, which makes it historical.

The end result is possibility of taking prime land, farm may never grow crops again, from its owners against their will by the use of possible eminent domain. Meaning, the private use rather than public use, which I and others vigorously opposed. There's one remark I want to make, that 220th Street passes by my property. It's heavy traveled,

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shortcut between 163 and 63. And I see that's a real problem with the county.

My end remark is -- my end remark is that in all of the above, I believe in truth, honesty, and a trustworthiness. Thank you.

MR. MILANI: Thank you, sir. No.

5.

MR. MUELLER: Good evening. And thank you for this opportunity to speak. My name is James Mueller, M-u-e-l-l-e-r, and I'm the mayor of the City of Pella.

MR. MILANI: If we can have your address, Mr. Mueller, for the record?

MR. MUELLER: Certainly. It is 1008 East Second Street in Pella. When I first ran for city council over thirteen years ago, one of the first things I became involved with was the potential relocation of our municipal airport. I served on a committee to review the need of a new airport and the potential for upgrading our existing facility. I entered this committee with an open mind, but questioning the need for the upgrade. After many

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meetings, discussions, conversations with representatives from the FAA and our community business leaders, it became very clear to me that this upgrade was necessary and not simply just a want.

One of the primary responsibilities of an effective and responsible government is to provide safe and efficient infrastructure for the benefit of our community, whether it's a highway, a water plant, or in this case, an airport. It is our duty to all of our citizens to address those needs.

A redesigned airport will provide you with -- (inaudible) -- safe, convenient, and efficient municipal facility. The key issue with our current airport is the high number of Category C flights and the lack of installed infrastructure to support them. Even though the current airport has a temporary authorization to land Category C aircraft, it could be revoked at any time leaving us with no ability to support the current users. A new regional airport will provide our local businesses with permanent, safe access to efficient air travel. It will

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also position this region as a forward-looking business friendly area. It will allow our industries to compete with other companies for customers nationwide.

Finally, it will provide a critical municipal service from many years to come. Thank you very much.

MR. MILANI: Thank you, sir. No.

6.

MR. DOLAND: Hello. My name is Mark Doland. My address is 1802 Burlington Road in Oskaloosa. I forgot what else you need.

MR. MILANI: That's good enough. You can start.

MR. DOLAND: I'm here -- I'm here to rise in opposition of the project. I'm speaking in my capacity as a Mahaska County Board supervisor. There's been many elections that have taken place since this 28E agreement has gone into effect and was passed. Shortly after my election, I had brought up for a resolution a vote to remove eminent domain from the 28E agreement, which passed the Mahaska County Board of

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Supervisors three to nothing unanimously. Was -- it was determined by the City of Oskaloosa and the City of Pella to leave eminent domain in.

The project is a good one for Pella. I think they do need -- they have the need for an airport, but they got -- I think the current existing air travel in Mahaska County is functional and is successful for everybody who is here and supports our businesses.

Truth wins because in the light of day always wins. I've debated this project over and over with people and overwhelmingly they support my position. I think the only way to really find out if a project is worth its weight is to put it to the vote of the people. The only vote that is on record is one that happened many years ago in the City of Oskaloosa, which was -- overwhelmingly supports my position as well, but also we have a vote of representative government.

I was voted by many people. I represent over 22,000 people in Mahaska County. And the Board is turned over and I
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would highly suspect if the -- if the current Board -- or oncoming Board supports this project. That's why I plan to, as a representative of these people, bring the resolution forward asking for Mahaska County to withdrawal from the 28E agreement. The City of Oskaloosa and the City of Pella also would have to ratify and vote to allow that to happen. This will be forthcoming in future meetings with the Board of Supervisors. Thank you.

MR. MILANI: Thank you. No. 7. And you may not have your card, No. 7, but do you know who you are? All righty.

MR. BATMAN: Hello. My name is David Batman, that's B-a-t-m-a-n. I've been a resident here of Oskaloosa forty-eight years. I believe that our communities are well served by several airports presently. The -- this project, in my opinion, is what is commonly known as a boondoggle. I would urge that the FAA use their resources where they are needed and wanted and not here. Thank you.

MR. MILANI: Thank you, sir. No.
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8.

MR. TIES (ph): Hello. My name is Stephen Ties, 1003 North Second Street. And I have two questions that anyone won't answer. Who was planning to use the -- (inaudible) -- on the plan? And how many jobs are going to be created by the -- at the airport? How many -- (inaudible) -- need to be moved in order to do the fill and cuts and so on to create the airport? And where is the dirt coming from and how much runoff is going to create a problem with the surrounding landscape around there?

It would appear to me there is a lack of planning on Pella's part for not allowing for land to expand their airport just because they want to -- (inaudible) -- doesn't seem like that lack of planning should be a problem on my part to fund their airport needs. I say the City of Des Moines International Airport is a regional airport facility and places like Chicago with an international airport as a larger facility, so Des Moines is a regional airport. When -- I think of the term regional as being a
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larger area, I would say, in comparison to the US -- (inaudible) -- districts in Iowa and one airport per region is probably sufficient.

One might think this is a -- this overall project might be an example of what's called inappropriate use of technology. And the proposal as stated in the document that's made available too states that so many acres of land will be made available for other purposes. There's no specific allowance to make sure that that land would be returned back to agriculture. In fact, the citizens of the City of Pella plan on turning that land over into a residential facility community. It will never go back to agriculture.

Times state in the form about how about -- (inaudible) -- airport A and a regional airport like Des Moines, Newton, or Ottumwa. It's roughly an hour of travel time by vehicle. I don't see that as being inconvenient. I travel that far alone to get to an airport. Plus, at first I travel to commercialized van line and waiting and

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1 waiting and waiting and waiting for it to get
2 on the plane. I don't feel like people at
3 this state and this city should be spending
4 lots of tax dollars, directly among local 10
5 percent max, plus 90 percent max with the
6 Feds for the conveniences -- (inaudible).
7 Thank you.
8 MR. MILANI: Thank you, sir. No.
9 9.
10 MR. CARTER: Once again, good
11 evening to you. My name is Jimmy Carter,
12 C-a-r-t-e-r, 316 East Glendale Road.
13 I'm one of the unfortunate ones
14 that got voted off a few years ago setting on
15 the City Council when all this was taking
16 place, but that was after the vote where it's
17 been said numerous times that it was
18 overwhelmingly voted down. What really
19 troubles me tonight, amongst one thing, I had
20 of them, three minutes to state your opinion
21 on approximately a 50 or \$60 million job
22 project. With 11 people, that's
23 thirty-three minutes you want to spend it on
24 listening to us. If there's -- if everyone
25 in this room was going to be talking, I can
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1 see that. And I know you set up the
2 guidelines and I'm not here to -- I'm just
3 frustrated we get thirty-three minutes
4 spending on this.
5 What I think this is is a Pella
6 problem, not an Oskaloosa problem. We've got
7 628 acres. We could add a few thousand feet,
8 1,500 feet to our airport at a very low cost.
9 Farmers up near the airport have stated they
10 would sell the land and we could lengthen our
11 airport and solve any problems we might have
12 with our air traffic. If Pella's got a
13 problem, I feel that they need to step up to
14 the plate, fix it, buy the houses at the end
15 of their airport, and move on. It's not an
16 Oskaloosa or Mahaska County situation. I've
17 stated that. I haven't changed my opinion on
18 it. And I don't feel it's the best for our
19 community or our county in the now or present
20 future. Thank you.
21 MR. MILANI: Thank you, sir. No.
22 10.
23 MR. DICKEY: Good evening,
24 Mr. Milani. My name is Gary Dickey, and I am
25 appearing on behalf of six landowners that
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1 are affected by this proposed site. My
2 address is 301 East Walnut in Des Moines,
3 Iowa. And I am an attorney for Dickey &
4 Campbell Law Firm.
5 The Environmental Assessment that
6 is the subject of this hearing is deficient
7 in at least four ways, and many more. I'll
8 address four in three minutes. First, Order
9 5050.4B specifically directs to prepare the
10 Environmental Assessment to, quote,
11 Coordinate with resource agencies, industry
12 groups, and the affected community as
13 practicable and necessary to ensure the
14 assessment addresses those issues of greatest
15 public concern. The preparers of this
16 assessment have not done that. We would
17 invite the preparers to come out, have a
18 face-to-face meeting with the affected
19 landowners. Certainly, open up a dialogue of
20 more than three minutes for these important
21 public issues.
22 The public meetings that the South
23 Central Regional Airport authority has are
24 perfunctory. They're one sided. The minutes
25 that are prepared are skeletal, do not
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1 provide the public with the transparency
2 necessary to have a meaningful public
3 dialogue on this important issue.
4 Second, that same order also
5 directs that the preparers take into account
6 the environmental, social, economic, and
7 technical factors of the proposed action and
8 the reasonable alternatives. The 442-page
9 Environmental Assessment is noticeably
10 deficient in any type of meaningful economic
11 cost-benefit analysis. We've heard
12 individuals tonight talk about the importance
13 to the community.
14 It's a minimum estimated structure
15 of \$30 million, not to mention the ongoing
16 expenditures associated. There is nothing in
17 the assessment, nor anything on the South
18 Central Regional Airport or at least the
19 Website that identifies how there would be
20 benefits to taxpayers in excess of the cost
21 of construction and ongoing costs associated.
22 Third, the assessment vastly
23 undervalues the environmental and social
24 impact on the farmland of the --
25 (inaudible) -- which would be 560 acres of
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prime farmland. To illustrate this, on April 17 of 2015, USDA sent a letter to Jerald Searle strongly advocating locating any proposed airport to areas that are largely not prime farmland. The area that is purposed is unfortunately largely prime farmland and should be avoided in favor of other areas with little prime farmland and mostly not on farmland, unquote.

These are Century farms, some of them as much as 150 years in the same family. And with the time remaining, the fourth deficiency is the failure to meaningfully address the Otley Airport alternative. And as the FAA knows, because we've got the e-mails from Scott Tener, if this project doesn't go forward, Pella will proceed with its own airport in Otley. And that is not addressed in this assessment because of limitations that the City and Municipality placed on the 28E agreement, which are totally arbitrary. There is no reason why the Otley Airport cannot serve purposes identified in the Iowa DOT 2010 Airport assessment.

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MR. MILANI: Your time is up, sir. Thank you. No. 11.

MR. REMPE: Mark Rempe, 1897 Harbor Hill Drive, Pella, Iowa. First thing I want to talk about is closing 220th Street. We heard a lot of people talking about its safety. My partners and I run our farm equipment back and forth across the county. And closing 220th Street is going to force us to take our stuff up and down 163, probably through Oskaloosa. And we don't want to be on 163 any worse than anybody else wants us to be on 163, so we've heard a lot about safety. But we're really showing a lot of traffic. We've got a lot of bad accidents between semis and farm equipment going up and down 163.

The other thing I want to talk about is the -- putting an airport right beside a cemetery and a water tower makes no sense to me. We have setbacks to build hog buildings and everything else around cemeteries. And here we want to put a runway right beside a cemetery, so I can't see how that makes any sense.

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And my last thing is this notch here that my family owns, and what's that house and building going to be worth if the -- all these buildings back right up against the 40-foot -- (inaudible)? So it looks like a bad plan and a bad place. And hopefully, it will get turned down.

MR. MILANI: Thank you, sir. I don't believe we have a No. 12, but we have a No. 13.

MR. LINN: 12.

MR. MILANI: Are you 12?

MR. LINN: Yes, I am.

MR. MILANI: Come on up here.

MR. LINN: Thank you for not skipping over me.

MR. MILANI: State your name and your address.

MR. LINN: Yes. My name is Myron Linn. I live in Pella. Last name is spelled L-i-n-n. Address, 2059 Hickory Trail in Pella.

And good evening. And I'm very pleased to be speaking on behalf of Pella Corporation this evening and want to thank
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the members of the -- of the authority for allowing us to speak in favor of the airport project.

Pella Corporation considers the regional airport transportation to be an essential tool for operating our business and our manufacturing headquarters in rural Iowa. With the inefficient and many times unreliable commercial air transportation, we consider private air transportation as a critical part of our operation.

And as you know and as you've heard earlier, the Pella Corporation airport is operating under a temporary authorization to depart and land a Category C aircraft, while the FAA has strongly indicated that this is not a permanent solution and is not a permanent reclassification of the airport. At any time the FAA could rescind the temporary authorization and cause a serious problem for one of the largest businesses and larger employers in this -- in these two communities.

