

**Appendix J**  
**Public Involvement and Response**

Name	Address	Phone	Email	Comment
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	A new building option seems like the best option.
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	I prefer Option A due to less disruption during construction and the lack of the additional 4000 sq ft of ramp space needed in Option B.
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	I would prefer to see the existing facility kept. The new section could be added (Option A) The existed facility could be incorporated as office, etc. Chair: Historic Preservation Commission
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	Hi I am [REDACTED] and I see consideration of renovating or remodeling this airport. As someone who has a family history of flying and pilots, please please please do!! We have such a beautiful place for, and currently a wonderful airport. Our communities in North Iowa need this, to help our growth and development. Looking forward and praying for what's to come and those involved in the decision making process. Thank you all!! What a fantastic opportunity for this airport and our communities!!
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	My opinion is to build a new terminal to the west. Seems like the best option- won't interfere with day to day operations. Would be seamless to transfer operations. Thanks



**Notice of Public Hearing and Notice of Availability for Public Comment for Proposed Improvements at Mason City Municipal Airport, Mason City, Iowa**

The Mason City Airport Commission intends to undertake the following proposed actions at the Mason City Municipal Airport:

Construct a new terminal facility with all public spaces on one level west of the existing terminal to meet current building codes, Americans with Disabilities Act (ADA) requirements, and Transportation Security Administration (TSA) standards for passenger terminal facilities.

Expand the terminal apron to the west to meet standards for regional jet and narrow body charter operations.

Extend the access road to provide curbside service to the proposed terminal building to meet Statewide Urban Design and Specifications (SUDAS) standards.

Expand the parking areas to increase capacity to meet local municipality parking requirements.

Demolish (partial or full) the existing terminal, FAA Annex, and restaurant.

We are providing notice of a public open house and 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.

A Public Open House will be held at the following time and place:

Date: January 18, 2022, 4p.m. to 6p.m.  
Mason City Municipal Airport

Highway 122 West  
Mason City, Iowa

The Public Hearing will be held at the following time and place:

Monday, January 31, 2022, 4p.m.  
Mason City Municipal Airport

Highway 122 West  
Mason City, Iowa

Potentially affected environmental resources include Section 4(f), Historical and Architectural Resources. An adverse effect to an historic property is being mitigated through a Memorandum of Agreement (MOA) per Section 106 of the National Historic Preservation Act (NHPA).

The draft environmental assessment (EA) describing the proposed actions impacts will be available for public review until February 10, 2022. The draft EA may be viewed at the Mason City City Hall, the Mason City Airport, the Mason City Library, and at <http://flymca.com>. A hard copy or CD of the EA may be mailed upon request. Those wishing to provide comments must do so by email or letter to the address below no later February 10, 2022.

David Sims, Airport Manager  
Mason City Airport  
P.O. Box 1424

Mason City IA 50402  
dsims@masoncity.net

or

Scott Tener  
Federal Aviation Administration  
ACE-811F

901 Locust St.  
Kansas City, MO 64108-2625  
scott.tener@faa.gov

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  
County of Cerro Gordo

MASON CITY AIRPORT COMMISSION

PO BOX 1484  
MASON CITY, IA 50402

ORDER NUMBER 386311

I, Michelle Graham, being duly sworn, on oath, do depose and say that I am Customer Services Representative of The Globe-Gazette and I am authorized to make this affidavit, that The Globe-Gazette is a daily newspaper regularly published and printed in the English language in the City of Mason City, Cerro Gordo County, Iowa, and has a general circulation in the said city and county; and that I personally know that the notice, a true copy of which is hereto affixed, was published in the Globe-Gazette on the following days, to-wit:

Section: Announcements

Category: 190 Legals

PUBLISHED ON: 12/30/2021

TOTAL AD COST: 51.94

FILED ON: 1/3/2022

That the issues of said paper containing said notice were duly circulated in the regular manner.

*Michelle Graham*

*Sherrie Kiltz*

Notary Public in and for Said County



Notice of Public Hearing and Notice of Availability for Public Comment for Proposed Improvements at Mason City Municipal Airport, Mason City, Iowa

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- Expand the terminal apron to the west to meet standards for regional jet and narrow body charter operations.
- Extend the access road to provide curbside service to the proposed terminal building to meet Statewide Urban Design and Specifications (SUDAS) standards.
- Expand the parking areas to increase capacity to meet local municipality parking requirements.
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or  
Scott Tener  
Federal Aviation Administration,  
ACE-611F  
901 Locust St.  
Kansas City, MO 64106-2325  
scott.tener@faa.gov

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.

IN THE IOWA DISTRICT COURT FOR CERRO GORDO COUNTY IN THE MATTER OF THE ESTATE OF ROLAND A. BROSZ, DECEASED CASE NO. ESPR031452 NOTICE OF PROBATE OF WILL, OF APPOINTMENT OF EXECUTOR, AND NOTICE TO CREDITORS

To All Persons Interested in the Estate of Roland A. Brosz, Deceased, who died on or about November 23, 2021: You are hereby notified that on December 13, 2021, the Last Will and Testament of Roland A. Brosz, deceased, bearing date of September 14, 1977, was admitted to probate in the above named court and that Mark V. Brosz was appointed Executor of the Estate. Any action to set aside the Will must be brought in the district court of said county within the later to occur of four months from the date of the second publication of this notice or one month from the date of mailing this notice to all heirs of the decedent and devisees under the will whose identities are reasonably ascertainable, or thereafter be forever barred. Notice is further given that all persons indebted to the estate are requested to make immediate payment to the undersigned, and creditors having claims against the estate shall file them with the clerk of the above named district court, as provided by law, duly authenticated, for allowance, and unless so filed by the later to occur of four months from the second publication of this notice or one month from the date of mailing of this notice (unless otherwise allowed or paid) a claim is thereafter forever barred. Dated December 17, 2021.

