

APPENDIX J

Scoping Information

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Appendix J.1

Agency Scoping Packet

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**Notice of Agency Scoping
Sioux Gateway Airport
Runway Program
Environmental Assessment
Sioux City, Iowa**

The City of Sioux City, in coordination with the Federal Aviation Administration (FAA), intends to undertake the following Proposed Action (see **Attachment A**) at Sioux Gateway Airport (Airport):

- Extend Runway 13-31 to 11,002 feet length by adding 1,000 feet to both runway ends
- Reconstruct Runway 13-31 to a thickness of sixteen inches
- Retain the current runway thresholds positions resulting in displaced thresholds totaling 1,000 feet at both ends
- Construct 1,000-foot blast pads adjacent to the extended runway pavement on both runway ends
- Extend parallel Taxiway A on the Runway 13 end to be a full parallel taxiway to Runway 13-31
- Acquire about two acres of land north of Runway 13 end
- Remove the existing aircraft warm up/holding pad at Runway 13 end
- Construct a new aircraft warm up/holding pad east of Taxiway A
- Realign the drainage ditch on Runway 13 end
- Realign the perimeter road on both runway ends
- Realign the Airport perimeter fence on both runway ends
- Remove portions of Taxiway A and Taxiway G at the Runway 31 end
- Realign Taxiway A to right angle runway connectors at the Runway 31 end
- Replace the FAA owned Fiber Optic Cables
- Replace the FAA owned Visual Approach Slope Indicator (VASI) lights with FAA owned Precision Approach Path Indicator (PAPI) lights
- Replace the FAA owned Localizers (LOC)
- Replace the FAA owned Glideslopes (GS)
- Replace the FAA owned Runway 31 Medium-Intensity Approach Lighting System with Runway Alignment Indicator (MALSR) and the FAA owned Runway 13 Medium-Intensity Approach Lighting System (MALSR)
- Replace and relocate the IAANG owned Aircraft Arresting System
- Amend Runway 13-31 Instrument Approach Procedures
- Temporarily relocate aircraft operations to Runway 18-36 during reconstruction of Runway 13-31

A Draft Environmental Assessment (EA) will be prepared for this Proposed Action. The Draft EA will describe the Proposed Action and the impacts associated with the implementation of the Proposed Action. The EA will be prepared for review and determination by the FAA and will follow FAA guidelines for NEPA (see **Attachment B**).

The purpose of this initial coordination letter is to:

- Advise your agency of the preparation of the EA
- Request any relevant information that your agency may have regarding the project site or environs
- Solicit early comments regarding potential environmental, social, and economic issues for consideration during the preparation of the EA.

Input is a necessary step in the overall EA process. If your agency has any information relating to potential adverse environmental effects within the categories listed in **Attachment C**, please provide this information within 30 days of the date of this letter. For your information, **Attachment D** presents the general schedule for the EA.

Comments may be submitted to the City via U.S. Mail and must be postmarked by 5:00pm Central Daylight Time (CDT) on Monday, May 27, 2024, and sent to:

Sioux Gateway Airport
Brigadier General Bud Day Field
Attn: Alvin Lorenzo
2403 Aviation Blvd.
Sioux City, IA 51111