After several highly informed studies, it is clear that the current airport
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1 cannot be modified to achieve a Category C
2 status in Pella. And with safety being the
3 most important matter at hand, it is
4 essential to move forward with this project.
5 Just a couple of pieces of brief
6 information. Pella Corporation employs over
7 7,000 people nationwide, many of them who use
8 the airport to conduct their duties and their
9 responsibilities of employment. Since 2007,
10 Pella Corporation's aircraft has flown over
11 8,500 individual passengers to approximately
12 750,000 passenger air miles on its aircraft.
13 And over 80 percent of these passenger air
14 miles are non-executive travel. That means
15 it's the kind of people who are actually
16 working and -- on day-to-day projects that
17 are part of our aircraft usage. Employees in
18 engineering, maintenance, marketing,
19 information technology, production, and
20 factory technicians are very common. And the
21 plane averages hundreds of flights in and out
22 of the airport each year.
23 And equally, and more importantly
24 perhaps, are customers who periodically
25 travel for our manufacturing sites and
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1 headquarters in Pella travel by air. In many
2 cases, transportation is required for
3 withstanding our markets and our sales
4 through efficient air transportation.
5 And last year multiple visits by
6 customers resulted in significant sales, and
7 that provided good paying, high volume jobs
8 in our local economy. And it is clearly
9 essential that we are able to continue to
10 welcome customers to our area through safe
11 local air transportation.
12 So Pella Corporation strongly
13 supports the regional airport project as a
14 way to consolidate federal tax dollars by
15 combining two airports into one efficient
16 airport. And furthermore, it's an excellent
17 tool -- done?
18 MR. MILANI: You're done.
19 MR. LINN: I'm sorry, sir. Thank
20 you very much. And thank you.
21 MR. MILANI: Now is the opportunity
22 if you haven't had the opportunity to speak,
23 you can sign up.
24 Does anybody in here that didn't
25 get to speak before want to speak?
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39

1 MR. LAZIO: Yes.
2 MR. MILANI: Why don't you come up
3 here, sir.
4 Is there anyone else?
5 MR. LAZIO: Good evening. My name
6 is Tom Lazio. I'm the mayor of Ottumwa,
7 L-a-z-i-o. I have a letter I'll submit as
8 the formal written document. However, I
9 would like to, on behalf of the City of
10 Ottumwa, express my opposition to the
11 proposed changes or improvements being
12 proposed by the South Central Regional
13 Airport committee.
14 I think the environmental,
15 financial, and social and economic factors
16 have already been enumerated tonight. I'm
17 concerned that building another regional
18 airport would endanger the viability of our
19 regional airport. I can see no logical
20 reason to evolve another regional airport
21 within thirty minutes of Ottumwa, Newton, or
22 Des Moines.
23 Our airport has the capacity to
24 serve C class jets without spending millions
25 of dollars or condemning good farmland, I've
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1 heard up to 580-some acres. We already have
2 regional airports in Des Moines, Newton, and
3 Ottumwa that serves the region in the area.
4 In light of the new Highway 163, I think the
5 convenience factor of fifteen to
6 twenty-five minutes is not justification for
7 spending 25 or \$35 million to build another
8 facility.
9 I also would raise the question
10 of why this proposal has been pushed forward
11 without any outreach to the other airports in
12 the area. I can't see any public benefit to
13 this. If there is some benefit I'm missing,
14 I would appreciate hearing more about it. We
15 are in the process of reclaiming some
16 additional runway feet at the airport and
17 certainly can land most jets that come into
18 our community.
19 I think the money would be better
20 spent. And I would like to know what the
21 return on the investment really is. Our
22 local airport committee does not support
23 this, and they've joined me in signing a
24 letter that I'll submit. Thank you very
25 much.
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1 MR. MILANI: Thank you. With that,
 2 I would remind you that you can submit
 3 written comments. You have a few more days
 4 to do that. Take advice from the notice
 5 about when your deadline is and how to submit
 6 them. And that will close these proceedings.
 7 Thanks, everyone.

8 (The public hearing concluded at
 9 6:52 p.m.)

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1 C E R T I F I C A T E

2 I, Erin Hines, Certified Shorthand
 3 Reporter, Registered Professional Reporter
 4 and Notary Public, do hereby certify that the
 5 above and foregoing public hearing was
 6 reported by me at the time, date, and place
 7 hereinbefore indicated; that thereafter I
 8 personally supervised the transcription of my
 9 said shorthand notes; that said statement is
 10 a true and complete transcription of my said
 11 shorthand notes so taken.

12 Dated this 4th day of December,
 13 2016.

14
15
16 
 ERIN HINES, CSR RPR

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18 CERTIFIED SHORTHAND REPORTER
 19 REGISTERED PROFESSIONAL AND
 20 NOTARY PUBLIC
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<p>32:22 thirteen ^[1] - 22:18 thirty ^[4] - 20:10, 29:23, 30:3, 39:21 thirty-three ^[2] - 29:23, 30:3 thoughts ^[1] - 4:17 thousand ^[1] - 30:7 three ^[10] - 4:5, 10:16, 10:18, 14:2, 25:1, 29:20, 29:23, 30:3, 31:8, 31:20 threshold ^[1] - 6:15 TIES ^[1] - 27:2 Ties ^[1] - 27:3 tile ^[1] - 16:20 timer ^[1] - 10:17 timing ^[1] - 17:14 title ^[1] - 6:11 Tom ^[1] - 39:6 tonight ^[6] - 2:10, 10:14, 11:7, 29:19, 32:12, 39:16 tool ^[2] - 36:6, 38:17 total ^[1] - 12:5 totally ^[1] - 33:22 tower ^[1] - 34:20 traffic ^[2] - 30:12, 34:15 Trail ^[1] - 35:21 transcript ^[2] - 5:3, 5:5 transcription ^[2] - 42:8, 42:10 transparency ^[1] - 32:1 transportation ^[6] - 36:5, 36:9, 36:10, 38:2, 38:4, 38:11 travel ^[9] - 11:12, 23:25, 25:8, 28:21, 28:23, 28:24, 37:14, 37:25, 38:1 traveled ^[1] - 21:25 trees ^[2] - 7:8, 7:10 tried ^[1] - 15:12 trips ^[1] - 12:16 troubles ^[1] - 29:19 true ^[1] - 42:10 trustworthiness ^[1] - 22:5 truth ^[2] - 22:5, 25:12 try ^[3] - 4:10, 10:19, 15:7 trying ^[1] - 12:18 turned ^[2] - 25:25, 35:7 turning ^[1] - 28:14 twenty ^[1] - 40:6 twenty-five ^[1] - 40:6</p>	<p>two ^[15] - 2:3, 5:15, 10:11, 10:20, 10:23, 12:14, 13:15, 15:19, 16:11, 17:8, 18:18, 21:11, 27:4, 36:22, 38:15 type ^[1] - 32:10</p> <p>U</p> <p>unanimous ^[1] - 18:2 unanimously ^[1] - 25:1 under ^[1] - 36:14 undertake ^[1] - 6:8 undervalues ^[1] - 32:23 unfortunate ^[1] - 29:13 unfortunately ^[1] - 33:6 unnecessary ^[1] - 15:23 unquote ^[1] - 33:9 unreliable ^[1] - 36:9 up ^[29] - 3:22, 3:24, 4:1, 4:3, 4:7, 4:17, 4:18, 10:17, 10:24, 14:2, 14:5, 17:12, 17:13, 19:12, 19:13, 20:24, 24:23, 30:1, 30:9, 30:13, 31:19, 34:1, 34:10, 34:16, 35:4, 35:14, 38:23, 39:2, 40:1 upgrade ^[2] - 22:25, 23:4 upgrading ^[1] - 22:22 urge ^[1] - 26:22 US ^[3] - 8:12, 11:19, 28:2 usage ^[1] - 37:17 USDA ^[1] - 33:2 users ^[1] - 23:23 uses ^[2] - 7:24, 8:2</p> <p>V</p> <p>value ^[2] - 12:19, 13:22 valued ^[1] - 13:23 van ^[1] - 28:25 varied ^[1] - 18:4 vastly ^[1] - 32:22 vehicle ^[2] - 6:22, 28:22 versus ^[1] - 12:12 via ^[2] - 6:23, 9:21 viability ^[3] - 19:2, 19:3, 39:18</p>	<p>vigorously ^[1] - 21:23 vision ^[1] - 20:14 visit ^[1] - 12:22 visitor ^[1] - 12:20 visits ^[2] - 12:23, 38:5 visual ^[1] - 6:16 volume ^[1] - 38:7 vote ^[9] - 16:16, 19:16, 21:3, 24:23, 25:17, 25:18, 25:22, 26:8, 29:16 voted ^[5] - 20:25, 21:2, 25:23, 29:14, 29:18</p> <p>W</p> <p>waiting ^[4] - 28:25, 29:1 wake ^[1] - 17:12 walk ^[2] - 4:3, 10:24 Walnut ^[1] - 31:2 wants ^[3] - 2:2, 10:15, 34:12 water ^[3] - 7:5, 23:10, 34:20 waters ^[1] - 8:12 ways ^[1] - 31:7 Weather ^[1] - 7:7 Website ^[5] - 9:9, 9:10, 9:11, 9:22, 32:19 weeks ^[1] - 3:9 weight ^[1] - 25:17 welcome ^[1] - 38:10 wetlands ^[1] - 8:12 whichever ^[1] - 10:24 width ^[3] - 6:14, 6:18, 7:16 win ^[2] - 18:20 win-win ^[1] - 18:20 wind ^[1] - 6:17 wins ^[2] - 25:12, 25:13 wishing ^[2] - 9:13, 9:20 withdrawal ^[1] - 26:6 withhold ^[1] - 10:7 withstanding ^[1] - 38:3 workdays ^[1] - 12:14 workers ^[2] - 11:23, 12:2 works ^[1] - 19:24 workweeks ^[1] - 12:14 worse ^[1] - 34:12</p>	<p>worth ^[2] - 25:16, 35:3 writing ^[3] - 4:19, 11:10, 15:25 writings ^[1] - 4:21 written ^[4] - 9:13, 10:13, 39:8, 41:3 www.cityofpella. com ^[1] - 9:10 www. oskaloosaiowa.org ^[1] - 9:12 www.scraaiowa. com ^[2] - 9:9, 9:23</p> <p>Y</p> <p>year ^[5] - 12:4, 12:23, 12:25, 37:22, 38:5 years ^[12] - 7:18, 12:15, 20:10, 21:12, 22:18, 24:6, 25:19, 26:18, 29:14, 33:11 younger ^[1] - 20:11</p>
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Scott Tener

November 18, 2016

Federal Aviation Administration

Rm 364

901 Locust Street

Kansas City, MO 64106

Dear Sirs,

I am submitting written comment regarding the proposed South Central Regional Airport. I have a prior commitment and cannot attend the public hearing.

I am concerned about location of proposed airport.

1. The disconnect of 220th Street is very dangerous decision. According to Iowa DOT map of 2010 shows 160 vehicles use this section of road between Independence and Hwy 163. This survey was taken during the summer months, which does not include slow moving agricultural equipment, during spring planting and fall harvesting. These agricultural vehicles will be forced to take Hwy 163 with a speed limit of 65 MPH, this will be the cause of more accidents and deaths of motorist. I personally know 4 deaths on that section Hwy 163, three of them were slow moving agricultural equipment, in last 4 or 5 years. On April 18, 2013 at Joan Kuyper Farver Auditorium, Pella, Iowa, Mr. Michael Schrock Jr, Oskaloosa City Manager reported one of the main reason to construct a new airport at a new location is for pilot safety, I am all for safety for pilots, but I feel that Hwy 163 motorists and agricultural vehicles are entitled to safety also. I gave comments to SCRAA board meetings on 9-29-2015, on 12-21-2015 and 3-29-2016. I have not seen any comments in the minutes of these remarks. I wonder if they heard them or don't care for the general public comments? I understand that SCRAA mandate is to build an airport. I think SCRAA should be concerned about their own safety and general public safety on Hwy 163. I think SCRAA should select a different site
2. I am against the taking of prime farm land as this site is some of the best CSR land in the county and least erodible. As a farmer, government agencies require me to stop erosion by spending many dollars for terraces and cover crops because of highly erodible land.
3. As a nearby land owner, I am concerned about the release of water from 30 acres of concrete on to highly erodible land and what measures are in place for control of water.

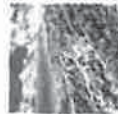
Thank you.

Bert Bandstra

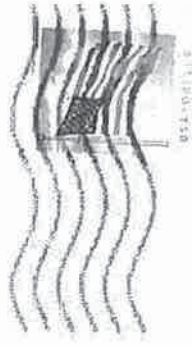


2126 Independence Ave,

Oskaloosa, Iowa 52577



Mr. Bert Bandstra
2126 Independence Ave
Oskaloosa, IA 52577



DES MOINES, IA 50318

18 NOV 2016 PM 4 1

Scott Tener
Federal Aviation Administration
Rm 364
901 Locust Street
Kansas City, MO 64106

64 -232885



Jerald Searle <jeraldsearle@gmail.com>

SCRAA letter

Jim Hansen <jim.hansen@musco.com>

Mon, Nov 28, 2016 at 3:07 PM

To: jeraldsearle@gmail.com

Cc: mnardini@cityofpella.com, michael.schrock@oskaloosaiowa.org

Another email

Jim

----- Forwarded message -----

From: <noreply@scraaiowa.com>

To: Jim Hansen <jim.hansen@musco.com>

Cc:

Date: Mon, 28 Nov 2016 15:02:15 -0600

Subject: SCRAA Contact Form

Name: Brecken Stearns

Email: aliciabreckcn@gmail.com

Phone: 641-504-2601

Address:

1545 hwy 163

Leighton, IA

Comment or Question:

To this board I am very upset about your lack of care. You don't seem to care about what the people have to say, but more importantly you have ignored us when we just ask of any information what so ever. Never has a single question been answered. I'm only in high school but I know enough to know that this deal is so shady and disrespectful to all these hard working farmers and citizens of Mahaska county. I cringe when I see farm equipment driving by on 163, it's not safe at all and you propose to close a road in which many farmers use to keep from having to drive on 163. I have heard that the ground around site c is prime farm ground. Now tell me that your not taking away jobs because that is exactly what you are doing. Like the Hawkeyes say America Needs Farmers so if we need them then why are you getting rid of the farmers job?