Mark V. Brosz  
8 W. Madison Street  
Rock Falls, IA 50467  
Executor of Estate

J. Mathew Anderson  
ICIS Pin No. AT0000452  
Laird Law Firm, P.L.C.  
11 Fourth Street NE  
P.O. Box 1567  
Mason City, IA 50402-1567  
Attorney for Executor  
Date of second publication  
30th day of December, 2021.



## Terminal Modernization Program



Public Comments are now being accepted on the Draft Environmental Assessment for the Passenger Terminal Replacement Project. Please see the links below:

- [Notice for Opportunity for Public Comment](#)
- [Draft Environmental Assessment](#)
- [Appendix A - Terminal Narrative Report](#)
- [Appendix B - 2017 Master Plan Forecast](#)
- [Appendix C - Draft 4\(f\) Statement](#)
- [Appendix D - Threatened and Endangered Species Information](#)
- [Appendix E - Phase 1 Cultural Resource Study](#)
- [Appendix F - Land Use Letter](#)
- [Appendix G - Architectural & Historical Survey and Evaluation Report](#)
- [Appendix H1 - State Historic Preservation Office Coordination](#)
- [Appendix H2 - Draft Memorandum of Agreement for Project](#)
- [Appendix I - Public Comment Summary](#)
- [Appendix J - Tribal Coordination](#)

In 2021 the Mason City Municipal Airport began a Terminal Planning Study to create a Strategic Plan to modernize and update the Commercial Terminal Facility. An Open House will be held on Tuesday October 5th, from 4:00 to 6:00 PM, in the Terminal Main Lobby to allow the public to see the various options being evaluated, answer questions, and take comments.

Follow the links below for more information on the process.

- [Background](#)
- [Slides from Terminal Open House](#)
- [Terminal Narrative Report \(PDF\)](#)
- [Terminal Historical Evaluation \(PDF\)](#)
- [Contact Us](#)



# Project Purpose and Need

**The existing terminal building is inadequate to support current operations at MCVW and is in need of significant expansion and modernization. The issue will only intensify with recovery from COVID-19 and the potential addition of commercial and/or charter flights.**





# Purpose and Need: Primary Objectives

## 1 MEET PASSENGER DEMAND

The existing terminal building cannot properly accommodate current passenger numbers. Current operations utilize 50-seat aircraft, which are planned to be replaced with even larger 70-seat aircraft. The current hold room can comfortably hold approximately 20 passengers. The baggage claim, security screening checkpoint, and gatehold area are all critically undersized to meet *current* demand. Need for increased space due to social-distancing only exacerbates the problem. Further, forecasts predict that passenger counts will more than double between 2021 and 2036 (per 2017 Master Plan).

## 2 MEET CURRENT TSA AND FAA STANDARDS

The existing terminal building cannot properly accommodate modern screening equipment or baggage screening procedures. There is no area to privately screen and recompose passengers that are selected for additional screening; there is no way to inspect baggage out of sight of the travelling public; and the baggage screening area is not large enough to accommodate explosive detection system machines. Additionally, there is currently no space for a family restroom or mother's room.

## 3 MEET CURRENT STATE AND LOCAL BUILDING CODE(S)

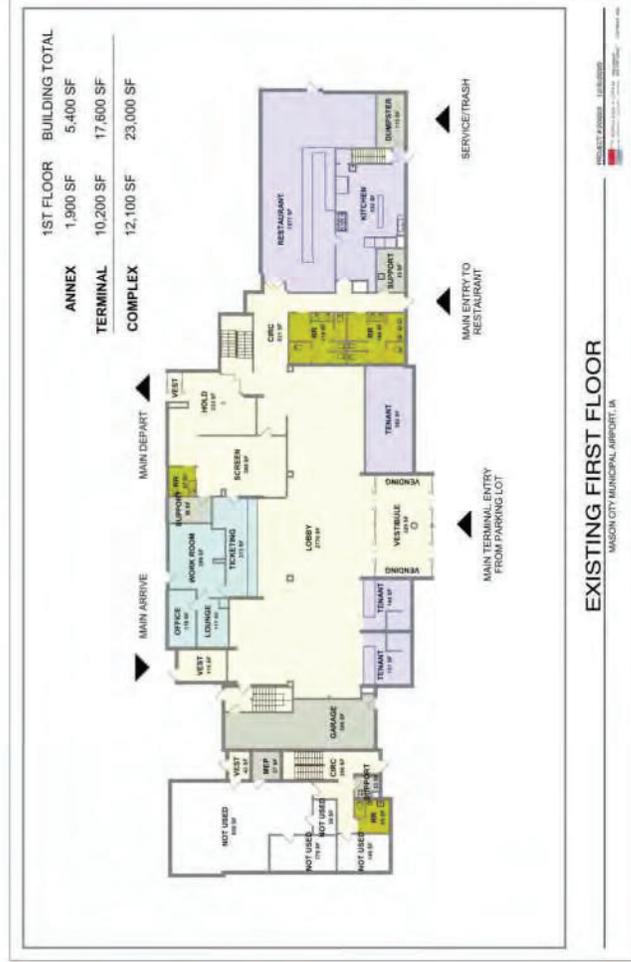
The existing terminal building requires several improvements to be brought into compliance with current code. Improvements would include modifying the building to accommodate an elevator for second floor access; bathroom modifications for Federal ADA accessibility requirements; increasing the height of the second-floor knee-wall; improvements to the fire suppression/sprinkler system; mechanical, electrical, and plumbing upgrades to meet current building code requirements; and several deferred maintenance items related to windows, doors, and finishes.