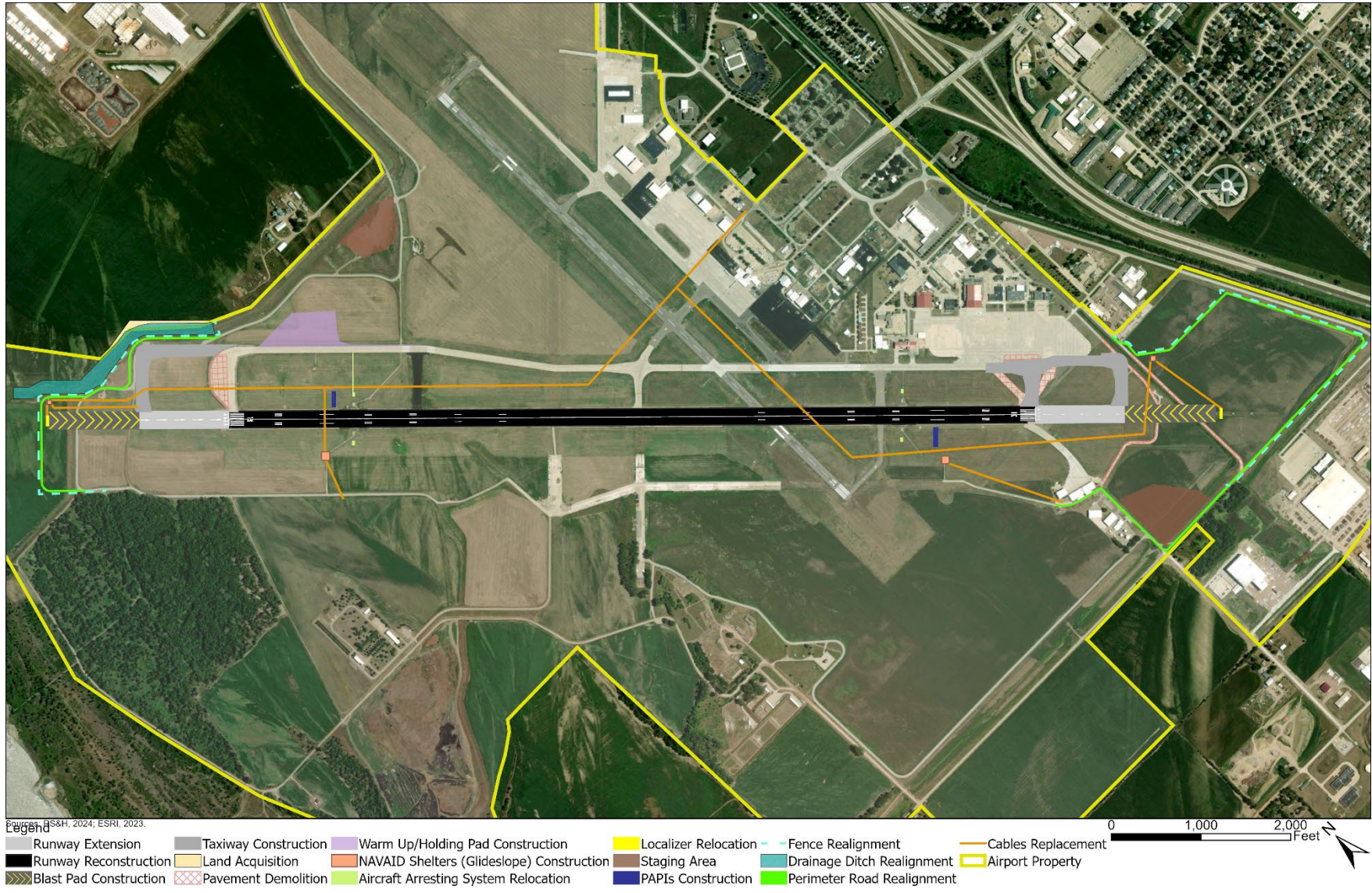
Comments may be submitted to the City via email to suxlistens@sioux-city.org and must be received by 5:00pm CDT on Monday, May 27, 2024.

Comments may be submitted to the FAA via U.S. Mail and must be postmarked by 5:00pm Central Daylight Time (CDT) on Monday, May 27, 2024, and sent to:

Amy J. Walter
Federal Aviation Administration, Central Region
Airports Division, ACE-620G, Room 364
901 Locust St
Kansas City, MO 64106-2325

Comments may also be submitted to the FAA via email to amy.walter@faa.gov and must be received by 5:00pm CDT on Monday, May 27, 2024.

ATTACHMENT A PROPOSED ACTION



ATTACHMENT B NEPA AND FAA GUIDANCE

What is NEPA?

The National Environmental Policy Act of 1969 (NEPA) is one of the federal laws passed to protect the Nation's environment. As 40 Code of Federal Regulations (CFR) 15001(a) notes:

“NEPA and the Council on Environmental Quality (CEQ) Regulations establish a broad national policy to protect and enhance the quality of the human environment, and require Federal agencies to develop programs and measures to meet national environmental goals. Section 102(2) of NEPA provides specific direction to Federal agencies, sometimes called “action-forcing” provisions on how to implement the goals of NEPA. The major provisions include the requirement to use a systematic, interdisciplinary approach and develop implementing methods and procedures.”¹

NEPA Objectives

NEPA requires each federal agency to disclose to the interested public a clear, accurate description of potential environmental effects that proposed federal actions and reasonable alternatives to those actions would cause. Through NEPA, Congress directed federal agencies to integrate environmental factors in their planning and decision-making processes. This provides the public with a fair, open opportunity to review and comment on those alternatives and effects and other important environmental matters related to the proposed federal action. In approving the federal actions necessary to support an airport development proposal, the approving Federal Aviation Administration (FAA) official must consider environmental effects as fully and fairly as it does technical, economic, and other non-environmental considerations.

FAA Order 1050.1F: *Environmental Impacts: Policies and Procedures*

This order outlines the FAA agency-wide policies and procedures for compliance with NEPA and implementing regulations issued by the Council on Environmental Quality (CEQ) (40 CFR 1500-1508). The provisions of this order and the CEQ regulations apply to actions directly undertaken by the FAA and where the FAA has sufficient control and responsibility to condition the license or project approval by a non-federal entity. The requirements in this order apply to, but are not limited to, the following: all grants, loans, contracts, leases, construction, research activities, rulemaking and regulatory actions, certifications, licensing, permits, plans submitted to the FAA by state and local agencies that require FAA approval, and legislation proposed by the FAA. The order was last revised July 16, 2015.