Doesn't make sense to me but what do I know? Your lack of respect for them is ridicoulos.

Parden me for saying this but what you are doing

is a load of bull crap. The people have spoken overwhelmingly that they do not want this yet do you listen? NO!!!! You seem to look bored when we voice our dissent. You act like we don't matter. And I am told that this airport will be free because you will get money from the FAA. As a nation we are in debt so how can we afford to pay for this because it will fall back on the taxpayers. Please don't do this senseless act on hardworking honest citezens. Plus will any of them ever use it? Not likely. Only musco and pella corp and that isn't a lot of people. Oskaloosa's makes money and pella could move a hole in the golf course to expand their runway. That seems like the more economic thing to do. But what do I know? None of you live anywhere near where this will happen so you have no idea how much these people are suffering at the thought that their

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century farm and house will just one day be gone. Many planned on passing it on to the next generation but now they will

not be able too if this shady deal goes through. But do you care. I bet you would be fighting as hard as they are if it were your house. THink about that at night when you go to bed. Picture it being your livelihood being ripped away from you. Now how would that make you feel? It doesn't make me feel good and I don't live in site c, I live by site b. I feel their pain and a hurt with them when they are denied answers to questions, or even the basic truth. What is the truth, you guys don't even know anymore. In fact I doubt you ever knew what the truth was. I'm so angry about this shady deal. Please listen and please stop this before it's too late and the consequences irrevocable.

Notify me of upcoming updates.

 **noname.eml**
10K



Jerald Searle <geraldsearle@gmail.com>

Comment: Linda Kruseman-South Central Regional Airport

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

Mon, Nov 28, 2016 at 11:22 AM

Jim,

Please incorporate as appropriate into 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/>

From: Linda Kruseman [mailto:tlkruse06@hotmail.com]
Sent: Sunday, November 27, 2016 6:33 PM
To: Tener, Scott (FAA)
Subject: airport

Mr. Tener,

I am writing to ask you to please decline the request for a new regional airport for the South Central Regional Airport Agency. There are 3 century farms located in the proposed site area as well as many other long standing farm operations. This is some of the most valuable farm ground in the state of Iowa. Please do not "force" these land owners to sell their families heritage. I truly believe that the SCRAA has not explored all of their options for this project. If they had they would not be willing to destroy something so valuable. Please help these land owners to retain their rights to own and operate a valuable and profitable farming operation. Please ask the SCRAA to re-evaluate the need for this airport. Currently 100 % of the air

M-33

infrastructure needs are being met for the Oskaloosa community and 97% of the air infrastructure needs are being met for the Pella Community. Both communities have access to a regional airport that is less than 45 miles from them. Please, please save these family farms. Thank you.

Sincerely,

Linda Kruseman

Leighton, IA



Jerald Searle <geraldsearle@gmail.com>

EA Comment Letter-Rempe: Proposed Oskaloosa/Pella Iowa airport

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

Tue, Nov 29, 2016 at 1:29 PM

To: jhansen@scraaiowa.com

Cc: jeraldsearle@gmail.com, jeff.deitering@faa.gov

EA Comment Letter – Rempe

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/>

From: Sandra Rempe [mailto:sandraremppe@sbcglobal.net]
Sent: Tuesday, November 29, 2016 12:50 PM
To: Tener, Scott (FAA)
Subject: Proposed Oskaloosa/Pella Iowa airport

Hello Please consider the attached letter in your decision for the building and placement of a new airport in the Oskaloosa/Pella Iowa area. A hard copy is in the mail. Thank you, Sandra Rempe



STEPHENSON PROPERTY.docx

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M-35

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November 29, 2016

Scott Tener
Environmental Specialist
Federal Aviation Administration
901 Locust, Room 364
Kansas City, MO 64106

Re: Proposed Oskaloosa/Pella Iowa airport

Dear Mr. Tener,

I am writing to you to ask that you please carefully consider the need for and/or the placement of the proposed Oskaloosa/Pella Iowa airport. The Stephenson property which will be virtually destroyed by this airport is owned by my mother and my cousins and is farmed by my brother. I want to give you some information about that property and I am enclosing pictures with the hardcopy of this letter of my Great-Grandfather Floyd Stephenson farming the land with horses and of my Great-Grandmother Rosa Stephenson and my Grandmother Helen Van Maanen in a sleigh driving to Oskaloosa. I think these pictures help convey the length of time this important property has been in our family.

In 1881 Joseph Stephenson purchased this land. Joseph's son, Floyd Stephenson is in the picture farming that land. Floyd later lost his hand in a farm accident on that farm. Floyd's wife, Rosa designed the home on that property which was finished in 1919. There is a cave on that property that we believe dates from the land purchase and remains in usable condition. The house which is occupied is just feet from the proposed airport property making it uninhabitable. The proposed idea that some trees can be planted to separate the house from the airport will not in anyway solve the noise issue. Joseph Stephenson has six generations of descendants who all care about this property. As stated in one of the reports regarding this proposed airport, this land (located on the ridge between the Des Moines and Skunk Rivers) is not only some of the best, most productive, land in Iowa but also in the world.

We are not against industry and progress, but if an airport is needed why wasn't there any

effort to advertise to ask for land to be voluntarily sold for this project? It has been stated that the airport is needed because larger corporate planes cannot land at the existing Pella and Oskaloosa airports. The larger airplanes COULD land in Newton (25 miles from Pella) or Ottumwa (29 miles from Oskaloosa). No mention has ever been made of commercial passenger airplanes using the airport. The citizens of Oskaloosa voted NOT to have a new airport. How could their city government deny them thier voice?

Before my retirement I had a position in government with the State of Missouri for 13 years where it was my job to get federal funding from the Office of Juvenile Justice and Delinquency Prevention out to the appropriate sub-grantees throughout the state. Although we always wanted more funding we sometimes had the difficult task of placing the money appropriately. I understand that funding from the federal government is available but I don't believe this location is the right place to spend it. Please do not consider only one or two businesses versus the rest of the public. The local board appointed to oversee this process does not represent a cross section of the citizens in the area.

Thank you for your consideration of this letter.

Sincerely,

Sandra J. Rempe

707 4th Street

Glasgow, MO 65254

phone 660-338-5990



Jerald Searle <geraldsearle@gmail.com>

EA Comment letter-Watson: South Central Regional Airport, Iowa

scott.tener@faa.gov <scott.tener@faa.gov>
To: jhansen@scraaiowa.com
Cc: jeraldsearle@gmail.com, jeff.deitering@faa.gov

Tue, Nov 29, 2016 at 9:54 AM

EA Comment letter-Watson

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/>

From: Fran Watson [mailto:few135@aol.com]
Sent: Tuesday, November 29, 2016 8:54 AM
To: Tener, Scott (FAA)
Subject: South Central Regional Airport, Iowa

Attached is my letter to you opposing any funding to the South Central Regional Airport in Iowa. My logical reasoning is stated in the attached letter for your decision making purposes. I appreciate your seriously considering my thoughts. Sincerely, Frances E. Watson, Co-Owner of a 135 year Century Farm.

 **Stephenson Farm Century Letter FAA.docx**
16K

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M-39

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November 29, 2016

Scott Tener
Environmental Specialist
Federal Aviation Administration, Room 364
901 Locust Street
Kansas City, MO 64106

Dear Mr. Tener:

Re: South Central Regional Airport, Iowa

I am writing to you to oppose the taking of our valuable farm land to provide a strip of land for a local airport when much more accessible airports with all the amenities and proper services are readily available within a 35 to 45 mile drive.

It is difficult to fight to keep our property which is productive and has been for over 100 years, from being taken over by the desires of two non-agricultural corporations.

Historically, in this part of Iowa and the State of Iowa as a whole, the main stay is agriculture and agribusinesses, not developing and attracting mid-sized commercial growth.

Two corporations promoting this concept of commercial growth with a new airport on our land are Musco Lighting and Pella Corporation. Both non-agricultural corporations, could and do, house their commercial air planes at either the Ottumwa Airport or the Des Moines Airport. Ottumwa Airport is large enough for Air Force One and is open 24 hours a day. By keeping their commercial planes within a logical 35-45 miles travel distance is logical and would be most acceptable in dense, non-agricultural cities.

I propose that you and your decision makers decline any tax money, Federal money of any sort, be used to displace the present family farms by regional airport development that intends to contribute little, if any, tax money for the total developmental costs.

By declining the proposed regional airport, your decision would:

- (1) Allow the Oskaloosa and Pella airports to continue serving the needs of the smaller aircraft and allow the corporations to continue housing their corporate jets within a reasonable distance where services are readily available.
- (2) Allow the vote against a regional airport by the citizens of Oskaloosa to stand.

Mr. Tener
Page 2
November 29, 2016

(3) Allow the prime farmland to continue to be used for agriculture business and farming which helps feed our nation.

(4) Allow family farms to prosper providing income, peaceful lifestyle from a long established heritage of over 100 years with our farm being farmed by our family for 135 years.

(5) Allows for family farms to raise milkweed to provide for cultivation of the Monarch Butterfly (*Danaus plexippus plexippus*) and bees that sustain our food supply.

I personally ask you to consider seriously and to oppose the corporate takeover of heritage family farms and our highly productive land.

Most sincerely,

Frances E. Watson, Century Farm Co-Owner
5274 Millcreek Road
Kettering, OH 45440

(sent electronically – Scott.Tener@faa.gov)



Jerald Searle <jeraldsearle@gmail.com>

SCRAA letter

Jim Hansen <jim.hansen@musco.com>

Mon, Nov 28, 2016 at 3:07 PM

To: jeraldsearle@gmail.com

Cc: mnardini@cityofpella.com, michael.schrock@oskaloosaiowa.org

Another email

Jim

----- Forwarded message -----

From: <noreply@scraaiowa.com>

To: Jim Hansen <jim.hansen@musco.com>

Cc:

Date: Mon, 28 Nov 2016 15:02:15 -0600

Subject: SCRAA Contact Form

Name: Brecken Stearns

Email: aliciabreckcn@gmail.com

Phone: 641-504-2601

Address:

1545 hwy 163

Leighton, IA

Comment or Question:

To this board I am very upset about your lack of care. You don't seem to care about what the people have to say, but more importantly you have ignored us when we just ask of any information what so ever. Never has a single question been answered. I'm only in high school but I know enough to know that this deal is so shady and disrespectful to all these hard working farmers and citizens of Mahaska county. I cringe when I see farm equipment driving by on 163, it's not safe at all and you propose to close a road in which many farmers use to keep from having to drive on 163. I have heard that the ground around site c is prime farm ground. Now tell me that your not taking away jobs because that is exactly what you are doing. Like the Hawkeyes say America Needs Farmers so if we need them then why are you getting rid of the farmers job? Doesn't make sense to me but what do I know? Your lack of respect for them is ridicoulos. Parden me for saying this but what you are doing

is a load of bull crap. The people have spoken overwhelmingly that they do not want this yet do you listen? NO!!!! You seem to look bored when we voice our dissent. You act like we don't matter. And I am told that this airport will be free because you will get money from the FAA. As a nation we are in debt so how can we afford to pay for this because it will fall back on the taxpayers. Please don't do this senseless act on hardworking honest citezens. Plus will any of them ever use it? Not likely. Only musco and pella corp and that isn't a lot of people. Oskaloosa's makes money and pella could move a hole in the golf course to expand their runway. That seems like the more economic thing to do. But what do I know? None of you live anywhere near where this will happen so you have no idea how much these people are suffering at the thought that their

century farm and house will just one day be gone. Many planned on passing it on to the next generation but now they will

not be able too if this shady deal goes through. But do you care. I bet you would be fighting as hard as they are if it were your house. THink about that at night when you go to bed. Picture it being your livelihood being ripped away from you. Now how would that make you feel? It doesn't make me feel good and I don't live in site c, I live by site b. I feel their pain and a hurt with them when they are denied answers to questions, or even the basic truth. What is the truth, you guys don't even know anymore. In fact I doubt you ever knew what the truth was. I'm so angry about this shady deal. Please listen and please stop this before it's too late and the consequences irrevocable.