## 4 IMPROVE OPERATIONAL AND PASSENGER EFFICIENCY

Due to space constraints and access to the apron, passengers flow options are extremely limited. The goal of this project will be to fully accommodate existing and projected passenger demand; modify passenger ingress/egress to reduce conflict points in arriving and departing passengers; allow for modern screening practices; allow for the accommodation of potential charter flight activity; allow for simultaneous aircraft servicing; and improve passenger experience through increasing amenities, comfort, and environment.

# Existing Conditions

- **Constructed in 3 parts: Restaurant (1950), FAA Annex (1961), Passenger Terminal (1965).**
- **Does not meet current capacity requirements.**
- **Does not meet Federal American Disabilities Act (ADA) requirements.**
- **Does not meet current building or fire code.**
- **Inadequate space for passenger screening or gate hold (comfortably accommodates 20)**
- **Security checkpoint cannot accommodate modern equipment; lacks recomposure space.**
- **Aging facility with deferred maintenance and high operating costs.**
- **Lacks amenities and spaces found in modern passenger terminals**

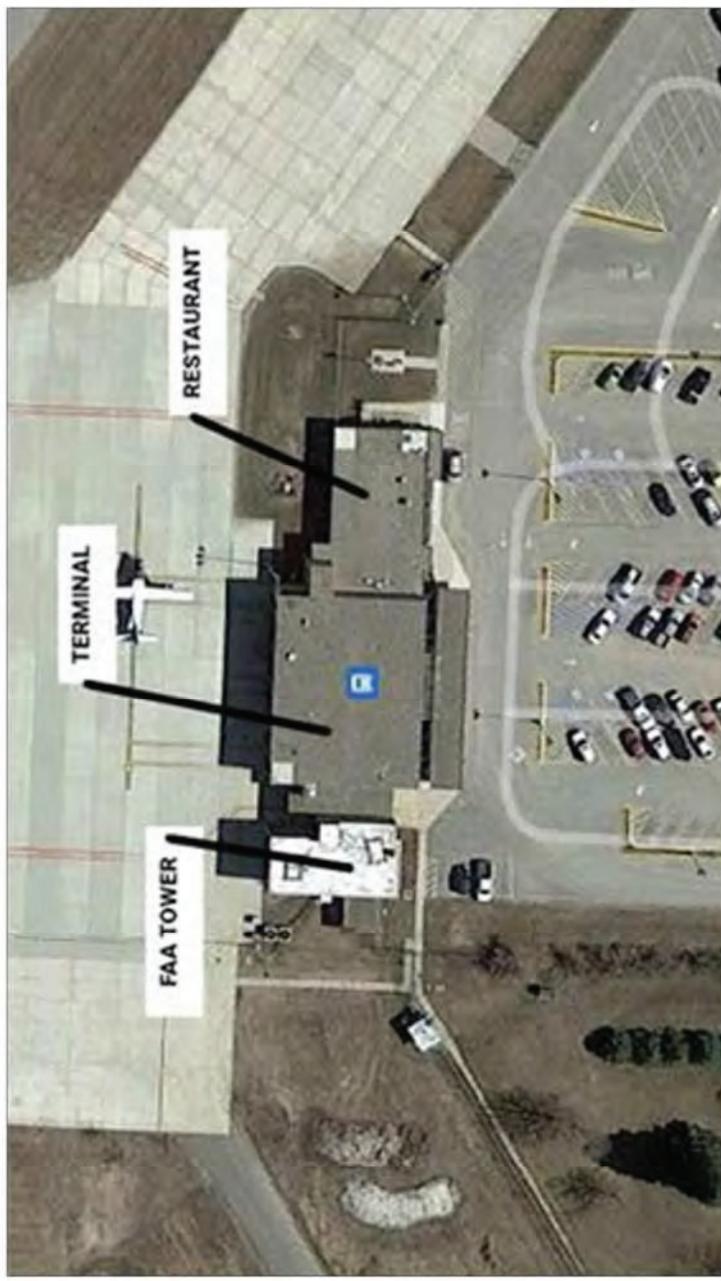


# Section 4(f) Resources

## National Register of Historic Places (NRHP)

- Airport as a Historic District
- FAA Tower
- Terminal
- Restaurant

The Proposed Action would result in a physical use of part of the Mason City Municipal Airport Historic District, which is a Section 4(f) resource, with the demolition of the FAA tower and either the demolition of the terminal and restaurant, or the repurposing of the terminal and restaurant for another aeronautical use.



