

Appendix I

SHPO Consultation



U.S. Department
Of Transportation

**Federal Aviation
Administration**

Central Region
Iowa, Kansas
Missouri, Nebraska

901 Locust
Kansas City, Missouri 64106-2325

July 8, 2021

CERTIFIED MAIL

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

Section 106 Consultation
Environmental Evaluation for Replacement of Passenger Terminal
Mason City Municipal Airport
Mason City, Cerro Gordo County, Iowa

An environmental evaluation is being prepared for proposed development at the Mason City Municipal Airport (MCW, airport) subject to the National Environmental Policy Act (NEPA). The NEPA review process requires compliance with Section 106 of the National Historic Preservation Act (NHPA), as implemented through 36 CFR 800.

The purpose of this letter is to initiate Section 106 consultation with the State Historic Preservation Office (SHPO) for the proposed undertaking at the airport. The Federal Aviation Administration (FAA) is the lead federal agency for the NEPA document.

Proposed Undertaking

The airport sponsor has not yet chosen a preferred alternative but has narrowed the alternatives to two; renovate the exiting passenger terminal facility, or construct a new replacement passenger terminal building. The proposed alternatives include the following major items:

Alternative 1 - Renovate Existing Terminal and Replace FAA Annex:

- Constructs Mechanical/Electrical utility building for new service before demolishing FAA Annex
- Clean up restaurant dining room
- West expansion replaces Annex, providing security checkpoint, gatehold, etc. at lobby level
- North expansion for bag claim and bag room

Alternative 2 - Construct a New Replacement Passenger Terminal Building and Demolish Existing Facility:

- Construct new terminal facility with all public spaces at one level either to the west or to the south of the existing terminal (The exhibit shows it located to the west of the current facility, but the airport is considering placing it to the south of the current facility so the existing visual approach from the entrance roadway and parking lot is the same)
- Most energy efficient option with all new envelope and systems
- Restaurant space could be incorporated if desired
- Demolish existing terminal facility

Federal funding was made available to the airport under the Coronavirus Aid, Relief, and Economic Security (CARES) Act. The airport has until May 10, 2024 to utilize the funds. To allow time for construction, it is proposed that the project will be bid in June 2022 with construction starting in the fall, providing 18 months to complete the project.

Area of Potential Effect

The airport encompasses approximately 30 buildings and structures on approximately 1,100 acres of land. The airfield, constructed circa 1944, remains largely original in organization, with its primary alterations being extensions of the runways in the 1960s to accommodate larger aircraft.

The Area of Potential Effect encompasses the entire airport property including the airfield and terminal area facilities, see attached Figure 2, with direct impacts mostly located within the area of the existing passenger terminal facility, see Figure 3.

FAA Determination of NRHP Eligibility

A historic architectural survey, dated June 30, 2021 (enclosed), concluded that the airfield and six buildings are of historic age (pre 1971), while the remaining are post 1971. The six buildings include the Restaurant (1950), Storage Building (1950), T-hangar (1959), FBO Hangar (1959), FAA Annex/Tower (1962), and the Terminal (1966). Of the six, three of the historic buildings retain much of their architectural integrity, specifically of the Mid-Century Modern style. The Restaurant, FAA Annex/Tower, and the Terminal, in conjunction with their unique boulevard-like entrance from the highway emulate the growth and evolution of the public's use of air travel. The remaining buildings, mostly hangars and support services, were constructed after 1971. These buildings consist of both metal construction and masonry construction that do not appear to have any architectural integrity or historical value.

The FAA has determined that the Restaurant, FAA Annex/Tower, and Terminal are individually eligible for the NRHP under Criteria A and C. The FAA has also determined that Mason City Municipal Airport is eligible as a Potential Historic District under Criteria A and C with the largely unaltered airfield, the airport's unique boulevard-like entrance drive, and the Restaurant, FAA Annex/Tower, and Terminal all contributing to the historic district.

Determination of Effect

A preferred alternative has not yet been chosen; however, based on the historic survey and the proposed alternatives, we have determined that the undertaking will have an adverse effect to historic properties. Please find enclosed the "Request for SHPO Comment on a Project" form for the proposed undertaking and we request your concurrence with an "Adverse Effect" finding.

Given the relatively tight schedule for this size of development project, we would like to schedule a meeting, possibly mid-August, after you have had a chance to review this initial information. We would like to discuss if additional information needed, eligibility and effects determination, possible mitigation, agreements, and next steps.

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

Sincerely,

Scott Tener, P.E.
Environmental Specialist

Enclosure: Project Exhibits
 Mason City Municipal Airport Architectural & Historical Survey and
 Evaluation, dated June 30, 2021 (2-copies)
 Site Inventory Forms (2-copies)
 Request for SHPO Comment on a Project

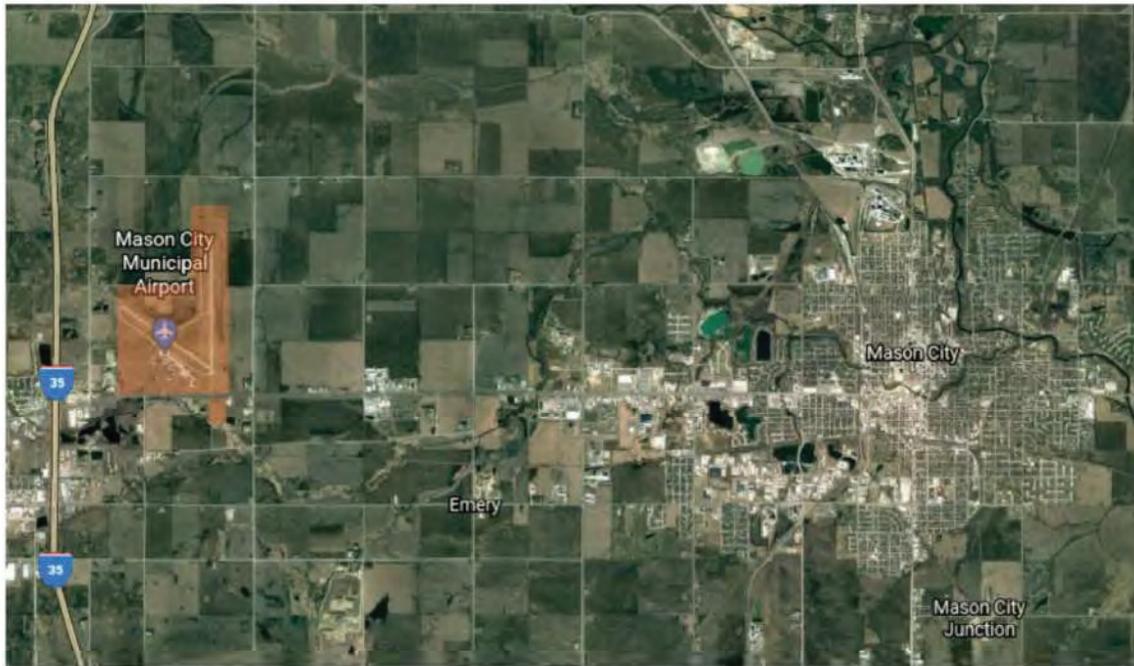
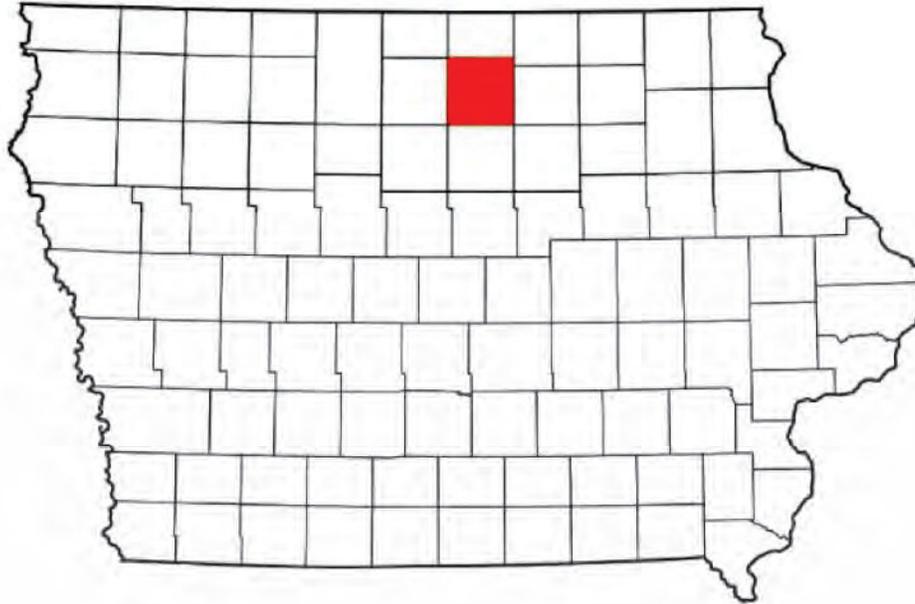