Notify me of upcoming updates.

 noname.eml
10K

Page M.46 / M.47

Section 1.2.2 of the Environmental Assessment for the South Central Regional Airport – Iowa states Pella airport cannot be expanded because one of the reasons is roads. Yet 2.1 Proposes to disconnect one of the busiest unpaved roads in Mahaska County as documented by the D.O.T. Traffic Flow Map of Mahaska County dated January 1, 2010. The section of 220th Street proposed to be disconnected or closed had a traffic flow of 160. Agricultural equipment will be some of the traffic forced on to Highway 163. This is also stated in section 5.14.3.5 where it is indicated to be a short distance which in reality is just less than 2 miles which places slow moving equipment on Highway 163 for an extended period of time which increases the potential for accidents. There have been at least two fatal accidents involving agricultural equipment.

Section 3.2 discusses the No Action Alternative. A 28E agreement is used to exclude enhancing the existing Oskaloosa airport to accommodate class C-II aircraft. It would be much simpler and cost effective to rewrite the 28E agreement than to construct a new airport. The funding saved from not constructing a new airport could be used to upgrade the neighboring airports listed in Section 3.2.1. This becomes more sensible when Appendix D Table D-8 C-II aircraft based out of Pella or Oskaloosa. Musco has two aircraft they would move to the new airport but are currently in Ottumwa. This does not justify building an airport to accommodate two aircraft that are being served by an airport capable of only 75% as stated in section 3.2.1

Section 3.4.3 Site A Build Alternative 3 would take land from Century farms and a Heritage farm. While the historic house and cave listed in section 5.7.3.5 it would be surrounded by Site A Build Alternative 3 and the historic Prine Cemetery would lose its peaceful charm. The mitigation techniques outlined in section 5.10.4 would only provide visual screening with little impact on noise levels from either aircraft or vehicle traffic to the hanger area. This seems to contradict Section 5.7.2 on historical sights.

Section 5.4.3.2 Will eliminate aircraft emissions but not stated in that section will be the increase in vehicle emissions from the additional 13 miles required to reach the proposed airport. In fact vehicle emission would be less if the Knoxville airport was used as it is two miles closer to Pella.

Great consideration should be given to Section 5.8 with regards of converting prime farmland to non-agricultural use. Kevin Funni strongly advocates 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.

Section 5.10.3.5 indicates there will be adverse effect the property at 1795 220th Street as concluded by Wapsi Valley Archaeology Inc. While noise impacts were evaluated at Prine Cemetery no such impacts are indicated for the property at 1795 220th Street.

Section 5.11.2 discourages the building of electrical transmission line and elevated water storage facilities; the proposed site has both electrical transmission lines and elevated water storage facilities in the near proximity;

Section 5.14.3.5 indicates there will be less significant traffic increase on Independence Ave with the closing of the busy 220th Street. The 2010 D.O.T. Traffic Flow Map for Mahaska County indicates 160 as the average daily traffic on 220th Street. In the same map indicates only 70 for the average daily traffic. A significant amount of the traffic that will be displaced with the disconnect of 220th Street will use Independence Ave as the alternative which would then triple the traffic on Independence Ave.

A proposal not considered in the Environmental Assessment for the South Central Regional Airport – Iowa is closing one or both of the existing Oskaloosa and / or Pella airports. The advantages of closing the existing airports would reap many of the financial and environmental issues while not incurring great expense of building a new airport. Those cost savings could be used to enhance the nearby airports.



CITY OF BRIDGES...RIVER OF OPPORTUNITY

November 22, 2016

Mr. Scott Tener
Federal Aviation Administration
901 Locust Street
Room 364
Kansas City, MO 64106

RE: Proposed Improvements - South Central Regional Airport
Comment Letter Public Hearing
Draft Environmental Assessment

Dear Mr. Tener:

The City of Ottumwa would like to respond to the improvements proposed by the South Central Regional Airport to acquire land and construct a new joint airport facility between Oskaloosa and Pella. The City understands that a public hearing will be held on Tuesday, November 22, 2016 at the George Daily Auditorium in Oskaloosa to discuss the proposed plans. The City would make the following response:

The Ottumwa Regional Airport and the Airport Industrial Park consists of a 1440 acre complex, that is self-sustaining as it operates on revenue from services fees, property rental and row crop farm ground. This airport receives no revenue from the City's general fund. The Airport service area includes the seven surrounding counties of Mahaska, Keokuk, Monroe, Appanoose, Davis, Van Buren and Jefferson. Indian Hills Community College operates a flight school and mechanics program from our airport. The Airport has great support from our local Committee, and General Aviation flying public including many corporate jets.

The Airfield infrastructure consists of a fairly new state of the art terminal building, offices, and two runways. Primary Runway 13/31 is 5,885 by 150 feet. A project to reconstruct the runway is currently in the design phase with this construction anticipated in the 2018 fiscal year. Crosswind Runway 4/22 is 4,600 by 100 feet. Both runways have full parallel taxiways and a Category I Instrument Landing System. Hangars consist of the original 1942 military hangar being 43,000 square feet, which is large enough to house a 737 aircraft. The City also has a six-unit T-hangar, a new 3-unit Box Hangar and 4 private corporate hangars. The City boasts a full service Fixed Base Operator. Operation, maintenance and management are provided by City staff.

City of Ottumwa
105 East Third Street, Ottumwa, Iowa 52501
Telephone 641-683-0600 Fax 641-683-0613

M-47

South Central Regional Airport Letter

Page 2


There are at least 32 aircraft based at our regional airport, six of which are corporate jets. These include a Citation 560 owned by Tennyson Enterprises, a Citation XLS owned by WINBCO Tank, a Citation 525 owned by Park Electro Chemical Company, a Citation II and Gulfstream 200 owned by Musco Lighting, and a Citation 550 owned by Winger Contracting.

Our Airport Industrial Park businesses include Indian Hills Community College, Job Corps, Al-jon Manufacturing, Norris Asphalt Paving, WINBCO Tank, Frog Leggs, FedEx Ground, A & A Wood Products, Ottumwa Machine Works, Specialty Fabrication, Wooden Creations, Bridge City Truck Repair, CSI Truck and Trailer, Conway Enterprise Service, and Dr. Pepper Snapple Group, the largest bottling facility in the Midwest. We currently have approximately 350 acres available for commercial and industrial development.

The City has made significant improvements over the previous ten years in our region and is in the process of seeking funding for a major runway rehabilitation project. We have negotiated a long term agreement with a new Fixed Base Operator that is leading to a significant increase in traffic, flight lessons and capital accumulation not only in Ottumwa but southeast Iowa as well. The City's Airport Advisory Board requested that the City file a written response regarding the South Central Regional Airport proposal and its Chairperson is also signing this letter.

The City of Ottumwa offers this letter to the Cities of Oskaloosa and Pella to encourage continuing regional cooperation. Our doors are open if either or both communities would be interested in a collaborative effort to combine services, reduce duplication of services and expenses and utilize our state of the art airport facilities which are within 30 and 45 miles respectively. We stand ready and willing to extend our services and facilities in lieu of the proposed improvements.


Sincerely,



Mayor Tom X. Lizio



City Administrator Andy Morris

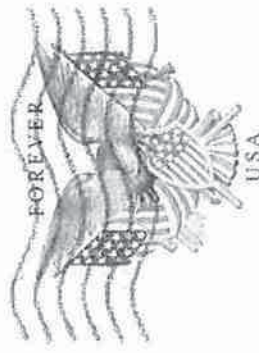


Airport Advisory Chair Don Wasson

Cc: South Central Regional Airport Agency

VAN MAANEN SEED & CHEMICAL
2073 EATON AVE
PO BOX 147
LEIGHTONIA IA 50143-0147

DES MOINES IA 500
25 NOV 2016 PM 3 L



Scott Tener
Federal Aviation Administration
Room 364
901 Locust Street

Kansas City, MO 64106

64106-232889



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SOUTH CENTRAL REGIONAL AIRPORT AGENCY
PUBLIC HEARING COMMENT

11/25/2016

To Scott Tener:

I don't know where to start.... So I will start at the Beginning.
In 2006 the people of Marion and Mahaska Counties Voted on building a regional Airport it was defeated 8 to 2. 80% of the Community said NO this is Not needed. SO... the next 3 years the people that wanted this airport (but did not win the vote).... worked behind closed doors and worked secretly to figure a way to build it anyway! In 2011 these same people worked with Mahaska CO. Supervisors to sign a ZBE agreement with the Citys of Pella and Oskaloosa to go ahead and build this Airport that the public said they did not want. they did this agreement with NO Public Knowledge. they knew they had to keep it quiet, because if the 80% that voted it down knew they were doing this.... it would be shut down immediately!!

this agreement gave the Citys of Pella and Oskaloosa the right to go into Mahaska CO. and build this Airport where ever they want... using eminent domain.... after the public said NO this is not needed!

SO, Issue #1 Pella is (16) miles from Knoxville that has a Class "C" runway. Pella can easily work with them! Pella is (24) miles from Newton that has a beautiful New Airport. Pella is (45) miles from Des Moines that has an International Airport! Oskaloosa's Airport is (19) miles from Ottumwa and a lot of Oskaloosa's use is already using Ottumwa! Pella's Airport Now is Nice & the buildings are New and for (97%) of people that use that Airport it is perfectly Fine! (3%) of usage wants a bigger Airport.

Please return comments by November 29, 2016

South Central Regional Airport Agency
825 Broadway
Pella, IA 50219

or

Scott Tener
Federal Aviation Administration
Room 364
901 Locust St.
Kansas City MO 64106

Please Print the following:

Name: Tim Van Maanen
Address: 2063 Eaton AVE
Leighton, IA 50143
Email: tim.vanmaanen@gmail.com

SOUTH CENTRAL REGIONAL AIRPORT AGENCY
PUBLIC HEARING COMMENT

11-29-2016

these are Federal Funds that you are using to build this "proposed" Airport. this is taxed money that comes from "we the people". You have been contacted before and you have said to talk to the SCRBA board with any Questions because this is a "local" Issue. this is NOT a Local Issue!! You, at the Federal Level, Decide where & when to spend the taxed dollars! With So many other Regional airports in close distance this is Very Wasteful spending for (3%) of the population! You Keep telling us to direct our Questions to the SCRBA. That Board is NOT an elected Board.... they are appointed to that Board and they all work for or are related to some one in Power.... Someone with big money.... Someone that is in the (3%) to push this Airport down the other (97%) throat! What is going on Here is EXACTLY what "we the people" are sick and tired of.... Big Politics! the People with power and money put people in a position to get things done that they want done! Not what the majority of the people want or even Need! Now.... Scott, the rubber meets the Road. this issue is in your Hands. You have the Federal money to use for the people or to waste on things unnecessary. If you approve this project, "we the people" will Fight this all the way! that is not a threat.... that is a promise! this whole project has been done wrong and sneaky and under the table. they had to do it that way because they knew it would be shot down!

Please return comments by November 29, 2016

South Central Regional Airport Agency
825 Broadway
Pella, IA 50219

OR

Scott Tener
Federal Aviation Administration
Room 364
901 Locust St.
Kansas City MO 64106
M-52

Please Print the following:

Name: Tim Van Maanen

Address: 2063 Eaton AVE
Leighton, IA 50143

Email: timvanmaanen@gmail.com

11-26-16

Mr Scott Tener,

I am Florence Rempe, a land owner in the proposed South Central Regional Airport Agency.

My great grandfather bought this land in 1881, 135 years ago. This land is still in our family, it is a century farm and we still continue to farm it. Good Iowa farm land is valuable and should be used to feed people, not pave it over for any reason, especially an airport no one needs.

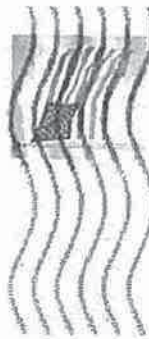
With good highways anyone can drive safely to a local airport.

In doing the environment study, the impression that is given is that everyone of the land owners were spoken to. No person during all these months has ever spoken to me personally. How do they have knowledge of our farm?

Florence Rempe
409 Jackson St.
Leighton Ia 50143



Ms. Florence Rempe
409 Jackson St.
Leighton, IA 50143-1002



DES MOINES IA 500

26 NOV 2015 PM 1 L

Scott Lener
Federal Aviation Administration
Rm 364
901 Locust St.

Kansas City, Mo 64106

641 232539



SOUTH CENTRAL REGIONAL AIRPORT AGENCY
PUBLIC HEARING COMMENT

Evidence to support the proposed South Central Regional Airport is still lacking. The only support provided is vague promise of "economic growth" by industries currently in operation that use existing airports in Pella, Oskaloosa, and Ottumwa. The building and proper maintenance of an airport takes significant funding that is continuous and not a one and done financial event as any current airport in operation will confess. It is understandable and sad that Pella Corporation has a large jet that should not be landing at their local airport and has had a waiver from the FAA for many years to allow them to land in a precarious location. In the information proposed earlier to the public (2014), those "take-offs" and "landings" by this larger jet make up 3% of the flights in and out of the Pella airport. BUT you are proposing that tax payers in the city of Pella and city of Oskaloosa need to use their taxes to fund a new airport to allow for this. Not to mention that citizens who are not a part of EITHER community ^{being asked to} give up their Heritage and Century farms to accommodate. This category C jet should have no bearing on the formation of a brand new airport as they can land at regional airports already within 30 minutes of Pella be it Newton or Ottumwa. Discussions should be in place to better utilize what is already in existence.