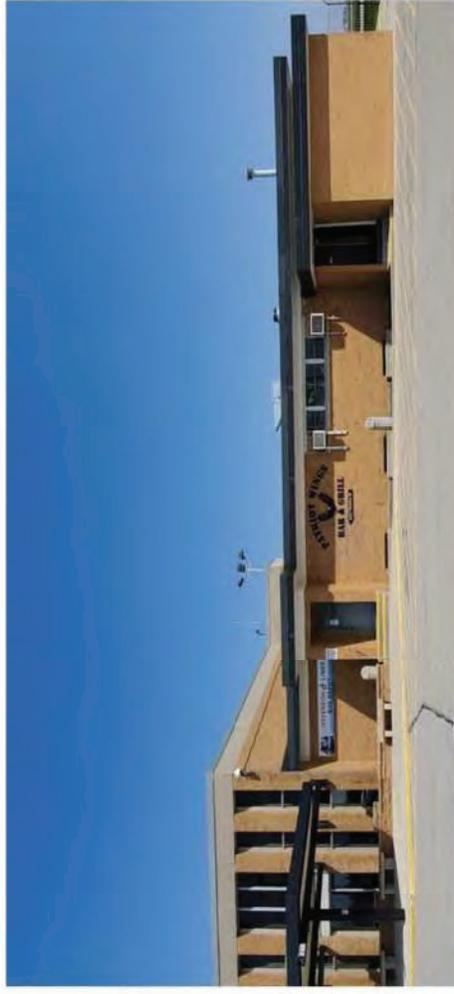


# Historic Properties

*Mason City Municipal Airport is eligible for the NRHP as a historic district for its association with post WWII federal funding of aviation infrastructure and for its Mid-Century Modern style.*

*The boundaries of a potential Mason City Municipal Airport Historic District encompass the largely unaltered airfield, the airport's unique boulevard-like entrance drive, and the restaurant, FAA annex (tower), and terminal building.*

*These buildings and structures form a significant and cohesive linkage that collectively convey the historic and architectural significance of the historic district.*



## 1 NO ACTION (Do Nothing)

The 'Do Nothing' approach is the lowest cost proposition that would have minimal impact on the environment but would not address any of the major issues outlined in the problem statement. For the purposes of this report, the 'Do Nothing' option includes the minimum improvements to achieve federal accessibility requirements within the current terminal building. Option 1 was dismissed from further consideration, as it does not achieve the project purpose and need.

OPTION 1: DO NOTHING	
Pros.	Cons
<ul style="list-style-type: none"> <li>Lowest Cost (\$2.3-\$4M)</li> <li>Code-related accessibility improvements to lower level</li> <li>Code-related accessibility improvements to upper level</li> <li>Mechanical and plumbing upgrades</li> <li>Asbestos / Lead Abatement</li> <li>Improved signage</li> <li>Minimal Environmental Impact</li> <li>Replace aging roof</li> </ul>	<ul style="list-style-type: none"> <li>Does not address gate hold area constraints</li> <li>Does not address lobby and ticketing area constraints</li> <li>Cannot utilize modern screening equipment</li> <li>Cannot accommodate large aircraft</li> <li>Does not address fire code issues</li> <li>Cannot accommodate modern baggage equipment</li> <li>No improvement in aesthetics</li> <li>Does not address restroom issues</li> </ul>



## 2 RENOVATE AND EXPAND

The 'Renovate and Expand' option includes maintaining the existing facility, but improving its accommodations and expanding its footprint. Modifications include new mechanical/electrical utility building; relocation of FAA and NWS equipment; demolition of the existing FAA Annex building; westward expansion of the existing terminal building to increase security checkpoint and gatehold; northern expansion to provide increased baggage claim area and baggage screening; facility-wide renovation of aesthetic and functional components.

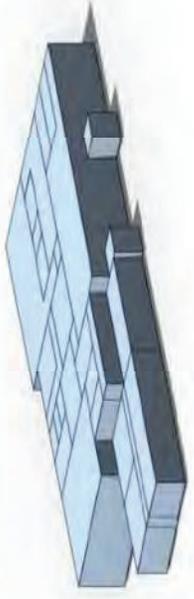
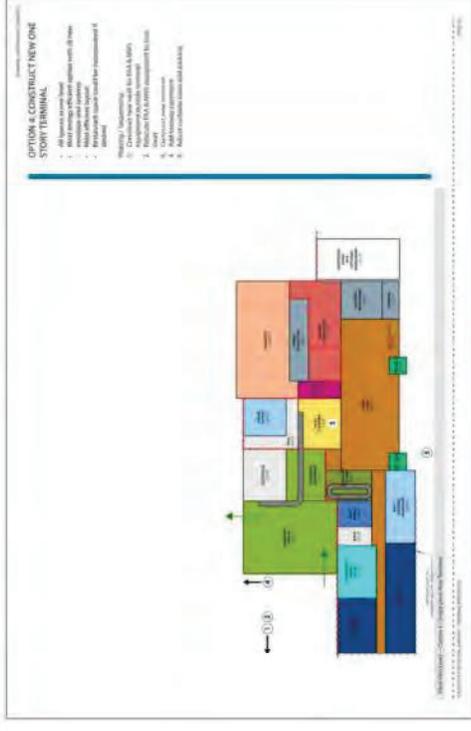
OPTION 2: RENOVATE AND EXPAND EXISTING TERMINAL	
Pros.	Cons
<ul style="list-style-type: none"> <li>Renovated and expanded facility meets space programming requirements.</li> <li>Modernizes finishes and updates deferred maintenance items.</li> <li>Recent mechanical upgrades are utilized</li> <li>Addresses ADA Compliance issues, including new elevator.</li> <li>With estimated cost of \$8.5M-\$11.5M, less cost than a new terminal building.</li> <li>Reuse of majority of existing facility, including restaurant.</li> </ul>	<ul style="list-style-type: none"> <li>During remodel may reveal hidden problems with existing structure - more unknowns.</li> <li>Even with major rehabilitation existing building envelope would not meet current energy code requirements.</li> <li>Significant disruption to existing operations with phased construction in an operating building.</li> <li>Significant investment in retrofitting ill-suited infrastructure.</li> <li>Maintains two level building, which necessitates an elevator for accessibility along with split level operations.</li> </ul>