FIGURE 1 LOCATION and Vicinity Map
MASON CITY MUNICIPAL AIRPORT (shaded area), CERRO GORDO COUNTY, IOWA
(street map from Google Maps 2021).

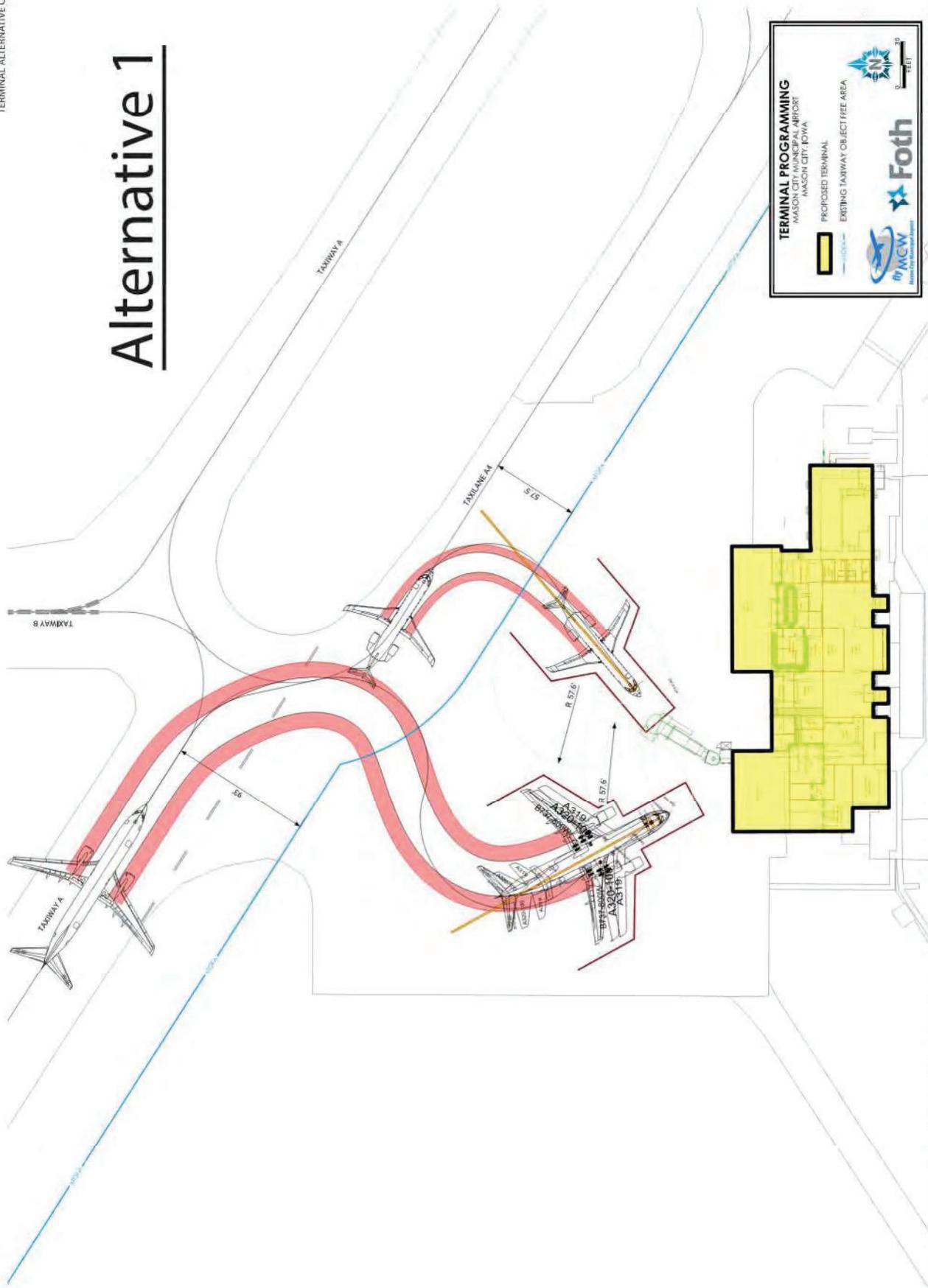


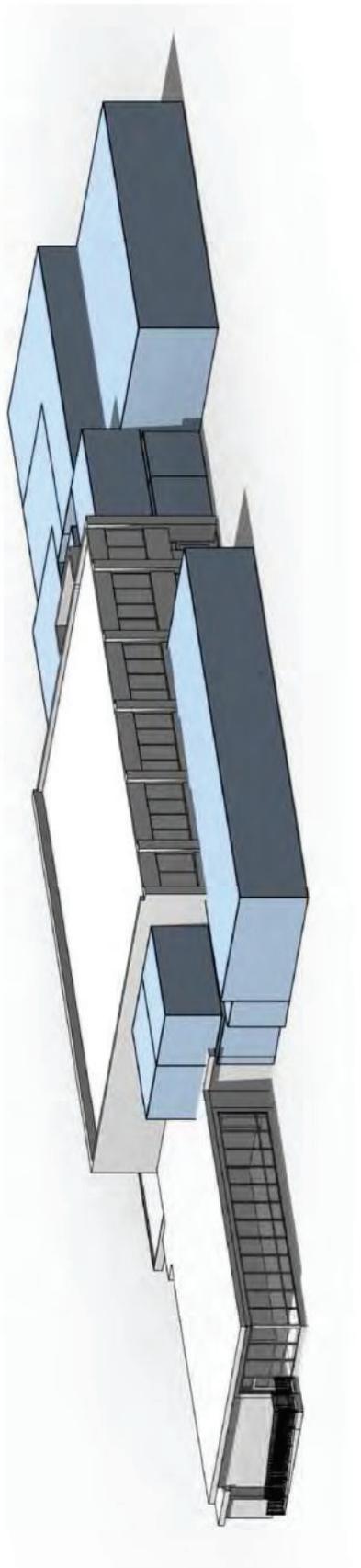
FIGURE 2 AERIAL MAP SHOWING CURRENT PROPERTY/PROJECT AREA (blue outline). (aerial map from Google Maps 2021)



FIGURE 3 AERIAL MAP HIGHLIGHTING (BLUE OUTLINES) BUILDINGS PROPOSED FOR REPLACEMENT OR MODIFICATION AND/OR EVALUATED BY THE CURRENT STUDY. (aerial map from Google Maps 2021)