¹ FAA. (2015, July). Order 1050.1F, *Environmental Impacts: Policies and Procedures*, Chapter 1, Section 7.

FAA Order 5050.4B: *NEPA Implementing Instructions for Airport Actions*

Order 5050.4B supplements FAA Order 1050.1F, which provides all FAA organizations with policies and procedures for complying with NEPA and the implementing regulations CEQ has issued. Order 5050.4B provides information to personnel interested in fulfilling NEPA requirements for airport actions under FAA's authority. This order is part of FAA's effort to ensure its personnel have clear instructions to address potential environmental effects from major airport actions.

NEPA Process

The following flowchart depicts the NEPA process.



FAA Environmental Objectives

Provisions in 49 United States Code (U.S.C.) § 40101 describes FAA's multiple missions. In proposing actions to carry out its mission to maintain safety and efficiency of air commerce and to consider the requirements of national defense and commercial and general aviation, FAA must comply with NEPA. To do this, FAA must consider ways to enhance environmental quality and avoid or minimize adverse environmental effects from proposed FAA actions and their reasonable alternatives. The FAA has developed specific guidance with respect to NEPA compliance in the form of FAA Orders 1050.1F and 5050.4B.

ATTACHMENT C

FAA ORDER 1050.1F ENVIRONMENTAL RESOURCE CATEGORIES

The environmental resource categories that will be evaluated in the EA are described in FAA Order 1050.1F and include the following:

- Air Quality
- Biological Resources
- Climate
- Coastal Resources
- Department of Transportation, Section 4(f)
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historical, Architectural, Archeological, and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Noise and Noise-Compatible Land Use
- Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
- Visual Effects
- Water Resources (including Wetlands, Floodplains, Surface Waters, Groundwater, and Wild and Scenic Rivers)

ATTACHMENT D GENERAL EA SCHEDULE AND HOW TO STAY INVOLVED

General EA Schedule

The following table presents the general EA schedule for informational purposes.

Task	Date
Technical Analysis	1 st Quarter 2024 through 2 nd Quarter 2024
Draft EA Released	3 rd Quarter 2024
30-Day Review Period	3 rd Quarter 2024
Final EA Published	4 th Quarter 2024
FAA Decision Document	1 st Quarter 2025

How Agencies Can Stay Involved

All agencies will have the opportunity to provide comments on the scope of the Draft EA during the 30-day review period (April 25, 2024, through May 27, 2024).

Comments may be submitted to the City via mail must be postmarked by 5:00pm Central Daylight Time (CDT) on Monday, May 27, 2024, and sent to:

Sioux Gateway Airport
Brigadier General Bud Day Field
Attn: Alvin Lorenzo
2403 Aviation Blvd.
Sioux City, IA 51111

Comments may also be submitted to the City via email to suxlistens@sioux-city.org by 5:00pm CDT on Monday, May 27, 2024.

Comments may be submitted to the FAA via U.S. Mail and must be postmarked by 5:00pm CDT on Monday, May 27, 2024, and sent to:

Amy J. Walter
Federal Aviation Administration, Central Region
Airports Division, ACE-620G, Room 364
901 Locust St
Kansas City, MO 64106-2325

Comments may also be submitted to the FAA via email to amy.walter@faa.gov and must be received by 5:00pm CDT on Monday, May 27, 2024.

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Appendix J.2

Agency Scoping Comments

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From: Sux Listens <suxlistens@sioux-city.org>
Sent: Friday, April 26, 2024 8:26 AM
To: Melissa Uhl <muhl@sioux-city.org>; Barrow, Julie <Julie.Barrow@rsandh.com>
Subject: FW: Notice of Agency Scoping - Sioux Gateway Airport Runway Program / Environmental Assessment

Julie- See below response. Is this something you want to setup and send direct?