Please return comments by **November 29, 2016**

South Central Regional Airport Agency
825 Broadway
Pella, IA 50219

Please Print the following:

Name: Robin Hammann

Address: 1526 Hwy 163
Leighton, IA 50143

Email: robin.hammann@gmail.com

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Jerald Searle <jeraldsearle@gmail.com>

EA Comment Letter – Salzwedel: South Central Regional Airport

scott.tener@faa.gov <scott.tener@faa.gov>
To: jhansen@scraaiowa.com
Cc: jeff.deitering@faa.gov, jeraldsearle@gmail.com

Wed, Nov 30, 2016 at 8:49 AM

EA Comment Letter – Salzwedel

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/>

From: Randy Salzwedel [mailto:salz4975@cablone.net]
Sent: Tuesday, November 29, 2016 9:11 PM
To: Tener, Scott (FAA)
Subject: South Central Regional Airport

November 29, 2016

Scott Tener
Environmental Specialist
Federal Aviation, Room 364
901 Locust Street
Kansas City, MO 64106

Dear Mr. Tener:

I am writing in regards to the South Central Regional Airport that is being proposed in Oskaloosa, Iowa. My concerns are financial in concerns. It is an airport that is not wanted by the Oskaloosa citizens in a city election, yet the airport is proceeding. The airport will not be for commercial flights that can be used by the citizens of Oskaloosa and Pella, nor of Mahaska and Marion counties. The few that will use the airport will be small in number, yet paid by the larger mass of the county residents in taxes. Few of the airports in Iowa are profitable, so the financial burden is subsidized by tax payers. I am wondering why we are going to take good farm land out of production to allow a few to have regional airport for their needs. With the growth of the US and world population and urban sprawl occurring, we need to preserve land for

M-57

production of food, a basic need for all. The agricultural production of food being produced from the land chosen for the airport will be lost forever. Also of concern, is that there is a regional airport with new features paid for by our government that the FAA has been involved with. This airport is only 25.4 miles from Oskaloosa, in Ottumwa. So for few, we need to destroy good farm land so the few can land closer to their business. Maybe not even their homes.

According to the Oskaloosa Herald, the city of Pella has a backup plan to proceed with an airport in Otley if this regional airport, voted down by the Oskaloosa residents, happens. Will it be as big as the South Central Regional Airport or will Otley serve their needs. Why do they have this plan? Does Pella not like what they are seeing with this regional airport?

I have not seen any information on how many will benefit by this regional airport, ie: flights per day, percentage of Mahaska/Marion county population to use this airport, actual financial benefits to the citizens. Just saying it will be an economic boost is not justification enough. Early on, Oskaloosa citizens were told that if the airport was not built, they would lose out on government money. If you don't build it, it will not cost anything. We need to also look at the loss of farm land (in this case, Century Farms) and the loss of production of food crop.

My concern for the current airports, if a new regional airport is built near Oskaloosa, is what happens to them. Never have I heard discussions on this topic. Does this land become farm land for crops or Pella or Oskaloosa housing developments?

I do oppose the South Central Regional Airport in Oskaloosa, Iowa. I am a 7th generation family member of one of a Century farms that will be gone if this regional airport occurs. I would like to keep Iowa as an agricultural state with Iowa's proud family farms history producing food needs rather than concrete fields.

Sincerely,

Janet Salzwedel
(this letter is sent electronically)



Jerald Searle <jeraldsearle@gmail.com>

SCRAA Emails

Jim Hansen <jim.hansen@musco.com>

Mon, Nov 28, 2016 at 8:18 AM

To: jeraldsearle@gmail.com

Cc: mnardini@cityofpella.com, michael.schrock@oskaloosaiowa.org

Attached are 3 emails received re: airport.

Thanks, Jim

----- Forwarded message -----

From: <noreply@scraaiowa.com>

To: Jim Hansen <jim.hansen@musco.com>

Cc:

Date: Sun, 27 Nov 2016 09:03:50 -0600

Subject: SCRAA Contact Form

Name: Keith Groenendyk

Email: keithnev@gmail.com

Phone: 641-204-1961

Address:

1545 hwy 163

Leighton , IA

Comment or Question:

We want the facts!!!! We want the truth!!!! We want you to answer our questions!!' I'm a irate citizen who is fed up with this crap. The shadiness of everything that has gone down even after the people told you we don't want it. And of all the things you don't listen. How can you go to sleep at night. It's time for you to shut your mouth and start listening and start providing the facts and truth. I call your bull about how the taxpayers will not have to pay for it. Now that's a load of crap. And closing an airport that makes money is just plain stupid. Move a hole at bos landed. Problem solved!!!! Do the right thing. Your taking away jobs from farmers and America needs farmers. How can you take jobs away from hard working people and their houses too. And closing the road is just asking for problems. When farmers take their equipment on 163 that's asking for accidents and fatalities. Distracted drivers are a dangerous combination with slow moving equipment. So stop this befo
re it's too late.

Notify me of upcoming updates.

----- Forwarded message -----

From: <noreply@scraaiowa.com>

To: Jim Hansen <jim.hansen@musco.com>

Cc:

Date: Sun, 27 Nov 2016 08:36:52 -0600

Subject: SCRAA Contact Form

Name: Alicia Groenendyk

Email: aliciabrecken@gmail.com
Phone: 641-204-2601
Address:
1545 hwy 163
Leighton , IA

Comment or Question:

This is getting out of hand. This airport will not bennifet very many people and cost us lots of money. You can't say that it will not cost the taxpayers money. As the government is in debt how can they possibly give money. The smart thing to do would be to relocate one hole on the golf course in Pella. Oskaloosa'S airport makes money so why close one that makes money. Makes no sense to me. Also closing the road will cause many farm equipment on busy 163 and then accidents are going to go up. I have had many close calls myself because of distracted drivers. Not to mention you are taking prime farm land and jobs from many people. Century farms. People will lose their livelihood. Please stop this madness now. It is not wanted and needed so please do the right thing and stop this before the consequences leave you with regrets.

Notify me of upcoming updates.

----- Forwarded message -----
From: <noreply@scraaiowa.com>
To: Jim Hansen <jim.hansen@musco.com>
Cc:
Date: Sat, 26 Nov 2016 20:27:32 -0600
Subject: SCRAA Contact Form
Name: Ray Hildsworth
Email: oldfolks@mahaska.org
Phone: 6416737808
Address:
1115 th ave east
oskaloosa , IA

Comment or Question:

i feel we don'
need another there on in pella on in grenill one in newton oskaloosa please tink about what its
going to cost and how its not going to help out any towns mor taxes if you want my vote next
itime aroubd bette vot these air pory out now

Notify me of upcoming updates.

3 attachments

 noname.eml —
6K

 noname.eml —
6K

 noname.eml —
5K



Jerald Searle <jeraldsearle@gmail.com>

SCRAA comment and invoice

Jim Hansen <jim.hansen@musco.com>

Mon, Nov 28, 2016 at 5:00 PM

To: jeraldsearle@gmail.com, mnardini@cityofpella.com, michael.schrock@oskalooaiowa.org

----- Forwarded message -----

From: <noreply@scraaiowa.com>

To: Jim Hansen <jim.hansen@musco.com>

Cc:

Date: Mon, 28 Nov 2016 16:56:03 -0600

Subject: SCRAA Contact Form

Name: Debra Burney

Email: f.burney@mchsi.com

Phone: 641-780-3092

Address:

214 union st.

Pella,iowa, IA

Comment or Question:

To whom it may concern:

From the address you can see that I don't live in the targeted area, but I do care about these unfortunate farmers and homeowners who may soon loose land and or have their lives ruined.

I don't get why the airport in pella can't lengthen the runway in it's present site. I have spent time in San Diego and Dallas and the existing airports still operate where they were originally built. If it's a golf hole then big deal, if it's people's land and homes then my question is why are the people who live near pella municipal airport more important than leighton area farmers and homeowners?

Please reconsider this ridiculous plan that I was not able to vote on.

Thanks for your time,

Debra burney

2 attachments

 noname.eml
6K

M-61

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Jerald Searle <jeraldsearle@gmail.com>

John De Rooi Letter/Questions

Mike Nardini <mnardini@cityofpella.com>

Tue, Nov 29, 2016 at 7:58 AM

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

Cc: Jim Hansen <jhansen@scraaiowa.com>, Michael Schrock <michael.schrock@oskalosaiowa.org>

Jim, Jerry, and Mike -

Yesterday John De Rooi came to my office to discuss the regional airport. Attached to this e-mail are his public comments he made during the environmental public hearing. I also anticipate that Jon will be submitting an additional letter as well. John is aware written comments must be postmarked by November 29th.

Jerry, I informed John I would pass along the following questions to you:

1. John has concerns over the closure of 220th Street. According to Jon, 220th Street is one of the few roads in Mahaska County which can handle truck traffic and this closure will impact operations by farmers in the area.
2. John also had a question concerning the electrical transmission lines east of the proposed airport. Specifically, John wanted to know if these lines would be buried.
3. John has concerns with the potential of remnant parcels being developed as a result of the regional airport project.
4. Finally, John is concerned with the impact the regional airport will have on the century farms located on this site.

Jerry, please let me know how you would like to respond to John's questions above.

Jim, John requested that the SCRAA allow public comments at the end of our meetings rather than at the beginning. The reason for this request is so the audience members can hear Jerry's updates and then ask questions related to the updates. I informed John I would pass along this request for your consideration.

Mike

Mike Nardini
City Administrator
City of Pella
825 Broadway
Pella, Iowa 50219
Phone (641) 628-4173
Fax (641) 628-3120

 **John De Rooi Letter.pdf**
25K

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My name is John De Rooi, one of the land owners, a part of the proposed regional airport of which I am opposed. This all began with a study (airport necessity) which ended up in a 28E agreement approved by a majority vote of the Mahaska County Board of Supervisors.

Previously this was voted on by a public vote of Mahaska County and failed by a 70% majority.

I am not apposed to the use of the 28E agreement if used for the right reasons.

I believe that the proposed regional airport is not a necessity but a want by a few and not a need.

The proposed area for the regional airport has one heritage farm and two century farms, 160 years, 140 years and 118 years respectively, which means alot to its owners. The heritage farm also includes the Prine Cemetary. 1. That it is still active and 2. Designated a pioneer cemetary which makes it Historic.

The end result is the possibility of taking prine farmland, never to grow crops again from its owners against their will by the use of Eminent Domain, mainly for private use rather than public use. Which I and others vigorously oppose.

My end remark is that in all of the above I believe in truth, honesty and trustworthiness.

Thank you.

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Jerald Searle <geraldsearle@gmail.com>

EA Comment Letter-Douglas: Proposed Oskaloosa/Pella airport

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

Tue, Nov 29, 2016 at 9:51 AM

To: jhansen@scraaiowa.com

Cc: jeraldsearle@gmail.com, jeff.deitering@faa.gov

EA Comment letter-Douglas

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/>

From: Connie Douglas [mailto:cjdcjdcd@gmail.com]
Sent: Monday, November 28, 2016 4:55 PM
To: Tener, Scott (FAA)
Subject: Proposed Oskaloosa/Pella airport

I am writing to you to express my opposition to the proposed Oskaloosa/Pella airport and I would like this email to be considered in your review of the site information that was recently completed.

I have been friends with the Rempe's whose Stephenson Farm land is being considered to be used for this airport, for over four decades; I am greatly saddened that the government is considering taking this land from them which their family has been farming for over 100 years.

As someone who is retired from working in the criminal justice field I was appalled that it appears that elder abuse is occurring. The selected site land appears to be predominately owned by people in their 80's and 90's who are heartbroken as they don't want the government taking their family farms. This type of victimization cannot be condoned.

In closing I would also note that a vote was held in my home town, Oskaloosa, and the vote was overwhelming opposed to a new airport. This appears to be politics at its worst.

Sincerely,

M-67

Connie J. Douglas
221 Second Street
Glasgow, MO 65251
660-338-5995



Jerald Searle <jeraldsearle@gmail.com>

EA Comment letter-Donaldson: South Central Airport-Oskaloosa Iowa Opposition

scott.tener@faa.gov <scott.tener@faa.gov>
To: jhansen@scraaiowa.com
Cc: jeraldsearle@gmail.com, jeff.deitering@faa.gov

Tue, Nov 29, 2016 at 9:52 AM

EA Comment letter-Donaldson

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/>

From: Linda Donaldson, M.B.A. [mailto:ldonaldson@audiologymg.com]
Sent: Tuesday, November 29, 2016 8:23 AM
To: Tener, Scott (FAA)
Cc: Linda Donaldson
Subject: South Central Airport-Oskaloosa Iowa Opposition

November 29, 2016

Scott Tener
Environmental Specialist
Federal Aviation Administration, Room 364
901 Locust Street
Kansas City, MO 64106

M-69

**Re: South Central Regional
Airport, Iowa**

Dear Mr. Tener:

This letter is to serve as opposition to the proposed South Central Regional Airport in Oskaloosa, Iowa. This proposed airport is within a 35 to 40-minute drive to other area airports that would serve this transportation population which in itself is very few planes or travelers. In most metropolitan communities, this drive is minimal to get to transportation.