## 3 CONSTRUCT NEW TERMINAL

The 'Construct New Terminal' option includes the replacement of the existing facility with an all new terminal building on a site either to the west or south of the existing facility. The improvements would include a fully new, modernized facility; aircraft apron expansion to the west (and/or south) to access the new terminal; parking lot expansion and/or reconfiguration to access the new terminal; demolition of existing facilities; an energy efficient building; compliance with all ADA and Code requirements; a new 'face' for Mason City.

OPTION 3: CONSTRUCT NEW TERMINAL	
Pros.	Cons
<ul style="list-style-type: none"> <li>New facility efficiently meets space programming requirements.</li> <li>Complete modernization of facilities - Fresh new look</li> <li>Provides all new mechanicals, electrical, and plumbing</li> <li>Addresses all ADA Compliance issues.</li> <li>Provides all offices and public meeting rooms on the first floor</li> <li>Provides ability for future expansion</li> <li>Meets all current energy efficiency design requirements.</li> <li>Reduced long term operating costs</li> </ul>	<ul style="list-style-type: none"> <li>Must expand apron and parking lot to maintain connection from the new terminal to the airfield and landside facilities.</li> <li>Increases estimated cost to \$10.8M-\$14M (as compared to \$8.5M-\$11.5M for Option 2)</li> <li>Demolition of existing building if new terminal is built to the south of the existing. (If new terminal is built to the west then existing terminal can be reused if desired for another aeronautical purpose.)</li> </ul>







# Environmental Assessment

**An Environmental Assessment (EA) was prepared following National Environmental Policy Act (NEPA) guidelines**

**The purpose of the EA is to identify and assess the potential environmental impacts of the Proposed Action and its reasonable alternatives.**

**Depending upon whether certain environmental thresholds of significance are exceeded or not, the EA may lead either to a Finding of No Significant Impact (FONSI) or to the requirement for the preparation of an Environmental Impact Statement (EIS).**

Impact Category	Proposed Action Impacts	Proposed Action Mitigation	No Action Impacts	No Action Mitigation
Air Quality	None	None required	None	None required
Biological Resources	None	None required	None	None required
Climate	None	None required	None	None required
Coastal Resources	None	None required	None	None required
Section 4(f)	Physical Use impact to historic district	Implement the stipulations of the MOA to resolve adverse effects	None	None required
Farmlands	None	None required	None	None required
Hazardous Materials, Solid Waste, & Pollution Prevention	None	None required	None	None required
Historical and Architectural	Adverse effect to historic district	Implement the stipulations of the MOA to resolve adverse effects	None	None required
Archeological and Cultural Resources	None	None required	None	None required
Land Use	None	None required	None	None required
Natural Resources and Energy Supply	None	None required	None	None required
Natural Resources and Energy Supply	None	None required	None	None required
Noise and Noise Compatible Land Use	None	None required	None	None required
Socioeconomic, Environmental Justice, & Children's Health	None	None required	None	None required
Visual Effects	None	None required	None	None required
Wetlands, Floodplains, Surface Water, Groundwater, Wild/Scenic Rivers	None	None required	None	None required
Cumulative Impacts	None	None required	None	None required



# EA Conclusions

- There are no prudent or feasible alternatives that address the purpose and need of the project.
- The FAA consulted with the Airport, the State Historic Preservation Office (SHPO), and the Mason City Historic Preservation Commission (HPC) to develop a Memorandum of Agreement (MOA).
- The MOA outlines the mitigation measures needed to resolve adverse effects of the Proposed Action on the Mason City Municipal Airport Historic District.
- The mitigation measures are a requirement of the Proposed Action and address the Section 4(f) requirements.

The mitigation measures in the MOA include:

**PHOTOGRAPHIC RECORD OF TERMINAL COMPLEX:** The Airport Commission will create a photographic record of the terminal complex.