Alternative 1

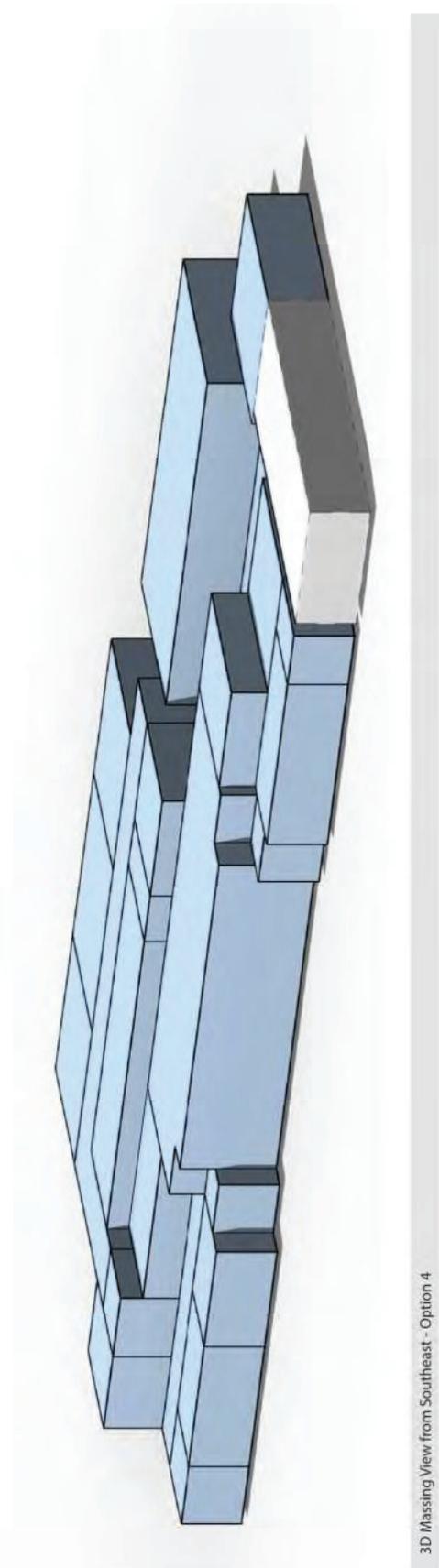




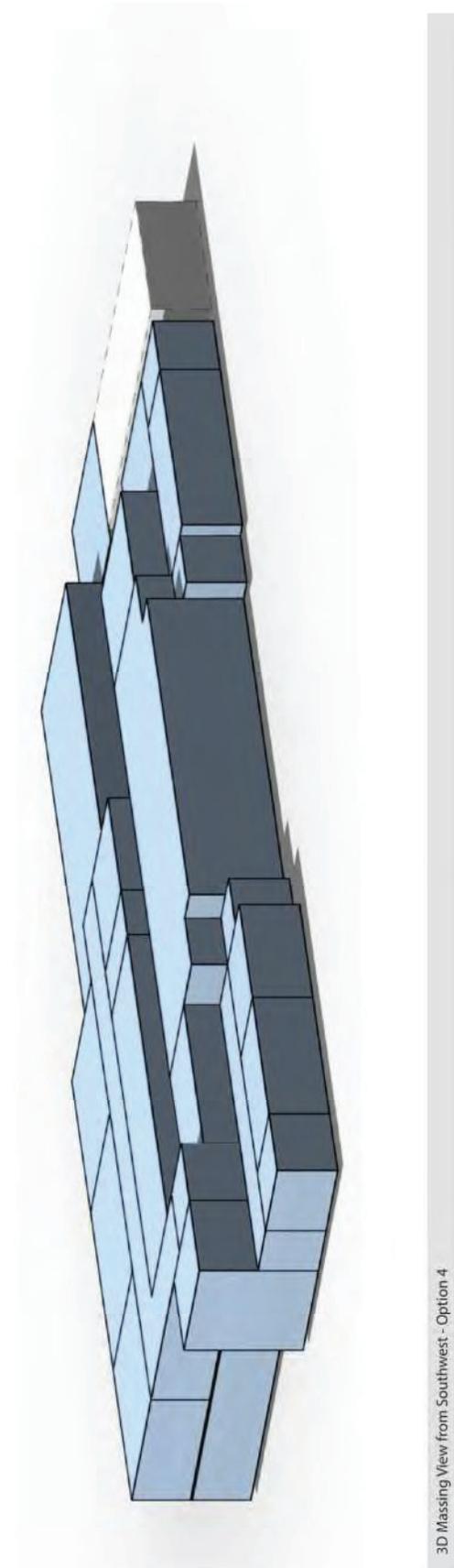
3D Massing View from Northeast - Option 2



3D Massing View from Southwest - Option 2



3D Massing View from Southeast - Option 4



3D Massing View from Southwest - Option 4

REQUEST FOR SHPO COMMENT ON A PROJECT

Submit one copy with each property for which our comment is requested. Please print or type.

Return to: State Historical Society of Iowa, State Historic Preservation Office, 600 E. Locust St, Des Moines, IA 50319-0290

I. GENERAL INFORMATION

This is a new submittal

This is more information relating to SHPO R&C #:

- a. Property Name: Mason City Municipal Airport – Terminal Replacment
- b. Property Street & Number: Highway 122 West / 9184 265th Street
- c. County: Cerro Gordo City: Mason City Zip: 50401
- d. Federal Agency: FAA Federal Funding Program/Permit: CARES Act
- e. Agency Project No.: _____ If HUD, circle one: 24 CFR Part 50 or Part 58
- f. Contact Person on Project: Scott Tener Phone: 816-329-2639
- g. Contact Address: FAA ACE-611F, 901 Locust, Kansas City, MO Zip: 64116 email: scott.tener@faa.gov

II. IDENTIFICATION OF HISTORIC PLACES

Scope of Effort Applied

- As agreed in programmatic or other agency agreements with SHPO (if applicable)
- Includes the attached elements required under 36 CFR 800.4(a) (**previously submitted**)
 - 1) Area of potential effects, as defined in 800.16(d), is shown on map
 - 2) Existing information has been reviewed on historic properties in the property area at SHPO office and/or other locations of inventory data
 - 3) Information has been sought from parties likely to have knowledge about historic properties in the project area
 - 4) Information gathered from Indian tribes, as appropriate

Identification Results

History and Architecture

- An attached Iowa Site Inventory form is completed for each building 50 years of age or older

Archaeology

- Yes No The project will involve excavation

If yes, submit all of the following information (see information previously submitted)

- 1) Precise project location map (preferably U.S.G.S. 7.5 min Quad with name, date, & location)
- 2) Site plan showing limits of proposed excavation
- 3) Number of acres in project _____
- 4) Legal location: Section(s) _____ Township(s) _____ Range(s) _____
- 5) Description of width and depth of proposed excavation and current conditions of project area

III. APPLICANT CERTIFICATION (Check Either Adverse Effect or No Adverse Effect for Historic Property Affected category)

Findings (Check One)

- No historic properties will be affected** (i.e., none are present or there are historic properties present but the project will have no effect upon them) and adequate documentation under 800.11 is provided, including:
 - 1) A description of the undertaking, specifying the Federal involvement, and its area of potential effects, including photographs, maps, drawings, as necessary **and**
 - 2) A description of the steps taken to identify historic properties, including, as appropriate, efforts to seek information pursuant to 800.4(b) **and**
 - 3) The basis for determining that no historic properties are present or affected.

I understand that the SHPO has 30 days from receipt to object to the finding, after which the applicant's responsibilities under Section 106 of the Historic Preservation Act are fulfilled.