The farm has been in one family since 1881 and has served seven generations of my family. Land in the area both Century and Heritage farms is a mainstay to Iowa. In addition, it is prime farm land that will never be replaced for the farm land, the nature that it preserves or the security it poses to those of us that no longer live in Iowa, but know that this is "home" should circumstances ever arise that we need to return. This is still home to all of us today.

The general public have voted down the airport many understanding the little value and great expense to the constituents of Oskaloosa.

While the Oskaloosa city leaders discuss the benefits of the new airport, no discussion regarding what will become of the other two airports to be put out of use and the land destroyed for that purpose. Three sites of land are now sited to destroy farmland for the enjoyment of a few.

Musco Lighting and Pella Corporation, two corporations that support the new airport have no vested interest in the land that will be destroyed, which is Iowa's future and the future of generations of family members to come.

I am encouraging the leaders of the community to produce a viable, public plan for economic benefits of this airport to others than Pella Corporation and Musco Lighting. What becomes of the airport should these two companies face a downturn?

It is my recommendation that the city of Pella proceed with an airport in Otley that would serve a greater population.

M-70

Sincerely,

Linda Donaldson

(sent electronically)

LINDA DONALDSON | Director of Tele-Audiology

ldonaldson@audiologymg.com

(T): +1 (786) 563-4010

(M): +1 (937) 219-1231



SUPPORT OFFICE
1101 Brickell Avenue
Level 17 - North Tower
Miami, FL 33131

www.audiologymg.com

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Letter-Opposing the South Central Regional Airport.docx

14K



Jerald Searle <jeraldsearle@gmail.com>

EA Comment Letter-Groenendyk: SCRAA study, Mahaska county

scott.tener@faa.gov <scott.tener@faa.gov>
To: jhansen@scraaiowa.com
Cc: jeff.deitering@faa.gov, jeraldsearle@gmail.com

Wed, Nov 30, 2016 at 8:55 AM

EA Comment Letter-Groenendyk

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/>

From: Mark Groenendyk [mailto:mark31mail@gmail.com]
Sent: Tuesday, November 29, 2016 11:34 PM
To: Tener, Scott (FAA)
Subject: SCRAA study, Mahaska county

Dear Mr. Tener,

I submitted e-mails to the SCRAA board addressing a few concerns. I have been elected as supervisor for Mahaska county starting in 2017. My main concern is closing 220th st. I assume SCRAA will forward my concerns to you as you consider the environmental assessment. Please note that appendix G requires acceptable mitigation for closing a farm to market road. The Mahaska county Supervisors have not addressed either proposal in the study.

Thank you in advance, Mark Groenendyk

Mark Groenendyk

1435 260th st.

Oskaloosa, Ia 52577

M-73



Jerald Searle <jeraldsearle@gmail.com>

SCRAA comments

Jim Hansen <jim.hansen@musco.com>

Thu, Dec 1, 2016 at 11:05 AM

To: jeraldsearle@gmail.com

Cc: michael.schrock@oskaloosaiowa.org, mnardini@cityofpella.com

Jerry, attached are the last of the emails I've received. These two are from Mark Groenendyk who is the incoming Supervisor here in Mahaska County. I sent him an email in response to this and suggested we set up a meeting.

Call with any questions.

thanks, Jim

----- Forwarded message -----

From: <noreply@scraaiowa.com>

To: Jim Hansen <jim.hansen@musco.com>

Cc:

Date: Tue, 29 Nov 2016 23:02:55 -0600

Subject: SCRAA Contact Form

Name: Mark Groenendyk

Email: mark31mail@gmail.com

Phone: 641-660-5316

Comment or Question:**Attention SCRAA board and Mr. Tener,**

I sent an e-mail concerned about the closing of 220th st. As stated in app. G, the supervisors have not accepted any mitigation for closing a farm to market road. Closing two airports will not address the lost income(section 5.14.3.5)or correct farming disruptions. There are turning lanes on Hwy. 163 at 220th st. There are no turning lanes at Independence(and plans to close the intersection with bypass) or at Highland.

I also would like to know the need to purchase 582 acres when 279 of those acres will be available for ag use.

Also please tell me specifically what portions of the proposed airport the faa will help fund if approved.

Thank you, Mark Groenendyk

----- Forwarded message -----

From: <noreply@scraaiowa.com>

To: Jim Hansen <jim.hansen@musco.com>

Cc:

Date: Tue, 29 Nov 2016 22:30:18 -0600

M-75

Subject: SCRAA Contact Form
Name: Mark
Email: Groenendyk
Phone: 641-660-5316

Comment or Question:
Attention SCRAA or Mr. Tener,

I want to bring attention of the proposed closing of 220th st. on both building sites. The hard surfaced and gravel portions are both farm to market roads. As stated in appendix G it requires mitigation. I believe it requires Board of Supervisor input to close, redirect, or build alternate roadway.

As stated in section 5.14.3.5 closing 220th st. will disrupt current ag practices and potentially affect future farm generated income. Closing two airports does not replace closing a farm to market road.

I am not going to go into detail why the proposed alternatives are not a very good idea. That is something the SCRAA board and the supervisors need to work thru.

Also, regarding section 5.5 climate change. I think one airport is going to increase traffic time when you consider all the pilots that use these airports.

Thank you, Mark Groenendyk

2 attachments

 **noname.eml**
5K

 **noname.eml**
6K

APPENDIX N

Responses to Public Comment

South Central Regional Airport Agency (SCRAA)
PUBLIC HEARING
November 22, 2016
Oskaloosa High School-George Daily Auditorium
Oskaloosa Iowa
Oral Comments-See Public Hearing Transcript

[illegible]

South Central Regional Airport Agency (SCRAA)
Written Comments

Name	Community	Appendix M Comment-page	Appendix N Response- I/XI
Bert Bandstra	Oskaloosa, Ia.	M-30/31	X, XI
Brecken Streamns	Leighton, Ia.	M-32/33	VIII, V, XI, II
Linda Kruseman	Leighton, Ia.	M-34/35	I, II, VI
Sandra Rempe	Glasgow, Mo.	M-36/39	VI, VII, I, IX, VIII
Fran Watson	Kettering, Oh.	M-40/43	I, II, VIII
Brecken Stearns	Leighton, Ia.	M-44/47	I, II, VII, X, XI
Tom Lazio	Ottumwa, Ia.	M-48/49	I
Tim Van Maanen	Leighton, Ia.	M-50/53	I, II, VIII, IX
Florence Rempe	Leighton, Ia.	M-54/55	VI, VII
Robin Hammann	Leighton, Ia.	M-56/57	I, II, VI, VIII
Randy Salzwedel	-	M-58/59	I, II, VI, VIII, IX, X
Keith Groenendyk	Leighton, Ia.	M-60	XI
Alice Groenendyk	Leighton, Ia.	M-61	II, XI
Ray Hldsworth	Oskaloosa, Ia.	M-61	I
Debra Burney	Pella, Ia.	M-62/63	II
John De Rooi	Oskaloosa, Ia.	M-64/67	VI, VII, XI, VI, IV, I
Connie Douglas	Glasgow, Mo.	M-68/69	IX
Linda Donaldson	Miami, Fl.	M-71/73	I, III, VI, IX, X
Mark Groenendyk	Oskaloosa, Ia.	M-74/75	XI
Mark Groenendyk	Oskaloosa, Ia.	M-76/77	XI

The above written comments were received on or before November 29, 2016. A majority of the comments were submitted electronically.

Written comments received: 20 (See Appendix M, Pages M-30/M-77)

I. ALTERNATIVE AREA AIRPORTS

The National Environmental Policy Act (NEPA) requires reasonable alternatives to be considered. (See Section 3.2.1 Service from Area Airport, page 3-2)

The South Central Regional Airport Master Plan discussed runway length requirements. (See Chapter 3 Facility Requirements, page 3-11) Given the design aircraft (Lear 45XR, Gulfstream 200), a primary runway constructed to an ultimate length of 6,500 to 7,000 feet would provide a reasonable level of service. Based on input from airport users, it was concluded that a primary runway 6,700 feet in length would provide an acceptable level of service. The recommendation was to develop the Airport layout Plan to show an ultimate primary runway length of 6,700 feet. (See Chapter 4 Alternatives, page 4-13) The nearest airport that supports a runway 6,700 feet or longer is the Des Moines International Airport. The primary runway lengths for area airports are as follows:

- Ottumwa Regional Airport: RW13/31 - 5885 feet
- Newton Municipal Airport: RW14/32 - 5599 feet
- Ankeny Regional Airport: RW 18/36 -5500 feet
- Des Moines International: RW 13/31 - 9002 feet; RW 5/23 – 9003 feet

The Des Moines Airport is located more than 60 miles from the center of the South Central Regional Airport service area. In May 2012, the FAA issued a report entitled: “General Aviation Airports: A National Asset”. Within that report, the Pella Municipal Airport was classified as a “Regional Airport”. The Oskaloosa municipal Airport, Knoxville Municipal Airport and the Ottumwa Regional Airport were classified as “local” airports.

Given the distance from the service area center of the proposed airport to Des Moines International and runway lengths available at nearby general aviation airports, service from an area airport is not considered a reasonable alternative.

II. COST BENEFIT CONSIDERATIONS

Past studies have documented the need to “replace” the Pella Municipal Airport. The Pella Replacement Feasibility Study (January 2010) concluded that the existing Pella could not accommodate large approach category C airplanes on a regular basis nor could the existing site support approach visibility minimums as low as ½ statute mile and a decision height as low as 200 feet above the ground. A limited build scenario was considered, but it did not meet the project purpose and need.

To develop a runway 6,700 feet in length and provide desired approach minimums at the existing Oskaloosa Airport would require road disconnects, additional land, potential farmstead relocation, and a significant investment in runway and taxiway facilities that meets current FAA design standards. Existing airport facilities are designed to accommodate approach category B II airplanes. Like the existing facilities at the Pella Municipal Airport, much of the runway and taxiway infrastructure associated with the

primary runway would likely be reconstructed in order to meet design standards. The exiting Oskaloosa Airport is not geographically located where it can accommodate aeronautical activity efficiently.

Improvements to either airport were not considered to be a reasonable alternative since the project purpose and need would not be met. The proposed airport is intended to replace two (2) existing airports. The proposed airport is not being undertaken to add capacity to the Iowa Aviation System nor to the National Plan of integrated Airport Systems. The consolidation of the two public airports will reduce the number of airports in the system while enhancing and sustaining the level of aeronautical services in a more efficient manner.

A formal cost benefit analysis would have been undertaken should the proposed airport development was intended to add capacity to the aviation system. Benefit cost considerations will be taken into account for specific components like the approach light system.

III. OTLEY ALTERNATIVE

The Otley site was not considered in the range of alternative sites since it was located outside the airport search area as established in the 28 E Agreement. Where a combined airport service area was being considered, the Otley site would not have provided an acceptable level of service.

IV. LAND ACQUISITION/EMINENT DOMAIN

The South Central Regional Airport Agency will comply with Title 49, Code of Federal Regulations (CFR) Part 24, Uniform Relocation Assistance and Real Property Acquisition (also known as the Uniform Act) for federally assisted projects. The Uniform Act sets forth minimum real property acquisition policies and procedures that must be adhered if federal assistance is anticipated. The South central Regional Airport Agency anticipates the use of federal (FAA-Airport Improvement Program) funding in the development of the proposed airport.

FAA Advisory Circular (AC) 150/5100-17-Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects provides guidance for the acquisition of property interests that will be required for development of the airport. Property proposed for acquisition is shown on the Exhibit "A" Airport Property map. This exhibit can be found in Appendix E: Background.

The South Central Regional Airport will make a reasonable effort to negotiate with each affected property owner during the land acquisition phase of the project.

- The South Central Regional Airport Agency must first obtain an appraisal of the fair market value of the real property to be acquired before initiation of negotiations. The properly owner will be given the opportunity to accompany the

appraiser during inspection of the property proposed for acquisition. A qualified review appraiser must review the appraisal to ensure conformance to applicable standards and FAA requirements.

- Following review of the appraisal and review appraisal by FAA, the South Central Regional Airport Agency may make a written offer to acquire the property. The written offer must be based on “just compensation”. The amount cannot be less than the fair market value approved by the review appraiser.
- A negotiator representing the South central Regional Airport Agency will present the written offer of just compensation to each affected property owner. The goal of the negotiator is to secure an amicable purchase agreement with the property owner. The negotiator will explain the offer and give consideration to value information provided by the property owner. If the property owner’s information is well documented and /or the circumstances of the proposed acquisition changes, the South Central Regional Airport must update its offer of just compensation.
- Should negotiations between the negotiator and the property owner fail to secure an agreement, the South Central Regional Airport Agency may proceed with eminent domain authority.
- To avoid the use of eminent domain authority, the South Central Regional Airport Agency may also seek an administrative settlement. An administrative settlement may be proposed to avoid costly and unfavorable litigation and/or to settle a disputed acquisition at reasonable costs. Under the Uniform Act reasonable attempts to expedite acquisition by agreement with owners to avoid litigation or condemnation is encouraged.