Thanks,
Mike

From: Branden Scott <Branden.Scott@IowaEDA.com>
Sent: Friday, April 26, 2024 9:17 AM
To: Sux Listens <suxlistens@sioux-city.org>; Melissa Uhl <muhl@sioux-city.org>
Cc: SHPO 106 <SHPO106@IowaEDA.com>
Subject: RE: Notice of Agency Scoping - Sioux Gateway Airport Runway Program / Environmental Assessment

CAUTION: This email originated from **OUTSIDE** of the organization. Please verify the sender and use caution if the message contains any attachments, links, or requests for information as this person may NOT be who they claim. **If you are asked for your username and password, please call WCICC and DO NOT ENTER any data.**

CAUTION: This email originated from **OUTSIDE** of the organization. Please verify the sender and use caution if the message contains any attachments, links, or requests for information as this person may NOT be who they claim. **If you are asked for your username and password, please call WCICC and DO NOT ENTER any data.**

Good morning, Melissa:

Thank you for contacting our office regarding this project. For us to process your request, we need the information to be submitted through our E-SHPO portal. This system allows us to track and respond to projects in a timely manner and it allows you, the user, the ability to quickly provide information and check on the status of your project. If you don't already have an account, you will need to set one up. Please allow me a day to process the account setup request. Our E-SHPO portal can be found here: [Home \(site.com\)](#). Guides that are helpful for navigating the system as well as other pertinent information can be found here: [How to Submit](#) | [Iowa Arts & Culture \(iowaeda.com\)](#). Please let me know if you have any problems or questions.

With kind regards,

BRANDEN SCOTT | State Historic Preservation Office - Archaeologist

IOWA ECONOMIC DEVELOPMENT AUTHORITY
1963 Bell Avenue, Suite 200 | Des Moines, Iowa 50315
[+1 \(515\) 348-6291](tel:+15153486291) | branden.scott@iowaeda.com



NOTICE: Effective June 21, 2023, my address, email address, and phone number have changed. While my previous contact information will forward for a short period of time, please update your address book to include my new address, email address, and phone number to match the signature information above and begin using this new contact information effective immediately. Thank you!

From: Heather Gibb <Heather.Gibb@IowaEDA.com>
Sent: Friday, April 26, 2024 8:59 AM
To: Branden Scott <Branden.Scott@IowaEDA.com>; SHPO 106 <SHPO106@IowaEDA.com>
Subject: Fw: Notice of Agency Scoping - Sioux Gateway Airport Runway Program / Environmental Assessment

HEATHER GIBB | State Historic Preservation Office - State Historic Preservation Officer

IOWA ECONOMIC DEVELOPMENT AUTHORITY
1963 Bell Avenue, Suite 200 | Des Moines, Iowa 50315
[+1 \(515\) 348-6285](tel:+15153486285) | heather.gibb@iowaeda.com



NOTICE: Effective June 21, 2023, my address, email address, and phone number have changed. While my previous contact information will forward for a short period of time, please update your address book to include my new address, email address, and phone number to match the signature information above and begin using this new contact information effective immediately. Thank you!

From: Sux Listens <suxlistens@sioux-city.org>
Sent: Thursday, April 25, 2024 5:00 PM
To: Sux Listens <suxlistens@sioux-city.org>
Subject: Notice of Agency Scoping - Sioux Gateway Airport Runway Program / Environmental Assessment

You don't often get email from suxlistens@sioux-city.org. [Learn why this is important](#)

Good afternoon,

On behalf of the City of Sioux City / Sioux Gateway Airport, please see the attached notice with the proposed documents.

Thank you in advance for your time,

Melissa Uhl

City of Sioux City/Sioux Gateway Airport
Airport Admin Asst.
Ofc: 712.279.0169

Email: muhl@sioux-city.org
www.flysux.com
Why have the hassle of driving, fly using SUX!

From: Sux Listens <suxlistens@sioux-city.org>
Sent: Tuesday, April 30, 2024 9:15 AM
To: Barrow, Julie <Julie.Barrow@rsandh.com>
Cc: Christopher, Darren <Darren.Christopher@rsandh.com>
Subject: FW: CEMVR-RD-2024-0547: Sioux Gateway Airport Runway Program EA

From: Brown, Kirsten L CIV USARMY CEMVR (USA) <Kirsten.L.Brown@usace.army.mil>
Sent: Tuesday, April 30, 2024 9:53 AM
To: amy.walters@faa.gov
Cc: Sux Listens <suxlistens@sioux-city.org>
Subject: CEMVR-RD-2024-0547: Sioux Gateway Airport Runway Program EA

CAUTION: This email originated from **OUTSIDE** of the organization. Please verify the sender and use caution if the message contains any attachments, links, or requests for information as this person may NOT be who they claim. If you are asked for your username and password, please call WCICC and DO NOT ENTER any data.

Amy,

The Corps offers the following comments on the EA for the subject project.