- An historic property will be affected** for which documentation is provided as required in 36 CFR Part 800.11(e) and, in applying the criteria of adverse effect under 800.5, propose that the project be considered to have (**Check One**):

- A **No Adverse Effect** under which, in consultation with the SHPO, the project will be modified or conditions imposed to avoid adverse effects. I understand that failure of the SHPO to provide a dated response within 30 days from receipt to the finding shall be considered agreement of the SHPO with the finding
- An **Adverse Effect** is found and the applicant, or other federally authorized representative, will consult with the SHPO and other consulting parties to resolve the adverse effect under 800.6

Federally Authorized Signature: _____ Date: _____
Type name below → Scott Tener

IV. STATE HISTORIC PRESERVATION OFFICE COMMENT

- Agree with the finding in section III above (move to reader's file) See attached follow-up letter
- Object to the finding for reasons indicated in attached letter
- Cannot review until information is sent as follows: _____

Authorized Signature: _____ Date: _____

Tener, Scott (FAA)

From: noreply@salesforce.com on behalf of Sara Andre <sara.andre@iowa.gov>
Sent: Tuesday, August 24, 2021 3:51 PM
To: Tener, Scott (FAA)
Cc: daniel.higginbottom@iowa.gov; heather.gibb@iowa.gov; shpo106@iowa.gov
Subject: R&C 210717906 - FAA - Cerro Gordo - Mason City Municipal Airport Terminal Replacement project - Proposed replacement or renovation of a current passenger terminal. Hard copy

We have received your submittal for the above referenced federal undertaking. We provide the following response in accordance with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulations 36 CFR 800.

Regarding this project, please see the following comments:

R&C 210717906 - FAA - Cerro Gordo - Mason City Municipal Airport Terminal Replacement project - Proposed replacement or renovation of a current passenger terminal. Hard copy

- Concur with the federal agency and/or their designated representative (Adverse Effect)
- Additionally, please provide information regarding consulting parties you have contacted and if any will be participating in consultation. Please make note that Mason City is a Certified Local Government.
- You noted you would like to have a meeting to further discuss this project. At this time, we have availability September 3-9 and 14-17; however, available times may vary each day.

We look forward to continuing consultation with you on this project.

You will not receive a hard copy of this email. It is the submitter's responsibility to maintain the official file of record. If you have any questions or comments, please feel free to contact our office.

Kind regards,

Sara André
Architectural Historian
State Historic Preservation Office
sara.andre@iowa.gov | 515-242-6157 | iowaculture.gov

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

Iowa Department of Cultural Affairs



MEMORANDUM OF AGREEMENT

**BETWEEN
THE FEDERAL AVIATION ADMINISTRATION,
IOWA STATE HISTORIC PRESERVATION OFFICE,
MASON CITY AIRPORT COMMISSION, AND
MASON CITY HISTORIC PRESERVATION COMMISSION**

**IMPLEMENTING
SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT FOR
THE PROPOSED TERMINAL REPLACEMENT PROJECT**

**MASON CITY MUNICIPAL AIRPORT
MASON CITY, CERRO GORDO COUNTY, IOWA**

WHEREAS, as part of the Section 106 of the National Historic Preservation Act (NHPA) consultation process, this Memorandum of Agreement (MOA) was developed, pursuant to 36 CFR 800.6(c), to govern the resolution of adverse effects on historic properties associated with the proposed Undertaking, as described below, and fulfillment of the signatories' responsibilities under Section 106; and

WHEREAS, the Federal Aviation Administration (FAA); the Mason City Airport Commission (Airport Commission); the Mason City Historic Preservation Commission (Historic Commission); and the Iowa State Historic Preservation Office (SHPO) are Signatories to this MOA due to the nature of their legal and economic relation to the proposed Undertaking; and

WHEREAS, the FAA is the lead Federal agency for compliance with Section 106 and is considering the Airport Commission's requests: (1) to approve the proposed revisions to the Airport Layout Plan for Mason City Municipal Airport (Airport) pursuant to 49 U.S.C. §§ 40103 and 47107; and (2) relating to potential eligibility for funding pursuant to 49 U.S.C. §§ 47106 and 47107 and/or 49 U.S.C. § 40117; and

WHEREAS, the Airport Commission is requesting Federal funding made available to the Airport under the Coronavirus Aid, Relief, and Economic Security (CARES) Act of 2020, administered by the FAA; and

WHEREAS, an Environmental Assessment (EA) was prepared in accordance with requirements set forth in the National Environmental Policy Act (NEPA) of 1969, as amended. Title 36 CFR Section 800.8, the regulations implementing Section 106 of the NHPA, encourages Federal agencies to integrate the Section 106 and NEPA processes; and

WHEREAS, the Airport Commission proposes the following developments (Undertaking) at the Airport:

- Construct a new replacement passenger terminal facility;

- Construct and expand new terminal aircraft apron;
- Construct a new surface parking lot;
- Modify existing roadways and construct new roadways in the terminal area;
- Consolidate airline operations at the new replacement terminal, decommission, and demolish existing terminal complex (restaurant, FAA annex, and terminal building). The existing terminal complex would remain open during construction of the new terminal; and

WHEREAS, the FAA defined the project’s Area of Potential Effects (APE) in accordance with 36 CFR 800.16(d), for direct effects and indirect effects (**illustrated in Figures 2 and 4**) and the SHPO concurred; and

WHEREAS, the Airport Commission conducted surveys, *Mason City Municipal Airport Architectural & Historical Survey and Evaluation*, June 2021, and *Phase I Cultural Resources Survey*, December 2021, to identify historic properties within the APE potentially eligible for listing on the National Register of Historic Places (NRHP) and contributing to a potential historic district; and

WHEREAS, the SHPO has been provided documentation following the guidelines for an Iowa Historic Property Study along with Iowa Site Inventory Forms for historic properties located within the APE; and

WHEREAS, the FAA has determined, and the SHPO has concurred, that no known archeological resources would be effected in the direct APE; and

WHEREAS, the FAA has determined, and the SHPO has concurred, that the terminal complex (restaurant (1950), FAA Annex (tower, 1962), and terminal building (1966)) is eligible for the NRHP. The terminal complex is significant under Criterion A in the area of Transportation for its association with post-World War II federal funding of aviation infrastructure focusing on those with commercial passenger facilities and under Criterion C in the area of architecture representation of Mid-Century style; and

WHEREAS, the FAA has determined, and the SHPO has concurred, that the Airport is eligible for the NRHP as a historic district which includes the terminal complex in conjunction with its unique boulevard-like entrance and the largely unaltered airfield, significant under Criterion A in the area of Transportation for its association with post-World War II federal funding of aviation infrastructure focusing on those with commercial passenger facilities and under Criterion C in the area of architecture representation of Mid-Century style; and

WHEREAS, the historic district would fully encompass the direct APE (**Figure 4**) for the proposed Undertaking; and

WHEREAS, the FAA has determined that the proposed Undertaking will have an adverse effect on the terminal complex and historic district and has consulted with the SHPO pursuant to 36 CFR part 800 of the regulations implementing Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108); and

WHEREAS, the FAA has determined that there are no alternatives that completely avoid or minimize the adverse effect to the historic district due to current and future aeronautical needs; and

WHEREAS, the FAA provided opportunity for the Flandreau Santee Sioux Tribe of South Dakota, Iowa Tribe of Oklahoma, Lower Sioux Indian Community in the State of Minnesota, Miami Tribe of Oklahoma, Menominee Indian Tribe of Wisconsin, Omaha Tribe, Ponca Tribe of Nebraska, Prairie Island Indian Community in the State of Minnesota, Sac and Fox Tribe of the Mississippi in Iowa/Meskwaki Nation, Santee Sioux Nation of Nebraska, Sisseton-Wahpeton Oyate of the Lake Traverse Reservation in South Dakota, Spirit Lake Tribe of North Dakota, Upper Sioux Community of Minnesota, and Yankton Sioux Tribe of South Dakota to consult on the proposed Undertaking's potential to affect properties with religious and cultural significance; and