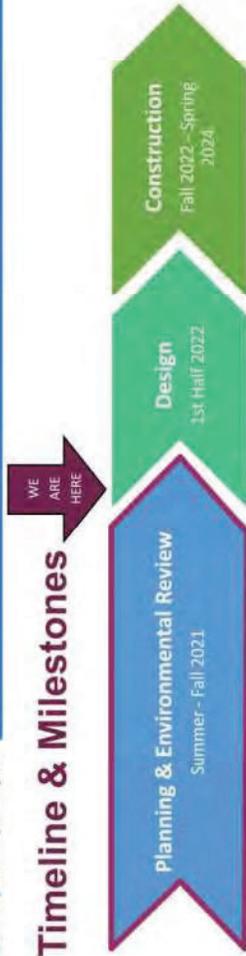
**WEBSITE HISTORY:** The Airport Commission will create a website displaying the history of the existing terminal complex.

**HISTORIC BUILDINGS SURVEY:** The Airport Commission will complete an intensive survey of Mason City Municipal Airport's terminal and buildings within the city limits of Mason City designed by the architectural firm Waggoner & Waggoner.

**ECONOMIC ANALYSIS:** The Airport Commission will complete an economic analysis to determine feasibility for the reuse of the terminal and restaurant for other aeronautical purposes.



# Next Steps and How to Provide Comments



## Provide Feedback On:

- Air Quality
- Biological Resources
- Climate
- Dept. of Transportation 4(f)
- Farmlands
- Historical and Cultural Resources
- Natural Resources and Energy
- Hazards and Hazardous Waste
- Water Resources
- Surface Transportation
- Socioeconomics & Environmental Justice
- Land Use
- Noise
- Visual Effects

## Request for Public Comments:

- Are there any concerns about the Proposed Action's potential economic, social, and environmental impacts?
- Is the project consistent with the goals and objectives of the affected area's land use or planning strategy?

## How to Provide Comments:

PHONE	AIRPORT	FAA
(641) 421-3680	(816) 329-2639	
ELECTRONIC	HTTP://FLYMCW/CONTACT-US	SCOTT.TENER@FAA.GOV
MAIL	MCW AIRPORT P.O. BOX 1484 MASON CITY, IA 50402	FAA CENTRAL REGION 901 LOCUST ST. - ROOM 364 KANSAS CITY, MISSOURI 64106

**PROVIDE COMMENTS BY FEBRUARY 10, 2022**

### Current Milestones

- Terminal Programming Study
- Terminal Narrative Report
- Airport Layout Plan Revision
- FAA & State Historic Preservation Office Coordination
- Public Meetings
- Section 4(f) Statement
  - Anticipated to be finalized February 2022
- Environmental Assessment Document
  - Anticipated to be finalized February 2022
- Memorandum of Agreement
  - Anticipated to be finalized February 2022
- FAA issues Finding of No Significant Impact (FONSI)
  - Anticipated to be issued February 2022



**To Learn More and Follow the Project Progress, visit:**

[http://flymcw.com/terminal\\_modernization](http://flymcw.com/terminal_modernization)

Further information and comments regarding the project can also be provided /addressed in person at the Public Hearing: 4:00 PM on January 31 in the Joni E. Dunn Conference Room, 2nd Floor, Terminal Building.

## **PUBLIC HEARING PROCEDURE**

Chair Announce: Pursuant to notice published in the Mason City Globe Gazette on December 30th, 2021 this is the time and place for the public hearing on the draft Environmental Assessment with respect to the proposed Terminal Replacement Project at the Mason City Municipal Airport.

Chair Ask: Does anyone have any questions, comments or objections with respect to this matter? Does anyone wish to be heard with respect to this matter?

If no comments or objections the public hearing is then closed.

MASON CITY AIRPORT COMMISSION SPECIAL MEETING

**Monday January 31, 2022 @ 4:00 P.M.**

The Joni E. Dunn Meeting Room  
Second Floor, Terminal Building

MINUTES

Chair Gary Wattnem called the meeting of the Mason City Airport Commission to order at 4:00 PM. Commissioners Guetzko, and Platz were present. Commissioner Rodamaker was present via zoom, and Commissioner Weiner was not present.

Also in attendance were:

Jim Locher, Airport Attorney

David Sims, Airport Manager

Dawn Gourley, Airport Administrative Assistant

**1. Public Hearing for Proposed Terminal Replacement Project**

No Public Comments were made.

**2. Recognition of Service**

Recognition of Service for Tom Hovland will be postponed until the next regular meeting February 14, 2022

Next Regular Meeting to be held February 14, 2022.  
Meeting adjourned at 4:02 PM.