1. Based on the current project plans this will require a Rock Island District Corps of Engineers permit.
 - a. There are several different permitting options depending on project impacts.
 - i. Nationwide Permit (NWP) – If the project impacts less 0.5 acres of waters of the U.S. (WUS) then a NWP 39 for commercial and institutional developments may apply.
 - ii. Regional General Permit (RGP) – If the project impacts greater than 0.5 acres of WUS and less than 2.0 acres of WUS, including no more than 1,000LF of streambed, then an RGP 41 for commercial and institutional developments may apply.
 - iii. Standard Individual Permit (SIP) – If the project impacts great than 2.0 acres of WUS and/or greater than 1,000LF of streambed, then a SIP will be required. In addition to NEPA requirements (Section 106 of the NHPA and Section 7 of the ESA) and mitigation requirements included under a NWP and RGP, a SIP will require a public notice, an alternatives analysis, compliance with Section 404(b)(1), a cumulative impacts analysis, and the project must be the Least Environmentally Damaging Practicable Alternative (LEDPA) prior to permit issuance.
 1. If an SIP is required, the Corps recommends consulting with us as a pre-application meeting to discuss these requirements.
 - b. A permit application can be submitted here: <https://programs.iowadnr.gov/permt/>. Depending on the time of application submitted the Corps may be utilizing a different database that is currently located here: <https://rrs.usace.army.mil/rrs>. Please contact me if you experience problems submitting a permit application.
2. The relocation of the drainage ditch at the NW corner of the project requires a Corps permit. If the impacts are greater than 0.03 acres of streambed loss and/or 300LF of stream then compensatory stream mitigation is required.
 - a. Currently there are no banks within the service area of your project that have stream credits available. Depending on project construction schedule there is the potential for credits to become available. You can check our website here: <https://ribits.ops.usace.army.mil/ords/f?p=107:201:10313843003641::NO>
 - i. Go to “Find Credits” and insert the lat/long of the project, as shown in the image below.

RIBITS
Regulatory In-lieu Fee and Bank Information Tracking

Log In | Home | Help Desk | Webservices

TRACKING

☒ Mitigation
☐ WQT
☐ Both

MENU

Mitigation
Banks & Sites
ILF Programs
Umbrella Instruments
NRDA Projects
BLM Projects/Programs
Public Notices
Knowledge
Related Resources
Credit Classifications
Bank & ILF Establishment
Mitigation Concepts
Tools
Reports
Assessment Tools
Find Credits
Training
Help / User Guides

About the Results

Search Criteria

Ctrl-click or Shift-Click the map in the desired location to set the latitude and longitude for your query

[Reset Search Criteria](#)

Linear Impact

Project No

Latitude

Longitude

Available Credits ☐ Allow Zero ☐

Criteria for Banks and Sites

Single Client ☐ Yes (primarily governmental use)

Wetland/Stream

3. The Corps will require a wetland delineation of the entire project area to verify if there are additional WUS, including wetlands, in addition to the relocation of the drainage ditch mentioned in comment #1. Any impacts to wetlands over 0.10 acres require compensatory mitigation. There is currently one bank within the service area of your project that has only emergent wetland credits available, see image below. This information is obtained by following item 1.i. above. Again, depending on construction schedule additional banks may become available at a later date.

Bank Name: 1 - Owego Wetland Mitigation Bank

Bank Type: Private Commercial

Total Acres: 50

Distance to Impact: 16 Miles

Other Permit No: CEMVR-OD-P-2010-0441

Bank Status: Iowa

Bank Sponsor: **Acreage and Habitat Services, LLC**
101 East Graham Avenue
Council Bluffs, IA 51503
Email: gary@ahfmg.com
Phone: (712) 328-3477

Bank Sponsor POC:

Adam Thien

Thien Farm Management, Inc.
101 East Graham Avenue, Suite #1
Council Bluffs, IA 51503
Email: adam@thfmg.com
Phone: (712) 328-3477
Cell Phone: (712) 310-1323

Regulatory Bank Manager:

Abby Steele

Project Manager
PO Box 2004
Rock Island, IL 61204
Email: Abigail.A.Steele@usace.army.mil
Phone: (309) 794-5377

Credit Type Credit Classifications Assessment Method Available Credits Jurisdiction