WHEREAS, no Tribes accepted the invitation to participate in the consultation; and

WHEREAS, in accordance with 36 CFR § 800.6(a)(1), the Advisory Council on Historic Preservation (ACHP) has been provided the required documentation and invited to participate in this MOA by the FAA and the ACHP chose not to participate in the consultation pursuant to 36 CFR § 800.6(a)(1)(iii); and

WHEREAS, the public was afforded the opportunity to review and comment on the proposed Undertaking. A public open house was held on October 5, 2021 to provide an opportunity to comment on the proposed Undertaking's alternatives and scope of environmental issues to be addressed. Notices of the opportunities to comment on the Draft EA, Draft MOA, and the Draft Section 4(f) Statement were published in the Globe-Gazette newspaper and on the Mason City Municipal Airport website and were sent to governmental agencies and other parties who expressed interest in commenting on the proposed project. These documents were released for public review and open to comment from December 30, 2021 to February 10, 2022. A public open house was held on January 18, 2022 and a Public Hearing was held on January 31, 2022; and

WHEREAS, the FAA has considered the views of the consulting parties and has reviewed all the comments received by the close of the comment period for the Draft EA, Draft MOA, and Draft Section 4(f) Statement and will provide responses in the Final EA; and

WHEREAS, the FAA will submit an executed copy of this MOA and supporting documentation, pursuant to 36 CFR 800.11(f), to the ACHP prior to approving the proposed Undertaking; and

WHEREAS, all parties to the MOA agree that once this MOA is executed and the FAA approves the proposed Undertaking, the Airport Commission may proceed with construction of the replacement terminal; and

WHEREAS, the parties to the MOA agree that the Airport Commission may only proceed with demolition of the existing terminal complex upon compliance with Stipulation V. MITIGATION MEASURES; and

NOW, THEREFORE, the FAA and the SHPO (Signatories); and the Airport Commission and the Historic Commission (Invited Signatory); are parties to this MOA, agree that the proposed Undertaking shall be carried out in accordance with the following stipulations in order to resolve the adverse effect of the proposed Undertaking on the terminal complex and historic district.

STIPULATIONS

If the FAA issues a determination approving the proposed Undertaking as described in the Environmental Assessment, the FAA, in coordination with the SHPO, the Airport Commission, and the Historic Commission will ensure that the following mitigation measures are carried out:

I. APPLICABILITY

This MOA establishes procedures for consultation and coordination among the FAA, the SHPO, and the Airport Commission for compliance with Section 106 of the NHPA regarding the proposed Undertaking. This MOA also establishes the mitigation measures that must be completed to resolve the adverse effects of the proposed Undertaking.

Completion of the procedures and mitigation measures in this MOA resolves the adverse effects associated with the proposed Undertaking and satisfies FAA's section 106 responsibilities with respect to the proposed Undertaking.

II. ROLES AND RESPONSIBILITIES

- A. The director of the FAA Central Region, Airports Division is the federal agency official responsible for compliance with this MOA.
- B. The FAA will ensure that its personnel or individuals carrying out historic preservation compliance work on its behalf meet the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61) and have the knowledge to assess the resources within the proposed Undertaking's APE.
- C. The FAA remains responsible for all determinations of NRHP eligibility and effect. The FAA may not delegate consultation for findings and determinations to professional services consultants.

III. ATTACHMENTS TO THE MOA

- A. Attachment 1: Figures 1 through 5 showing the Area of Potential Effect and the proposed Undertaking
- B. Attachment 2: Points of Contact

IV. COMMUNICATION

- A. Project correspondence related to compliance with the stipulations in this MOA will be submitted to the FAA, SHPO, and the Airport Commission concurrently.
- B. The FAA, SHPO, and the Airport Commission shall each designate a consultation representative. The points of contact for each is provided in **Attachment 2**. Changes to the consultation representatives will be provided to the FAA, SHPO, and the Airport Commission within seven (7) calendar days of such change.

V. MITIGATION MEASURES

In recognition of the loss of integrity that would render the district ineligible for the NRHP as a consequence of the demolition of the terminal complex, mitigation measures will be developed to fully resolve the adverse effects of the proposed Undertaking. The mitigation measures must be complete before the Airport Commission may demolish the terminal complex.

A. PHOTOGRAPHIC RECORD OF TERMINAL COMPLEX

- i. Prior to the demolition of the existing terminal complex (restaurant, FAA annex, and terminal building), the Airport Commission will create a photographic record of the terminal complex in accordance with the National Register Photo Policy Standards. The SHPO will consult on the selection of images to be printed for archival purposes.
- ii. The Airport Commission will contract with a historic preservation specialist to create a photographic record of the existing terminal facility with a high-resolution digital camera in accordance with the National Register Photo Policy Standards. The views of the photographs include general environment, front facade, front and rear perspective views, typical windows, and exterior and interior views. The initial photographs will be submitted to the SHPO for review. The SHPO will consult on the selection of images to be printed for archival purposes and provide final approval within thirty (30) calendar days of submittal of the photographs.
- iii. Upon final approval of the images to be archived by the SHPO, the Airport Commission will print one set of images as 8 inches by 10 inches black and white photographs on photo paper. The final photo submissions will include the photographs labeled on the back. The final printed photographs will be submitted to the SHPO.
- iv. The Airport Commission will provide an archival CD with the original .JPG images, photo key, and map documenting the location and direction of each photo all of which meet the National Register Photo Policy Standards to the FAA and the SHPO.
- v. The Airport Commission, Historic Commission, and the SHPO will be the repository for this information.

B. WEBSITE HISTORY

- i. Prior to the demolition of the existing terminal complex (restaurant, FAA annex, and terminal building), the Airport Commission, in consultation with the Historic Commission, will create and display on the Airport's

website the history of the existing terminal complex based on the photographic record (see Mitigation Measure A) and historic buildings survey (see Mitigation Measure C).

- ii. The Historic Commission will consult on the creation of the website and provide final approval within thirty (30) calendar days of submittal of the website's design and content.

C. HISTORIC BUILDINGS SURVEY

- i. Local architecture firm Waggoner & Waggoner are documented as the lead architecture firm for the terminal complex (restaurant, FAA annex, terminal building). This firm produced a variety of work locally commonly consisting of educational facilities, medical facilities, and office/commercial projects.
- ii. Prior to demolition of the existing terminal complex (restaurant, FAA annex, and terminal building), the Airport Commission, in consultation with the Historic Commission, will contract with a historic preservation specialist meeting the Secretary of Interior's standards for historian and/or architectural historian with an emphasis in transportation, to complete an intensive level survey of Mason City Municipal Airport's terminal and buildings within the city limits of Mason City designed by the architectural firm Waggoner & Waggoner.
- iii. The Historic Commission will consult on the selection of the historic preservation specialist and survey scope and guidelines.
- iv. The survey will be submitted to the SHPO and to the Historic Commission for review and comment. The SHPO and Historic Commission will provide comment and/or approval within thirty (30) calendar days of submittal of the survey.

D. ECONOMIC ANALYSIS

- i. Prior to demolition of the existing terminal complex (restaurant, FAA annex, and terminal building), the Airport Commission will complete an economic analysis to determine feasibility for the reuse of the terminal and restaurant for other aeronautical purposes.