  
Secretary, David L. Guetzko

**Table 1 - Response to Public Comments  
Mason City Airport Passenger Terminal Replacement Project**

Comment	Response
<p>I have seen a presentation on the airport renovation and one theme that came out of that speech was we have the money and should spend it, it is a once in a lifetime opportunity. Sorry but I do not support the logic in anyway. The new carrier appears to be doing well, but they have only been there a year. Other carriers have come and gone. Perhaps I a couple years when we have a long enough record we could think about a new building</p>	<ul style="list-style-type: none"> <li>-The Airport Master Plan (2015) indicated that if 50-seat regional jets returning to service, additional 6,300 square feet of overall terminal space may be required, and that the gatehold, baggage claims area and restrooms were undersized.</li> <li>-The Terminal Narrative Report (2021) documented that the existing terminal building is inadequate to support current operations at the airport and is in need of expansion and modernization. The issues are intensified by COVID-19 recovery and the potential addition of commercial and/or charter flights. In addition to the deficiencies in lobby, ticketing, and gatehold areas, security checkpoints and TSA screening areas are undersized and the building does not meet Federal ADA requirements.</li> <li>-The availability of funding expires May 2024, and provides the Airport Commission the opportunity to address deficiencies of the existing terminal building.</li> </ul>
<p>Also, the old airport building is a historic structure that should be preserved and absolutely could be modified for modern requirements. It really seems like the designer wrote this approach off the moment they found out that federal money was available.</p>	<ul style="list-style-type: none"> <li>-Renovation of the existing terminal would allow the existing building to be expanded; however, it would not address energy code deficiencies of the current building. Construction of a new terminal is preferred because the layout and functionality of the remodeled terminal would not be as efficient as new construction. Additionally, phasing for construction around continuing operations and maintaining FAA security measures for the duration of the remodeling project would be difficult. Long-term operation and maintenance costs for the remodeled terminal are anticipated to be more significant than a newly constructed building.</li> <li>-Preservation of the existing structure as it currently stands is not feasible because renovation would require substantial changes to the exterior and interior including expansion of the building's footprint to the west and north, which may physically destroy, damage or alter the characteristic of the building which make it eligible for listing as a historic property. Renovation would constitute an adverse impact under Section 106 of the National Historic Preservation Act (NHPA).</li> <li>-There is still a potential that the existing terminal and restaurant can be retained in their current configuration, but with a new purpose. As part of the State Historic Preservation Office Memorandum of Agreement (MOA), prior to demolition of the existing terminal complex, the Airport Commission will complete an economic analysis to determine if the terminal and restaurant can be reused for other aeronautical purposes.</li> </ul>
<p>The approach seems very tainted to me.</p>	<ul style="list-style-type: none"> <li>-The Airport Commission is required to follow National Environmental Protection Act (NEPA) guidance, including preparation of an Environmental Assessment (EA), prior to initiating the Proposed Action. The purpose of the EA is to identify and assess the potential environmental impacts of the Proposed Action and its reasonable alternatives.</li> <li>-The EA concluded that there are no alternatives that address the purpose and need of the project and are both prudent and feasible with respect to impacts to the historic resources. Although the Proposed Action will result in an adverse effect, mitigation measures in the MOA are intended to resolve adverse effects. Through implementation of these measures, impacts will be mitigated below the level of significance.</li> </ul>
<p>My residential house abuts to the airport on the far SW side of the airport property boundary. It appears that the most logical option will be to build a new terminal to the West of the current terminal. This will move the proposed terminal closer to my current residence. What increase in noise levels can I expect to hear from this relocation? The current assessment report says none, but I don't believe that to be the case as I can currently hear aircraft clearly at the current terminal location.</p>	<ul style="list-style-type: none"> <li>-The replacement of the terminal will not change the baseline level of noise from the airport.</li> <li>-Section 4.4 of the revised EA includes additional documentation regarding long-term noise impacts from the airport. Day-Night Noise Level (DNL) is the metric currently accepted by the FAA, EPA, and HUD as an appropriate measure of cumulative noise exposure. These three agencies have each identified the 65 dB DNL noise contour as the threshold of incompatibility. The 65 dB DNL noise exposure contours remain entirely on airport property in both the baseline (2015) and long range (2036) conditions. Based on the noise exposure analysis, there will be no increases in noise impacts from the existing baseline impacts at your property as a result of the Proposed Action.</li> </ul>

<b>Comment</b>	<b>Response</b>
<p>Additionally, will there be larger aircraft as a result of the newer terminal and how will that affect noise levels at my current residence?</p>	<p>-The current EA addresses only the replacement of the passenger terminal. If larger aircraft use the new terminal, they will be required to prepare NEPA documents (Environmental Impact Statement, EA or Categorical Exclusion) to document potential impacts including noise.</p> <p>-Airport master planning involves projecting potential aviation activity for at least a 20-year timeframe and includes commercial passenger enplanements (boardings), based aircraft, aircraft operations, and peak activity periods. The Mason City Airport Master Plan, which was approved by the FAA, projected that the aircraft based at the airport would increase from 67 to 90 from 2015 to 2036. The projections included increases in small engine, turboprop and business jet use of the airport. The Master Plan included a noise analysis accounting for the larger aircraft using the facility. Section 4.4 of the revised EA includes documentation from the Master Plan regarding long-term noise impacts from the airport. Based on the noise exposure analysis, there will be no increases in noise impacts at your property as a result of larger aircraft using the facility.</p>
<p>AC 150/5190-4B. I see significant concerns with my residence abutting to the airport boundary lines based on the verbiage of this advisory circular. Is AC 150/5190-4B being considered or addressed with this project and how will that affect the surrounding land that is available for development on your website?</p>	<p>-The draft Advisory Circular (AC) 150/5190-4B, Airport Land Use Compatibility Planning is in draft form; therefore, the sections of this AC related to noise impacts have not been fully implemented by the FAA. This AC provides broad, general guidance to communities on airport compatible land use planning. The FAA does not have the authority to directly control land uses; therefore, land use decisions are often made at the local level. The guidance in this AC does not replace any local land use regulations that may be in place.</p> <p>-This AC does not constitute a regulation, and is not legally binding in its own right. Conformity to this AC is voluntary; however, use of these standards and guidelines is mandatory for projects funded under Federal grant assistance programs, including the Airport Improvement Program (AIP). Through acceptance of federal grant assurances, airport sponsors and owners are obligated to pursue all reasonable and appropriate actions to secure and promote compatible land use and development within their local areas.</p> <p>-This AC describes the major incompatible land uses that conflict with or are impacted by operations at local public-use airports. These include residential use within airport noise contours, hazards to safe navigation to and from the airport, and land uses with concentrations of people or property within airport runway protection zones. Airport-compatible land uses are defined as those uses that can coexist with a nearby airport without constraining the safe and efficient operation of the airport, or exposing people living or working nearby to unacceptable levels of noise or hazards.</p> <p>-This AC provides resources to assist airport and state and local community planning efforts with the development of effective airport land use compatibility plans. The information contained in this AC is not all-inclusive. Applicability will vary on a case-by-case basis due to state and local land use planning regulations. The Airport Commission is adhering to the AC guidance on noise levels, as documented below:</p> <p>-Table 2-1 of the AC indicates that a DNL below 65 dB is compatible for all residential, school, commercial, manufacturing and recreational land uses. The 65 dB DNL noise exposure contours remain entirely on airport property in both the baseline (2015) and long range (2036) conditions according to the evaluation within the Airport Master Plan.</p> <p>-Based on the noise contour maps, the Proposed Action will not impact the land surrounding the airport.</p>
<p>Is this project expected to spur development of the land available for development on the Mason City airport website? Will it be possible to be notified by the airport as soon as the airport is aware that development is coming to the industrial park or is having discussions with developers?</p>	<p>-The current EA addresses only the replacement of the passenger terminal not development of adjacent parcels.</p> <p>-The Airport does not anticipate a spur in economic development within the Industrial Park as a result of the replacement terminal.</p> <p>-Standard procedures for public notice would be implemented prior to approval of a development plan within the Industrial Park.</p>