Wetland	Emergent Wetlands	Ratio	7.93	Federal
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4. If compensatory mitigation is triggered for streams and/or for wetlands, then the entire cumulative impacts to WUS will require compensatory mitigation.
5. If stream and/or wetland credits are not available then permittee responsible mitigation (PRM) would be required. You can find additional information on PRM here: <https://usace.contentdm.oclc.org/utis/getfile/collection/p266001coll1/id/9303>, <https://usace.contentdm.oclc.org/utis/getfile/collection/p16021coll11/id/3684>, and <https://www.mvr.usace.army.mil/Missions/Regulatory/Stream-Mitigation/>.
 - a. Should PRM be required the Corps recommends working with us as a pre-application to start that process as it can require an in-depth analysis and time to come to approval of a PRM plan. Please keep in mind that the PRM site will also require NEPA compliance, to include Section 106 of the NHPA and Section 7 of the ESA.
6. The Corps understands that FAA will be NEPA lead. However, the Corps must concur with FAA's NEPA determinations and recommends the following to assist in this concurrence:
 - a. There are many identified historical and archeological sites, including architecturally inventoried structures at the airport itself. The Corps recommends a Phase I, preferably of the entire project area, and a copy of IASHPO concurrence prior to permit issuance for Section 106 compliance.
 - b. There are several federally listed species within the project area. According to the USFWS's IPaC website, pulled on 4/30/2024, the listed species include the Northern Long-eared Bat, the Piping Plover, and the Pallid Sturgeon. The Tricolored Bat is listed as a proposed endangered species and the Monarch Butterfly is a candidate species. Depending on project construction schedule these species, and/or others, may become listed and require Section 7 compliance. The Corps will request a copy of the Section 7 compliance. <https://ipac.ecosphere.fws.gov/location/WG00TRYSJZCYBP4TE5MNUZYXYY/resources>
 - i. The Corps recommends noting any locations that would be suitable habitat for the piping plover as there may be suitable habitat nearby.
7. Due to the proximity to the Missouri River and several other Omaha District 408 federal levees, the Corps will review to any impacts to any 408 structures, including levees. This coordination will also include the Omaha District real estate division.

Kirsten Brown

Biologist/Senior Project Manager

Western Branch, Regulatory Division

US Army Corps of Engineers - Rock Island District

1500 Rock Island Drive

Rock Island, IL 61201-2004

309-215-5831

kirsten.l.brown@usace.army.mil

From: Moritz, Eva S <Eva.Moritz@foth.com>
Sent: Wednesday, May 1, 2024 10:23 AM
To: mcollett@sioux-city.org
Cc: Barrow, Julie <Julie.Barrow@rsandh.com>
Subject: RE: [External] 2024-0824 Environmental Review Request

Mike, I wanted to give you a heads up that this IDNR consultation is part of EA documentation we are working on with RS&H. There isn't any action you need to do to follow up with this email. Let me know if you have any questions. Thanks

Eva Moritz, PE

Lead Environmental Engineer
Licensed in Iowa, Illinois, Nebraska & South Dakota



Foth Infrastructure & Environment, LLC

8191 Birchwood Court, Suite L
Johnston, IA 50131
Office: (515) 254-1393
Direct: (515) 251-2524
Cell: (515) 210-6302
www.foth.com

From: EnvironmentalReview-noreply@iowa.gov <EnvironmentalReview-noreply@iowa.gov>
Sent: Wednesday, May 1, 2024 11:20 AM
To: Moritz, Eva S <Eva.Moritz@foth.com>
Cc: mcollett@sioux-city.org
Subject: [External] 2024-0824 Environmental Review Request

Tracking Number: 2024-0824

Your request was logged under the tracking number listed above, Please use the assigned tracking number on all future correspondence for this project.

Contact: Casey Laskowski, 515-330-6432, Casey.Laskowski@dnr.iowa.gov

This correspondence does not constitute approval. When the review has been completed a letter or email concerning the Environmental Review request will be issued.

For a review from the US Fish and Wildlife Service for any impacts to federally listed plant and animal species visit their project planning tool website at <https://ecos.fws.gov/ipac/> or contact them at <https://www.fws.gov/midwest/rockisland/contactus.html>.

Thank you

Casey Laskowski | Environmental Specialist
Iowa Department of Natural Resources
P 515-330-6432 | F 515-725-8202 | 502 E 9th St, Des Moines, IA 50319
www.iowadnr.gov

From: Mike Collett <mcollett@sioux-city.org>
Sent: Tuesday, May 7, 2024 9:57 AM
To: Barrow, Julie <Julie.Barrow@rsandh.com>
Subject: FW: 2024-0824 Environmental Review Request - Runway Program Improvements

From: casey.laskowski@dnr.iowa.gov <casey.laskowski@dnr.iowa.gov>
Sent: Tuesday, May 7, 2024 10:19 AM
To: Mike Collett <mcollett@sioux-city.org>
Subject: 2024-0824 Environmental Review Request - Runway Program Improvements

CAUTION: This email originated from **OUTSIDE** of the organization. Please verify the sender and use caution if the message contains any attachments, links, or requests for information as this person may NOT be who they claim. **If you are asked for your username and password, please call WCICC and DO NOT ENTER any data.**

42.4009/-96.3861; Woodbury County
Sec. 23/T88N/R48W

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

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

If you have questions about this letter or require further information, please contact me at (515) 330-6432.

Sincerely,

Casey Laskowski | Environmental Specialist
Iowa Department of Natural Resources
P 515-330-6432 | F 515-725-8202 | 502 E. 9th St., Des Moines, IA 50319
www.iowadnr.gov



CAUTION: This email originated from outside of Foth. Do not click on links or open attachments unless you recognize the sender and know the content to be safe.