VI. REPORTING AND MONITORING

- A. Once all stipulations of this MOA are fulfilled, within sixty (60) calendar days thereafter, the Airport Commission shall provide the SHPO and the FAA with a brief written report of its completion of the stipulations as outlined.
- B. Should the FAA or the SHPO be unsatisfied with the progress of the Airport Commission in meeting the stipulations of this MOA, the FAA and the SHPO shall consult with the Airport Commission to address the problem(s) according to Stipulation VIII, DISPUTE RESOLUTION.

VII. POST-REVIEW DISCOVERIES

The proposed Undertaking is not anticipated to effect archaeological resources or other historic properties. Therefore, mitigation measures are not proposed. However, in the unlikely event that there is a discovery of (i) archaeological material, (ii) historic properties, or (iii) unanticipated effects on historic properties during construction, construction activities and/or work in the direct vicinity of the findings shall stop immediately and the selected contractor would contact the Airport Commission. The Airport Commission would coordinate with the FAA and SHPO and construction activities would not resume without verbal and/or written authorization. No further construction in the area of discovery will proceed until the requirements of 36 CFR § 800.13 have been satisfied, as applicable, including consultation with federally recognized Native American tribes that may attach traditional cultural and religious significance to the discovered property.

VIII. DISPUTE RESOLUTION

Should any signatory to this MOA (FAA, SHPO, Airport Commission, and Historic Commission) object to any actions carried out or proposed with respect to the implementation of this MOA, they should notify the FAA, and the FAA shall consult with the objecting party to resolve the objection. FAA will notify the other signatories to this MOA of the objection and invite their views and recommendations as needed to resolve the objection. If the FAA determines that such objection cannot be resolved, the FAA will:

- A. Forward all documentation relevant to the dispute, including the FAA's proposed resolution, to the ACHP. The ACHP shall provide the FAA with its advice on the resolution of the objection within thirty (30) calendar days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the FAA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and provide them with a copy of this written response. The FAA will then proceed according to its final decision.
- B. If the ACHP does not provide its advice regarding the dispute within the thirty (30) calendar day time period, the FAA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, the FAA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the signatories and the ACHP, and provide the signatories and the ACHP with a copy of such written response.
- C. FAA may then proceed according to its decision. The signatories remain responsible for carrying out all the other actions subject to the terms of this MOA that are not the subject of the dispute.

IX. AMENDMENT

Any signatory to this agreement may propose to the other signatories that this MOA be amended, whereupon the signatories will consult in accordance with 36 CFR Part

800.6(c)(7) to consider such an amendment. Any such amendment proposed shall be adopted immediately upon the written concurrence of the signatories. Upon adoption, the FAA will file the amendment with the Advisory Council.

X. TERMINATION

- A. If any signatory to this MOA determines that its terms will not, or cannot be carried out, that signatory shall immediately consult with the other signatories to attempt to develop an amendment per Stipulation IX, AMENDMENT. If within forty-five (45) calendar days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.
- B. Once the MOA is terminated and prior to work continuing on the proposed Undertaking, FAA must either (a) execute another MOA or agreement with different terms pursuant to 36 CFR §800.6 or (b) take into account and respond to the comments of the ACHP under 36 CFR §800.7. FAA shall notify the signatories as to the course of action it will pursue. The FAA will undertake its obligations pursuant to applicable statutes, regulations, and Orders.

XI. EFFECTIVE DATE AND DURATION

- A. This MOA will be effective on the date the last Signatory signs the MOA.
- B. This MOA will expire if its terms are not carried out within five (5) years from the Effective Date. Prior to expiration of the MOA, the Signatories shall consult to reconsider the terms of the MOA and amend it in accordance with Stipulation IX, AMENDMENT.

If the Undertaking has not started implementation within one (1) year of the execution of this MOA, then this MOA should be considered null and void. In such an event, the FAA shall so notify the signatories to this MOA, and if it chooses to continue with the proposed Undertaking, shall re-initiate consultation, in accordance with 36 CFR 800.6(c)(7).

EXECUTION of this Memorandum of Agreement by the FAA, SHPO, Airport Commission, and the Historic Commission and the implementation of its terms, evidences that the FAA has taken into account the effects of this proposed Undertaking on historic properties and afforded the ACHP an opportunity to comment. The Signatories to this MOA represent that they have the authority to sign for and bind the entities on behalf of whom they sign.

[Remainder of page left blank]

MEMORANDUM OF AGREEMENT

**BETWEEN
THE FEDERAL AVIATION ADMINISTRATION,
IOWA STATE HISTORIC PRESERVATION OFFICE,
MASON CITY AIRPORT COMMISSION, AND
MASON CITY HISTORIC PRESERVATION COMMISSION**

**IMPLEMENTING
SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT FOR
THE PROPOSED TERMINAL REPLACEMENT PROJECT**

**MASON CITY MUNICIPAL AIRPORT
MASON CITY, CERRO GORDO COUNTY, IOWA**

Signatory: Federal Aviation Administration

JAMES A

By: **JOHNSON**



Digitally signed by JAMES A
JOHNSON

Date: 2022.02.16 16:03:44
-06'00'

Date:

Jim Johnson, Director, Central Region, Airports Division ACE-600

MEMORANDUM OF AGREEMENT

**BETWEEN
THE FEDERAL AVIATION ADMINISTRATION,
IOWA STATE HISTORIC PRESERVATION OFFICE,
MASON CITY AIRPORT COMMISSION, AND
MASON CITY HISTORIC PRESERVATION COMMISSION**

**IMPLEMENTING
SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT FOR
THE PROPOSED TERMINAL REPLACEMENT PROJECT**

**MASON CITY MUNICIPAL AIRPORT
MASON CITY, CERRO GORDO COUNTY, IOWA**

Signatory: Iowa State Historic Preservation Office

By: 

Date: February 15, 2022

Susan Kloewer, State Historic Preservation Officer

MEMORANDUM OF AGREEMENT

**BETWEEN
THE FEDERAL AVIATION ADMINISTRATION,
IOWA STATE HISTORIC PRESERVATION OFFICE,
MASON CITY AIRPORT COMMISSION, AND
MASON CITY HISTORIC PRESERVATION COMMISSION**

**IMPLEMENTING
SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT FOR
THE PROPOSED TERMINAL REPLACEMENT PROJECT**

**MASON CITY MUNICIPAL AIRPORT
MASON CITY, CERRO GORDO COUNTY, IOWA**

Invited Signatory: Mason City Airport Commission, Iowa

By: Gary Wattnem Date: 14 FEB 2022
Gary Wattnem, Chair, Mason City Airport Commission

MEMORANDUM OF AGREEMENT

**BETWEEN
THE FEDERAL AVIATION ADMINISTRATION,
IOWA STATE HISTORIC PRESERVATION OFFICE,
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**IMPLEMENTING
SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT FOR
THE PROPOSED TERMINAL REPLACEMENT PROJECT**

**MASON CITY MUNICIPAL AIRPORT
MASON CITY, CERRO GORDO COUNTY, IOWA**

Invited Signatory: Mason City Historic Preservation Commission, Iowa

By:  Date: *2/18/2022*

Terry Harrison, Chair, Mason City Historic Preservation Commission

Attachment 1:

FIGURE 1 LOCATION and VICINITY MAP

FIGURE 2 AREA OF POTENTIAL EFFECT (APE)

FIGURE 3 EXISTING TERMINAL AREA

FIGURE 4 POTENTIAL AREA OF DIRECT IMPACT (NEW TERMINAL)