Eminent domain may only be exercised for a public purpose, public use or public improvement.

“Public use, public purpose, public improvement means the acquisition of any interest in property necessary to the function of a public or private utility, common carrier or airport or airport system”. Iowa Code 6A.22, 2.a (2)

Under Chapter 28-E, the member governments may exercise eminent domain authority. The South Central Regional airport Agency has posted on their website (<http://www.scraaiowa.com>) additional information regarding land acquisition.

- Statement of Property Owners Rights
- FAA Brochure Publication: Land Acquisition for Public Airports

V. 28-E

28-E is a reference to the Iowa Code Chapter that governs a joint exercise of powers between two or more public entities. Chapter 28-E-Joint Exercise of Governmental Powers permits any governmental entity to undertake any activity jointly with any other public agency so long as each agency has the power to undertake that particular activity on its own.

The City of Oskaloosa, Mahaska County and the City of Pella entered into the 28-E Agreement in March 2012 for the purpose of developing a new airport facility to replace the existing Pella Municipal Airport and the Oskaloosa Municipal Airport. The Agreement was file with the Iowa Secretary of State on March 29, 2012. The Agreement outlines the responsibilities and rights of each public entity that entered into the Agreement. More specifically, the intent of the Agreement is to provide for the acquisition, construction, equipping, use expansion and operation of an airport facility.

A copy of the 28E Agreement was posted on the South Central Regional Airports website (<http://www.scraaiowa.com>). A brief explanation of the purpose and intent of the 28-E Agreement was provided under “Frequently Asked Questions”.

VI. CENTURY AND HERITAGE FARMS

The Iowa Department of Agriculture and Land Stewardship in conjunction with the Iowa Farm Bureau established the Century and Heritage Farm program. Several farms within the area of potential effect have received the designation as having met the criteria as a Century and/or Heritage farm. A Century farm is one where there has been consecutive ownership within the same family for 100 years or more of at least 40 acres of the original holding of Iowa farmland. A Heritage farm is one where the ownership has been within the same family for 150 years or more of least 40 acres of the original farmland.

Since 1976, the Iowa Department of Agriculture and land Stewardship has partnered to recognize more than 19,000 farms across Iowa as Century farms. The Heritage designation begun in 2006 has extended recognition to 940 farms across the state.

The Century and Heritage Recognition Program is a state program for which there is no specific mitigation action required should the farmland proposed for acquisition be designated as a Century or Heritage farm.

VII. CULTURAL RESOURCES WITHIN THE AREA OF POTENTIAL EFFECT- PROPOSED AIRPORT SITE (Site A)

The South Central Regional Airport Agency completed the following studies within the proposed Airport Site’s Area of Potential Effect for the purpose of identifying potential adverse effects on cultural resources.

- Phase 1 Cultural Resources Investigation of the Proposed South central Regional Airport Project, Mahaska County, Iowa; Principal Investigator – Jonathan Sellars Consulting Archeological Services (January 2016)
- Reconnaissance Level Architectural History Survey for Three Airport Locations and Intensive Level Survey and Evaluation of the Prine Cemetery, Mahaska and Marion Counties, Iowa; Principal Investigator-Colleen Small-Vollman, Wapsi Valley Archaeology (April 2016)

- Viewshed Impact Study of 1795 220th Street and the Prine Cemetery, Mahaska County, Iowa; Principal Investigator-Colleen Small-Vollman, Wapsi Valley Archaeology (June 2016)
- Airport Noise Analysis for Environmental Assessment; South central Regional Airport-Clint Morrow, KB Environmental Sciences (February 2016)

Cultural Resources are discussed in Section 5.10 (Page 5-17) and Appendix H of this document (Environmental Assessment). The FAA has consulted with the Iowa State Historic Preservation Office in accordance with Section 106 of the National Historic Preservation Act (NHPA, 16 U.S.C.470f) The FAA also provided opportunity for the Iowa Tribe of Oklahoma, Miami Tribe of Oklahoma, Omaha Tribe and the Yankton Tribe of South Dakota to consult on the undertaking's potential affect to properties with religious and cultural significance. The FAA also coordinated with the Advisory Council on Historic Preservation ACHP).

Prine Cemetery

The Prine Cemetery is eligible for listing on the national Register of Historic places (NRHP). The South Central Regional Airport has documented and mapped the cemetery through photographs, historic narrative and location information. The documentation was submitted to the Iowa State Historic Preservation office. In consultation with SHPO, the FAA has determined that there is "No Adverse Effect" provided that:

- The undertaking will not acquire the cemetery
- The undertaking will avoid the cemetery
- The undertaking will plant a secondary row of trees to further visually screen the airport from the cemetery along the airport's southern boundary with the cemetery
- The secondary row of trees will be maintained by the South Central Regional Airport Agency.

1795 220th Street

The house and cellar located at 1795 220th Street may be eligible for listing on the National Register of Historic Places (NRHP). The eligibility for listing cannot be fully determined since access to the property was denied. The South Central Regional Airport Agency attempted to document the house and cellar through photographs, historic narrative and location information. In consultation with SHPO, the FAA determined that there was" NO Adverse Effect" provided that:

- The undertaking will not acquire the property (house and cellar)
- The undertaking will avoid the property (house and cellar)
- The undertaking will plant a row of trees to visually screen the airport terminal area from the house and cellar along the airport's Southern and Western boundary with the house and cellar
- The row of trees planted along the Southern and Western boundary will be maintained by the South Central Regional Airport Agency

The South Central Regional Airport Agency upon obtaining access to the remaining 263 acres of the proposed airport site, a Phase 1 cultural resource survey will be completed and the report submitted to the Iowa State Historic Preservation Office. If properties are discovered that may be historically significant or unanticipated effects on historic properties found, the FAA will implement a discovery plan for human remains in accordance with Chapters 263B, 5231.316 (6), and 716.5 of the Iowa Code and the provisions of the Native American Graves Protection Act (25 U.S.C 3001 through 3005)

VIII. PROJECT COSTS

Development of the proposed South Central Regional Airport is expected to occur over a 20 year time horizon. In initial phase (0 to 8 years) of development will begin with the acquisition of land upon which to construct the various airport facilities. The initial development phase provides for the construction of the primary runway, parallel taxiway, apron, terminal building, FBO aircraft maintenance and storage facilities, tee hangars, fuel facilities, corporate aircraft storage facilities and internal vehicle access and parking facilities. The opinion of probable cost to construct the initial improvements is 30 million dollars. (See South Central Regional Airport Master Plan, Chapter 6). The Airport Master Plan can be found on the SCRAA website. (<http://www.scraiowa.com>)

A financial plan was included in the South Central Regional Airport Master Plan. (See Chapter 7, Table 7-2 Airport Development Summary By Phase/Funding Source).

Phase One: Capital Cost Opinion:

- Federal Assistance: \$ 20,395,585
- State Assistance: \$ 1,524,594
- SCRAA Member Governments: Oskaloosa- \$3,152,361; Pella\$ 3,152,362; Mahaska County \$ 0.00
- Private Sector: \$ 1,016,500

FAA will require that the existing airport assets be disposed of and proceeds invested in the proposed airport. The 28 E Agreement Article 6 Section 3 provides:

“Further, in the event the FAA requires sale proceeds of a party’s existing airport facilities and assets be reinvested in the SCRAA, the sale proceeds of each respective existing airport facilities and assets shall be applied only to each party’s respective financial percentages as identified in Article VII Section 6 and Article VII Section 4.

Section 6 essentially says that development projects not funded with federal assistance will be allocated to the City of Pella and the City of Oskaloosa. Mahaska County is not obligated as per the 28 E Agreement for costs associated with construction of the new airport.

The FAA, through the Airport Improvement Program (AIP) grants, distributes federal funds back to the nation’s airport system from the Aviation Trust Fund. The Aviation

Trust Fund is supported by taxes on airline tickets, segment and international travel fees, cargo fees and aircraft fuel taxes. Federal assistance essentially is funded by persons and or businesses that use aviation. Additional information regarding FAA assistance can be found in the FAA Airport Improvement Program Handbook. (<http://www.faa.gov>)

- Project eligibility
- Project Justification
- AIP Funding Availability

The Iowa DOT provides assistance through the Iowa Airport Improvement program and the Vertical Infrastructure Program. The primary source of revenue to support the Iowa DOT programs comes from aircraft registration fees and aviation fuel taxes. Additional information regarding state assistance may be found on the Iowa DOT Office of Aviation website. (<http://www.iowadot.gov>)

The private sector is expected to construct hangar facilities to support their corporate operations. In addition, contributions to fund other terminal area improvements associated with a public terminal building is contemplated.

The 28 E Agreement provides that the SCRAA establish an annual budget to operate the airport. FAA requires that all airport generated revenues (for example: Income from hangar leases, farm leases, aviation fuel flowage fee) remain with the airport and applied to annual operating and maintenance costs. Should airport generated revenues not be sufficient to satisfy annual operation and maintenance costs, the 28 E Agreement states that 40 % of the unfunded expenditures will be allocated to the city of Oskaloosa and 60 % to the City of Pella. Residents and businesses located in unincorporated Mahaska County or within incorporated cities other than Pella and Oskaloosa will not bear any of the anticipated airport development costs or annual operating and maintenance costs.

It is reasonable to consider that the cost to maintain one public owned airport as opposed to two public owned airports will be less.

- Existing airport infrastructure at Oskaloosa and Pella now or will in the future requires a significant capital investment to maintain the existing facilities.
- The footprint associated with the existing airports will be reduced from two to one. (For example: fuel facilities, snow and grounds maintenance equipment)

IX. 2005 PUBLIC REFERENDUM-OSKALOOSA

The City Council upon receiving a petition called for a public referendum for the purpose of asking the voters to consider an amendment to the Oskaloosa Municipal Code Chapter 2.64- Airport Commission. Specifically, the voters were asked:

Shall the following proposed ordinance be adopted?

2.64.120 *Local Control of Municipal airport:* The authority and control of any airport owned, maintained, operated or supported with tax dollars by the Oskaloosa Airport

Commission or the City of Oskaloosa shall reside solely with the Oskaloosa Airport Commission and the City of Oskaloosa and the authority and control shall not be shared or merged with any other entity.

The questioned passed 1,614 (YES) TO 447 (NO). The City's Charter outlines timelines for repeal or reconsideration. The timeline for repeal or reconsideration is listed as two (2) years unless there is provision otherwise included in the original petition or acted upon by voters of the City.

The ordinance approved by the voters remained in place until it was repealed three (3) years later by the City Council-City Charter, Article VI, Section 6.1 (B)(3) *City Council Repeal and Reenactment*.

On September 2, 2008 the City Council voted (4) ayes and three (3) nays to repeal Oskaloosa Municipal Code, Section 2.64.120 *Local Control of Municipal Airport*. The repeal became effective September 5, 2008.

X. FARMLANDS

The acquisition of 582 acres of land will be required to accommodate the improvements as shown on the Airport Layout Plan (See Appendix E). Of the 582 acres, 303 acres will be converted directly to airside and landside facilities. The remaining 279 acres will be available for agricultural use. The 279 acres acquired by the South central Regional Airport Agency is being acquired for the purpose of limiting the use to those activities that are compatible with airport operations. Row crops (corn, soybeans), hay/pasture land, and grain crops are generally compatible with airport operations. The reason the 279 acres is being acquired is to prevent the growth of trees that may become obstructions unless maintained as well as developments that support a concentration of people within the close proximity of the runway approach ends.

To compensate for the removal of 303 acres of land, restrictions placed on land at the existing Oskaloosa Airport will be removed at the time the airport is closed and disposed of. The highest and best use is to convert the existing airport from a non agricultural use to one supporting agricultural activities. The National Resource Conservation Service (NCRS) Web Soil Survey was used to identify prime farmland and prime farmland if drained on the Oskaloosa Municipal Airport. The report showed that 469 acres were classified as Taintor silty clay loam (prime farm land if drained) and 128 acres as Mahaska silty clay loam. (Prime farm land). The proposed airport site supports 346 acres of land that is considered prime farm land. To ensure that the Oskaloosa Airport site is not converted to a use other than an agricultural use, conditions may be included in a purchase agreement.

The SCRAA Airport will lease the 279 acres available for agricultural production to area farmers. Land lease rates published by Iowa State University Extension and Outreach (<http://www.extension.iastate.edu>) are often used where agricultural land owned by a public entity is leased.

During the design phase, construction plans and specifications will be developed to maintain surface and subsurface drainage of adjacent fields. Borrow sites if needed will not be obtained from prime farmland. Top soil that is removed during construction will be stockpiled and spread back on site.

XI. 220th STREET DISCONNECT/AGRICULTURAL EQUIPMENT

The proposed undertaking will require the disconnection of 220th Street. (See Figure 5-1, Page 5-37) The disconnection at the proposed airport property line will cause vehicles that currently travel on 220th Street to use other county and or state number routes. The Iowa DOT 2014 Traffic Flow Map for Mahaska County shows that there are an average 240 vehicles per day that travel in an east/west direction between Independence Avenue and Iowa Highway 163.