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Appendix J.3

Public Scoping Packet

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Notice of Public Scoping
Sioux Gateway Airport
Runway Program
Environmental Assessment
Sioux City, Iowa

The City of Sioux City (City), in coordination with the Federal Aviation Administration (FAA), intends to undertake a variety of projects (collectively, the Proposed Action) at Sioux Gateway Airport (Airport). These projects include a runway reconstruction, runway extension, taxiway construction, blast pad construction, land acquisition, warm up/holding pad construction, drainage realignment, perimeter road and fence realignment, cable replacement, navigational aid replacement and relocation, and aircraft arresting system relocation.

Pursuant to the requirements of the National Environmental Policy Act (NEPA), FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and 32 Code of Federal Regulations § 989, *Environmental Impact Analysis Process*, a Draft Environmental Assessment (EA) will be prepared for this Proposed Action. The Draft EA will describe the Proposed Action and the impacts associated with the implementation of the Proposed Action. The City is conducting scoping through their website for the public to provide input regarding the issues to be addressed in the Draft EA.

Together with a scoping packet for regulatory agencies, these notices will constitute the scoping process for the Draft EA. If an Environmental Impact Statement (EIS) is required by the FAA, these scoping notices will serve as the scoping process for the EIS. The public scoping website is: <https://flysux.com/>.

Comments may be submitted to the City via U.S. Mail and must be postmarked by 5:00pm Central Daylight Time (CDT) on Monday, May 27, 2024, and sent to:

Sioux Gateway Airport
Brigadier General Bud Day Field
Attn: Alvin Lorenzo
2403 Aviation Blvd
Sioux City, IA 51111

Comments may also be submitted to the City via email to suxlistens@sioux-city.org and must be received by 5:00pm CDT on Monday, May 27, 2024.

Comments may be submitted to the FAA via U.S. Mail and must be postmarked by 5:00pm Central Daylight Time (CDT) on Monday, May 27, 2024, and sent to:

Amy J. Walter
Federal Aviation Administration, Central Region
Airports Division, ACE-620G, Room 364
901 Locust St
Kansas City, MO 64106-2325

Comments may also be submitted to the FAA via email to amy.walter@faa.gov and must be received by 5:00pm CDT on Monday, May 27, 2024.

An aerial photograph of the Sioux Gateway Airport and its surrounding environment. The airport's runways and taxiways are visible in the center, surrounded by a mix of agricultural fields, residential areas, and some commercial buildings. A river or large waterway is visible on the left side of the image. The text is overlaid on the top left portion of the image.

Runway Program Environmental Assessment

Sioux Gateway Airport

SCOPING SLIDES

What is NEPA?

- » NEPA is the National Environmental Policy Act of 1969.
- » The Federal Aviation Administration (FAA) is the lead agency for aviation-related NEPA documentation.
- » All NEPA documentation follows guidance provided in Council on Environmental Quality (CEQ) Regulations and FAA Orders.

 U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	ORDER 1050.1F Effective Date: 7/16/15
SUBJ: Environmental Impacts: Policies and Procedures	
This Order serves as the Federal Aviation Administration's (FAA) policy and procedures for compliance with the National Environmental Policy Act (NEPA) and implementing regulations issued by the Council on Environmental Quality (CEQ). The provisions of this Order and the CEQ Regulations apply to actions directly undertaken by the FAA and to actions undertaken by a non-Federal entity where the FAA has authority to condition a permit, license, or other approval. The requirements in this Order apply to, but are not limited to, the following actions: grants, loans, contracts, leases, construction and installation actions, procedural actions, research activities, rulemaking and regulatory actions, certifications, licensing, permits, plans submitted to the FAA by state and local agencies for approval, and legislation proposed by the FAA. The Order was last revised in 2006. This Order updates FAA Order 1050.1E to: 1) provide a clear, concise, and up-to-date discussion of the FAA's requirements for implementing NEPA; and 2) clarify requirements in order to facilitate timely, effective, and efficient environmental reviews of FAA actions, including NextGen improvements.  Rich Swayze Assistant Administrator Policy, International Affairs & Environment	
Distribution: Electronically	

	ORDER 5050.4B
U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	
NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) IMPLEMENTING INSTRUCTIONS FOR AIRPORT ACTIONS	
Effective Date: April 28, 2006	Initiated by: APP-1

The EA Process



Scoping and its Benefit

- » Provides an opportunity for involvement in the EA process from the start
 - Federal, state, and local agencies and the public can provide information regarding environmental conditions and concerns
- » Information received during scoping helps identify areas of concern
 - Issues that arise during the scoping process can help identify areas deserving emphasis or de-emphasis in the EA