FIGURE 5 PROPOSED UNDERTAKING

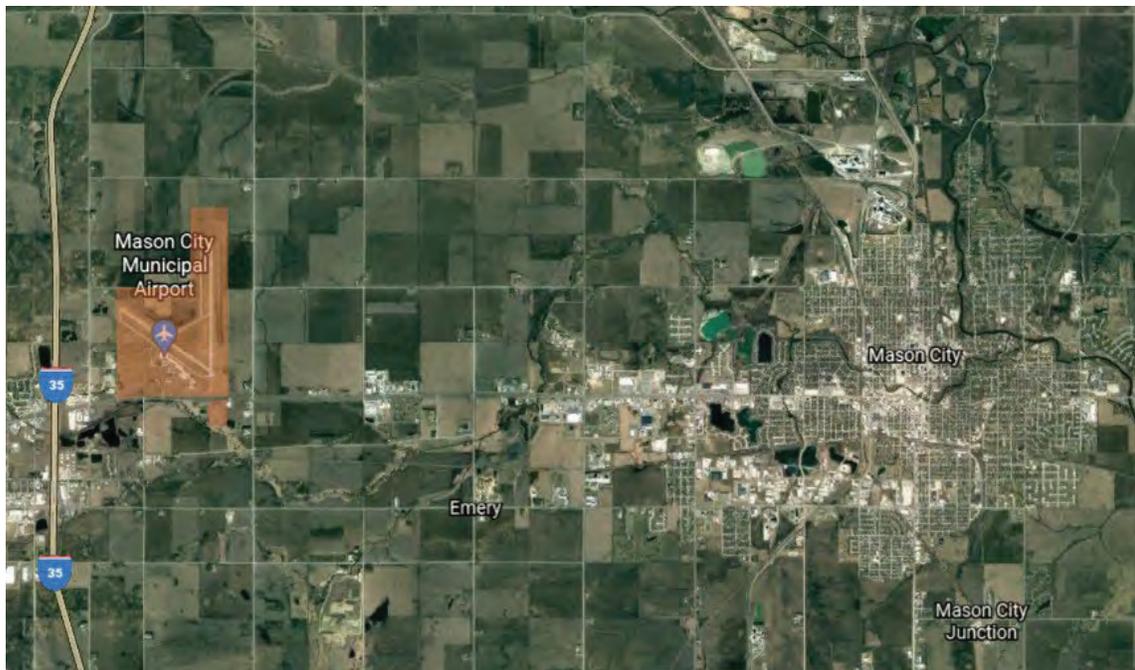
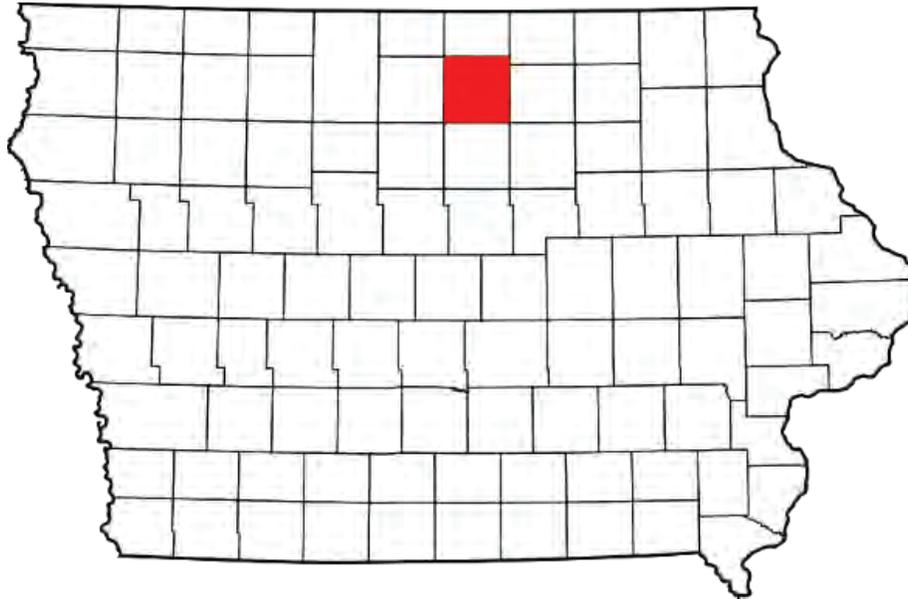


FIGURE 1 LOCATION and VICINITY MAP

MASON CITY MUNICIPAL AIRPORT (shaded area),
CERRO GORDO COUNTY, IOWA
(street map from Google Maps 2021).

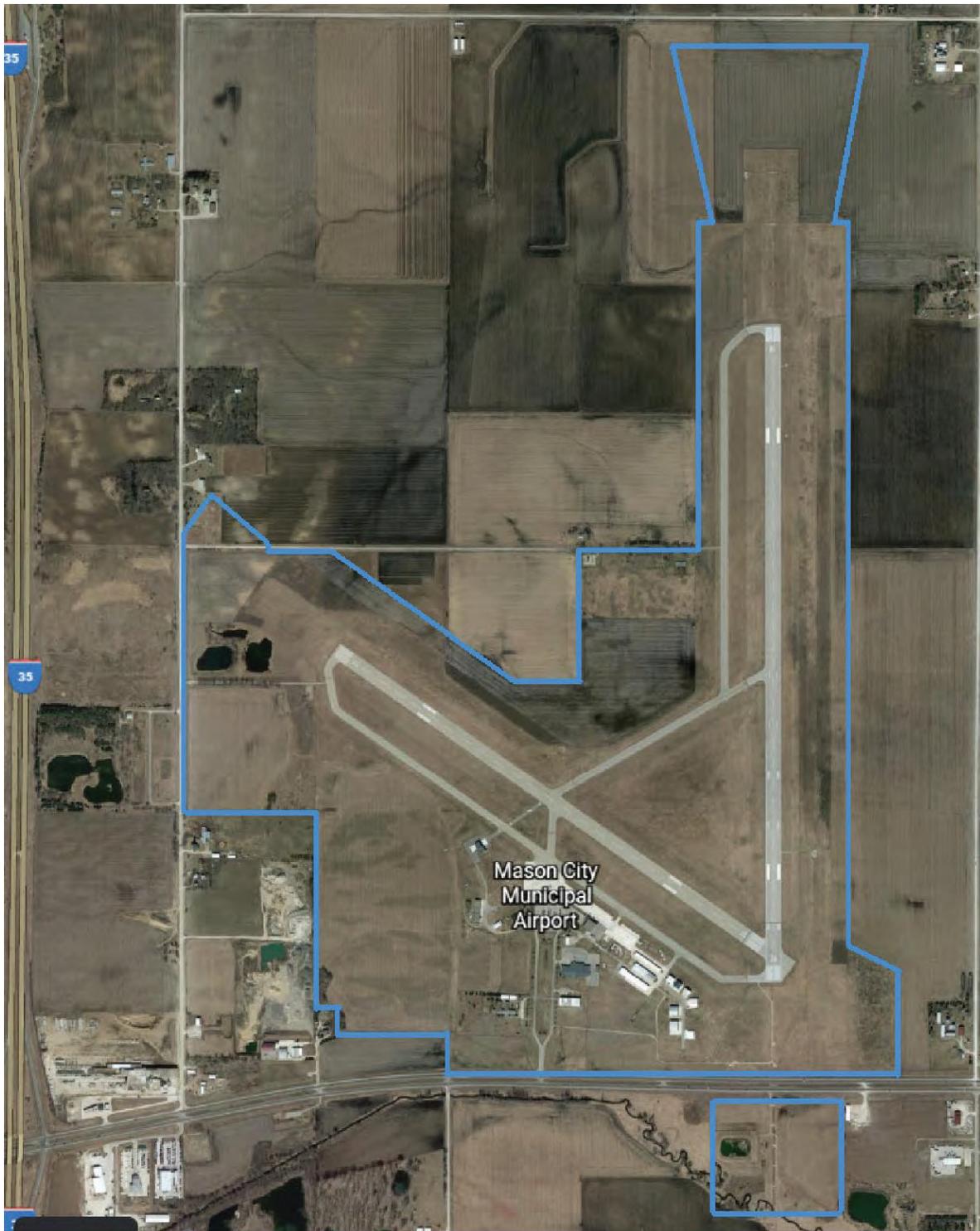


FIGURE 2 AREA OF POTENTIAL EFFECT (APE)
CURRENT AIRPORT PROPERTY (blue outline)
(aerial map from Google Maps 2021)