The Iowa DOT is proposing the relocation of US Highway 63 from a point south of the Oskaloosa Water Treatment plant to a point of intersection with Iowa Highway 163/235th Street. The proposed highway realignment is intended to facilitate the movement of grain and livestock trucks in a north/south direction. Since the highway will be paved, it is expected that passenger vehicles and pickup trucks will chose to travel over a paved road rather than the gravel section of 220th Street. Highland Avenue will be connected to the realigned US 63 near the intersection proposed US 63/IA 163 Interchange.

Since the 220th Street intersection with IA 163 is off set, slow moving farm equipment currently have to travel (approximately 1180 feet) along IA 163 to move in an east/west direction. Disconnecting 220th Street would cause farm vehicles to travel over 210th Street and then on IA 163 to travel in an east west direction on 220th Street. Using 210th Street to travel in an east/west direction was not considered a reasonable alternative travel route. The other alternative is for farm equipment to travel on Highland Avenue and then use IA 163 to reach 220th Street. This alternative was not considered a reasonable alternative for slow moving farm equipment. The primary concern is to minimize slow moving agricultural farm equipment to travel on Iowa Highway 163. A reasonable alternative is to encourage farm equipment moving in an east west direction to use 235th Street. Another alternative is to consider allowing the movement of slow moving farm equipment across the proposed airport.

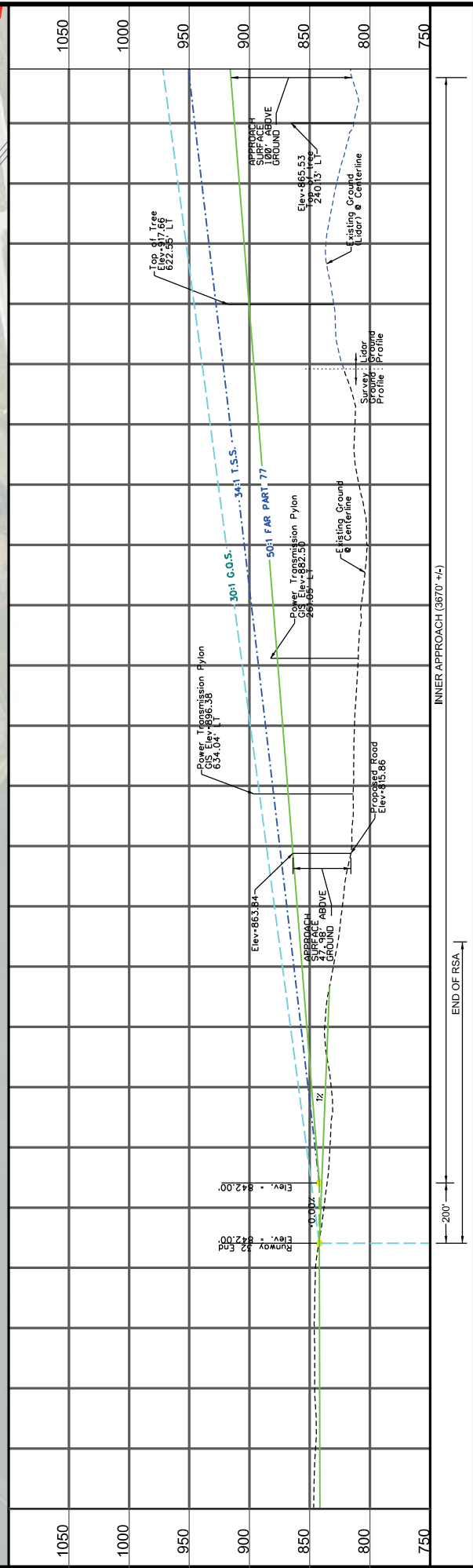
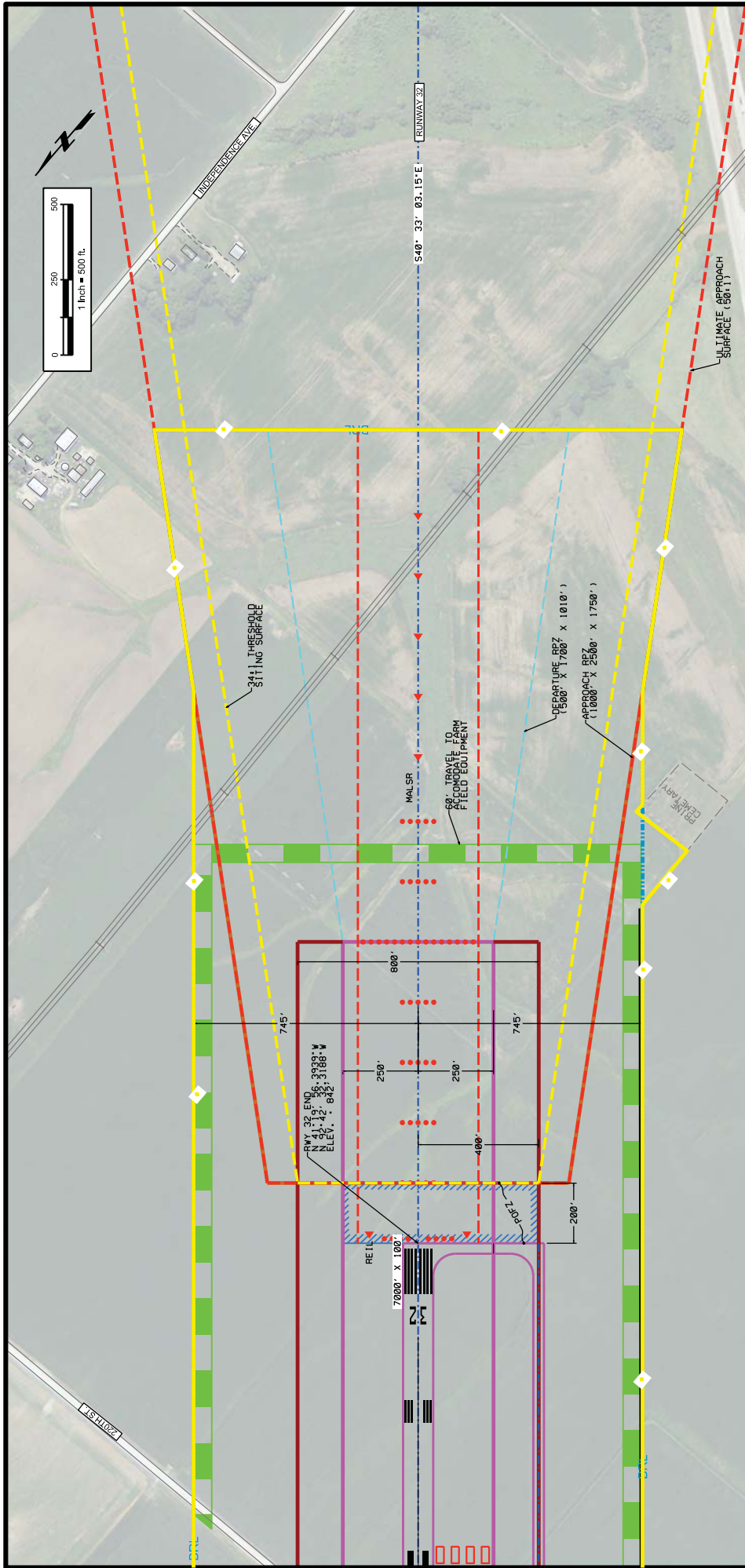
FAA has indicated that it would allow unrestricted access for slow moving farm equipment to cross the airport provided the route is located beyond airport safety critical areas and the height of such equipment would not penetrate the approach surfaces.

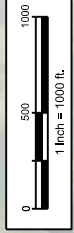
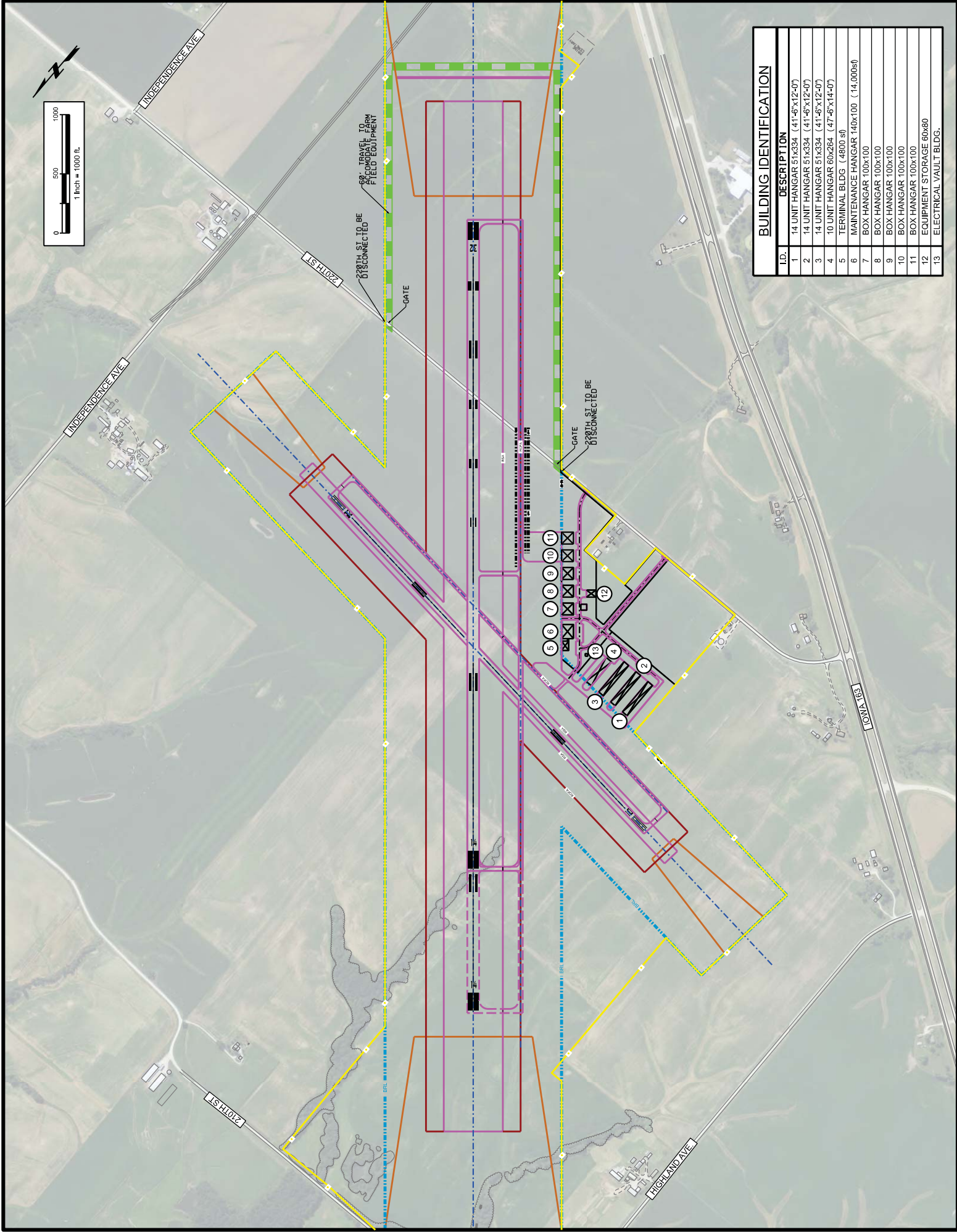
Proposed is a service road corridor (60 feet in width) that would be constructed to accommodate large slow moving farm equipment in an east/west direction. Access by slow moving farm equipment would be unrestricted. A gravel/rock surface would be maintained. Grading will be limited to the extent that adequate drainage would be provided. The proposed service road would extend around the end of RW 32. (See exhibit showing location) Field fence is proposed for installation along each side of the service road corridor so as to prohibit access to airport operational and safety critical areas. Field

gates are proposed at the proposed airport property line and at the point of disconnection with 220th Street.

The proposed service road (7000 feet in length) would extend along the east property line of the airport to a point approximately 1,300 feet from the end of RW 32. The service road would extend perpendicular across the runway centerline to a point where it would extend along the west airport property line.

Should the proposed service road be constructed, travel by farm equipment of IA 163 would be no greater than occurring at present. It is anticipated that travel over the corridor would occur primarily during the spring plant and fall harvest season.





BUILDING IDENTIFICATION	
I.D.	DESCRIPTION
1	14 UNIT HANGAR 51x334 (41'-6"x12'-0")
2	14 UNIT HANGAR 51x334 (41'-6"x12'-0")
3	14 UNIT HANGAR 51x334 (41'-6"x12'-0")
4	10 UNIT HANGAR 60x264 (47'-6"x14'-0")
5	TERMINAL BLDG (4800 sf)
6	MAINTENANCE HANGAR 140x100 (14,000sf)
7	BOX HANGAR 100x100
8	BOX HANGAR 100x100
9	BOX HANGAR 100x100
10	BOX HANGAR 100x100
11	BOX HANGAR 100x100
12	EQUIPMENT STORAGE 60x80
13	ELECTRICAL VAULT BLDG.