

# Public Progress Report No. 1

## Airport Master Plan Update

The City has recently begun an update of the Master Plan for the Independence Municipal Airport (IMA). The purpose of the Airport Master Plan Update is to create a logical and cost-effective plan to develop the IMA over the next 20 years. The plan is meant to be a flexible guide rather than a rigid blueprint for airport development.

The need for this update is twofold. First, the previous Airport Master Plan was completed in 2003 and since that time many of the airport improvement projects recommended by that plan have been completed. Second, for Enhanced Service airports such as the IMA, the Iowa Department of Transportation recommends that the airport have a current Airport Master Plan and make major updates every eight years or when conditions require. According to this timeframe, the IMA's 2003 Airport Master Plan was to be updated in 2011. As such, a new plan is needed to continue the airport's development as a safe, efficient, unconstrained, and attractive public facility.

To guide development of the Airport Master Plan Update, a Planning Advisory Committee (PAC) has been formed. This seven-member PAC consists of key airport stakeholders and local leaders. The individuals serving on the PAC include:

- Carl Scharff, Mayor
- Dennis Vaughn, City Council 2<sup>nd</sup> Ward
- Dick Engen, City Council 3<sup>rd</sup> Ward
- Arletta Schweitzer, City Council 4<sup>th</sup> Ward
- Steven Diers, City Manager
- Jonathan Walter, Airport Manager
- Nate Clayberg, Executive Director of Buchanan County Economic Development

The PAC is scheduled to meet three times during the Airport Master Plan Update and will provide input into the report as it evolves. The first meeting was held March 8, 2013 and served as a kickoff meeting. Final minutes from this meeting are available for public record (see below). The second meeting was held May 16, 2013 where planning staff from Snyder & Associates recommended several improvements based on reasonable airport growth projections. The final minutes from this meeting are being prepared and will be available for public record in the near future. Although the final PAC meeting has yet to be scheduled, it will be held when the draft Airport Master Plan Report is ready to be presented.

With several elements of the Airport Master Plan Update underway, the PAC is now ready for the public's input on the plan! Available for public review and comment are Chapter 1: Inventory and Chapter 2: Forecast of Aviation Demand (see below). Comments on these two chapters are due by June 28, 2013 to Steven Diers, City Manager.

[Final Minutes from PAC Meeting No. 1](#)

[Chapter 1 – Inventory](#)

[Chapter 2 – Forecast](#)

## Additional Information

This Airport Master Plan Update shall be prepared in accordance with Federal Aviation Administration (FAA) Advisory Circular 150/5070-6B (Change 1), *Airport Master Plans*; FAA Advisory Circular 150/5300-13A, *Airport Design*; and other appropriate FAA Advisory Circulars and Orders. In following these requirements, the Airport Master Plan Update consists of three main elements: a report, an electronic Airport Layout Plan (or eALP) which is a Geographic Information System (GIS) based plan, and a set of drawings depicting the existing and future airport features referred to as the Airport Layout Plan (or ALP). The purpose and status of each of these deliverables is summarized below.

### Element I – Airport Master Plan Update Report

The report consists of several chapters and associated appendices that document current airport conditions, aviation growth projections, recommended facilities, environmental setting and potential impacts, and a capital improvement program.

#### *Chapter 1 – Inventory*

Purpose: The purpose of the Inventory Chapter is to summarize the relevant data pertaining to the IMA and the area it serves. The information collected during the inventory phase, the initial step in the airport master planning process, will support subsequent chapters of the Airport Master Plan Update.

Status: The chapter has been reviewed by PAC and FAA. It is considered final unless there are any public comments that require revision.

#### *Chapter 2 – Forecast*

Purpose: Aviation activity forecasts are the basis for determining the facilities needed to accommodate future aviation demand. The forecast's purpose is to help develop a plan that accommodates aviation demand over the next 10 to 20 years while ensuring that facilities will be built only when they are needed and will not be built only to be abandoned, moved, or razed later within this timeframe.

Status: The chapter has been reviewed by PAC and approved by the FAA. It is considered final unless there are any public comments that require revision.

#### *Chapter 3 – Facility Requirements*

Purpose: The Facility Requirements chapter discusses a phased approach to facilities improvements and development at the Independence Municipal Airport (IMA) over the 20-year planning period. It should be noted that this chapter is for planning purposes only and neither the City of Independence, the Iowa DOT, nor the FAA are obligating themselves to fund any of the projects called for within. The recommended improvements represent the development that is required not only to meet identified levels of demand but that also simultaneously yields a safe, efficient, unconstrained, and attractive public facility.

Status: In progress. A preliminary version of the chapter was submitted for PAC review on May 16 with comments due back May 31. Following any revisions, the chapter is planned to be submitted for FAA review on June 10.

#### *Chapter 4 – Environmental Overview*

Purpose: This chapter presents an environmental review of the projects proposed for development within the next 20 years at the Independence Municipal Airport (IMA). Since

Federal funding may be requested for some of these projects, the requirements of the National Environmental Policy Act (NEPA) apply. The environmental review includes a description of potential environmental impacts and identifies the level of environmental analysis and documentation that may be required prior to receiving Federal funding.

Status: In progress approximately 80 percent complete. In the near future, this chapter will be submitted to various federal, state, and local environmental resource agencies (around 20 in all) for coordination. This coordination is required by the FAA. Each agency will be provided with a coordination packet which will include a cover letter, a draft copy of the Environmental Overview chapter, and other attachments as appropriate.

#### Chapter 5 – Alternatives

Purpose: To this point in the airport master planning process, the type and quantity of airside and landside facilities required to satisfy the various elements of the aviation demand forecasts have been identified. The next step is to define and evaluate a number of alternative actions and/or facility enhancements to provide the necessary facilities to meet the forecast of demand and appropriate airport design requirements. After a comparison of the positive and negative attributes of the various alternatives, a preferred alternative is selected by the airport sponsor that best reflects the desires of the airport to accommodate future development. Based on the facilities recommended from Chapter 3, the sole purpose of Chapter 5 is to present several crosswind runway alternatives capable of increase the airport's usability.

Status: In progress approximately 80 percent complete.

#### Chapter 6 – Capital Improvements Program

Purpose: The CIP chapter presents the 20-year capital improvement program for the IMA based on the projects recommended in the preceding chapters.

Status: Not started.

#### Chapter 7 – Airport Layout Plan

Purpose: Typically the most recognized part of airport planning documentation, more than the master plan report itself, is the set of drawings which graphically depict the existing and ultimate facilities at the airport, the airspace associated with the runway system, compatible land uses, and airport property data. This chapter presents a brief discussion on each drawing in the ALP set.

Status: Not started.

#### **Element II – Electronic Airport Layout Plan (eALP)**

In support of its NextGen Program, the FAA is moving to have each airport develop an eALP which is a GIS-based plan. Supporting the development of the eALP, the Airport Master Plan Update includes aerial photography and ground surveys of the airport. The aerial photography was completed in September 2012 and the ground surveys are in progress.

#### **Element III – Airport Layout Plan (ALP) Set**

The ALP Set is a paper set of drawings depicting the current and future airport configuration as recommended by the Master Plan report. A list of the probable 16 sheets to be included in the ALP Set has been prepared but no substantial work has been completed at this time. Preparation of the ALP Set will begin when the eALP task is nearing completion.