Comment	Response
<p>In Appendix F of the Draft Environmental Assessment it states, in short: 'appropriate action, has been or will be taken, to restrict the use of land adjacent to or in the immediate vicinity of the Mason City Municipal Airport to activities and purposes compatible with normal airport operations.' Per 5190_6b_chapter 20, 20.3: The general rule on residential use of land on or near airport property is that it is incompatible with airport operations because of the impact of aircraft noise and, in some cases, for reasons of safety, depending on the location of the property. Since my residential property directly abuts to airport property on 2 sides and will now be closer to the new terminal, it appears my residential land use is incompatible and is restricted.</p>	<p>-Per FAA Order 5190.6b Chapter 13.9: The FAA has established DNL as the metric for "determining the exposure of individuals to noise resulting from airport operations." The FAA has established the land uses normally compatible with exposures of individuals to various levels of aircraft noise, including that residential land use is "normally compatible" with noise levels of less than DNL 65 dB.  -The 65 dB DNL noise exposure contours for the airport remain entirely on airport property in both the baseline (2015) and long range (2036) conditions according to the evaluation within the Airport Master Plan.  -Based on the noise exposure analysis, your residential property is not within or in the immediate vicinity of the 65 dB DNL contour and would thus be a compatible land use.  -The FAA establishes Runway Protection Zones and other operationally restricted areas to enhance the protection of people and property on the ground as well as to provide safe operations for aircraft. Your residential property is not located within any of the defined protection zones or operationally restricted areas.</p>
<p>Will a variance or assurance from the FAA and Mason City Airport be given to me to allow continued use of my property as residential use for the foreseeable future? Additionally, if I was to sell the property in the future, will there be any restrictions for future residential owners and if so, what will those restrictions be for continued residential use?</p>	<p>- Your property is currently zoned I-1 Light Industrial according to city zoning maps as shown in the Airport Master Plan.  -The FAA and/or Airport Commission have no control over future zoning changes outside of the overlay zones at the ends of each runway. Zoning changes would be regulated by the City of Mason City, City of Clear Lake, or Cerro Gordo County.  -Development of the replacement terminal is not anticipated to induce changes to the current zoning surrounding the airport.</p>
<p>I'm excited about the proposed improvements to the Mason City Airport terminal I'd like to attend one of the public hearings this month, but I'm not sure I'll be in town on those dates (and I'm not crazy about wanting to attend a crowded meeting in person right now). Will the meetings be recorded or live-streamed for viewing?</p>	<p>-A public open house was held January 18, 2022 and a Public Hearing was held January 31, 2022. The meetings were not live-streamed or recorded. Proof of publication and display boards from the open house can be found in Appendix J.</p>
<p>I'm sorry to read that the new building will not include a restaurant, though I know how difficult it's been to hold on to a business there. At the very least, will the new plan include a place to get coffee or snacks? Especially before that 7 a.m. flight to Chicago... Is there an opportunity for a restaurant to be placed on airport grounds outside of the terminal? It's always fun to have a view of planes coming and going.</p>	<p>-Although a restaurant is not included in the proposed terminal plan, the site design would include accommodations for a future restaurant.  -The new terminal will include accommodations for a concession area.</p>
<p>And I also think it's important to continue offering a place for non-passengers to sit with their departing passenger before the person has to go through security. I miss that part at larger airports.</p>	<p>-The proposed terminal plans include a larger public lobby that will have seating and will be accessible to non-passengers.</p>