FIGURE 3 EXISTING TERMINAL AREA

(aerial map from Google Maps 2021)

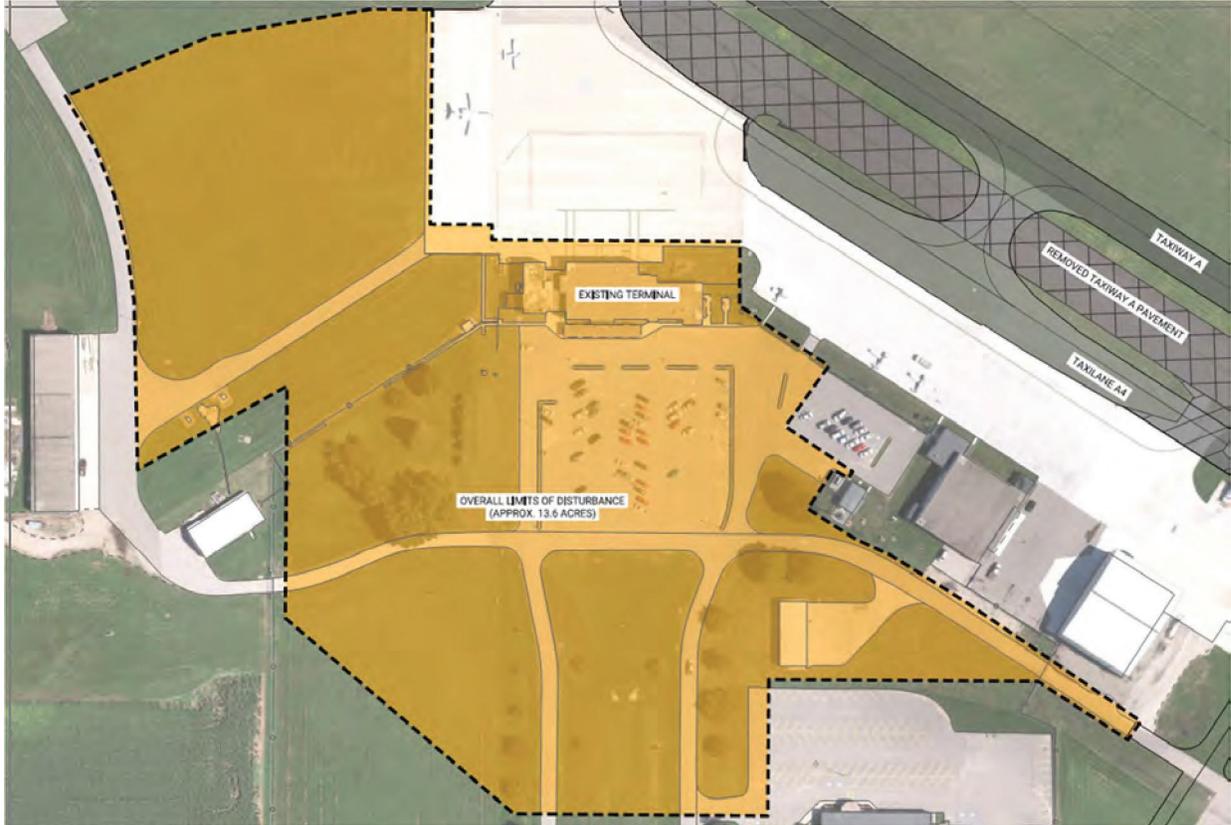


FIGURE 4 POTENTIAL AREA OF DIRECT IMPACT (NEW TERMINAL)

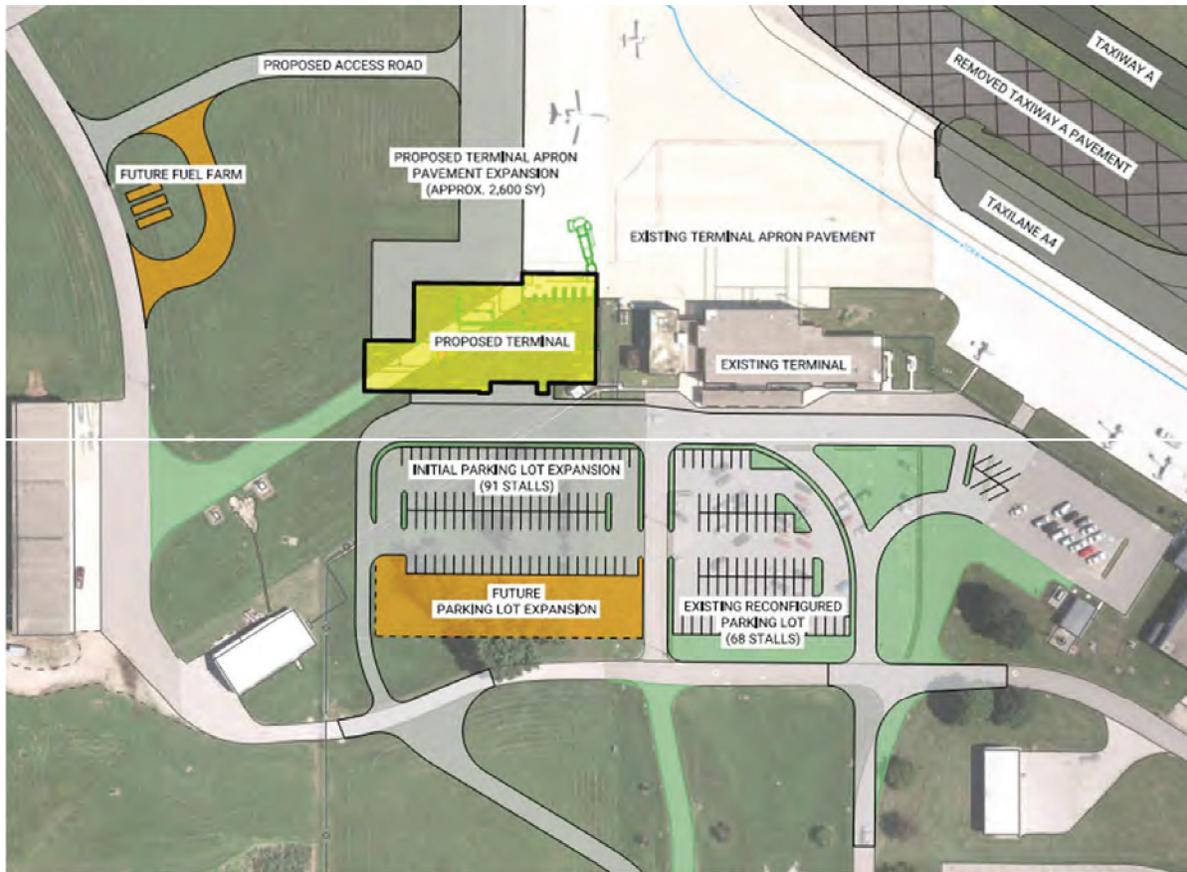


FIGURE 5 PROPOSED UNDERTAKING
TERMINAL, PARKING, AND ACCESS ROAD

Attachment 2: Points of Contact

Federal Aviation Administration

Primary contact:

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Airports Division (ACE-600), Room 364
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