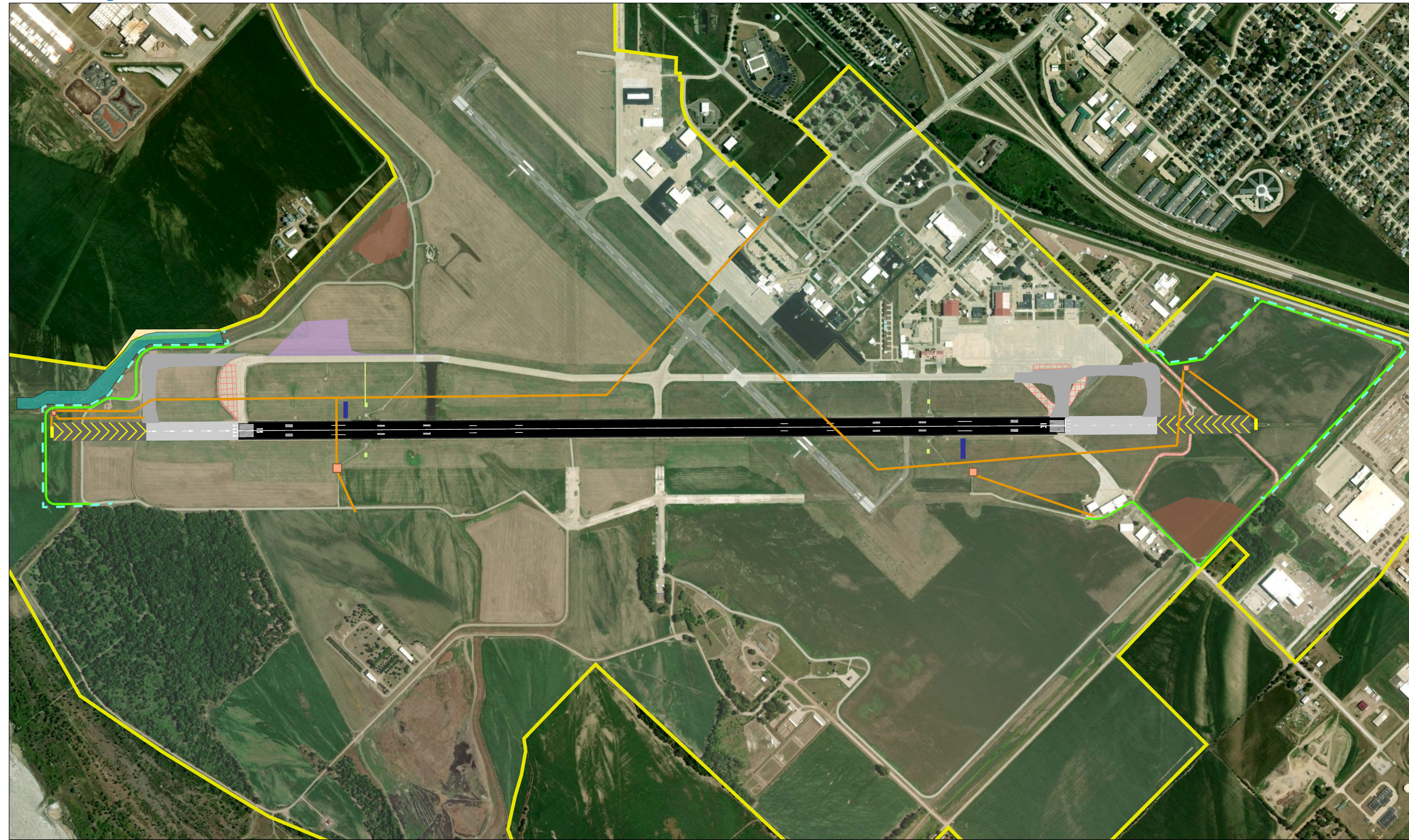
Purpose and Need

- » The Purpose and Need describes the problem and proposed solution
- » Purpose
 - to provide a runway pavement length and runway pavement strength to meet the operational requirements and safety standards for the 185th Air Refueling Wing (ARW) to operate the KC-135R aircraft with full takeoff weight at Sioux Gateway Airport (Airport)
- » Need
 - pavement condition of Runway 13-31, as the only runway used by the 185th ARW, is deficient in terms of pavement strength and length for the 185th ARW to operate its missions at full payload capacity
 - existing length and pavement strength of Runway 13-31 places restrictions on the 185th ARW's refueling tanker missions at the Airport, resulting in a fuel payload reduction on KC-135R departures necessitating additional fueling stops

Proposed Action – Extend and Strengthen Runway 13-31

- Extend Runway 13-31 to 11,002 feet length by adding 1,000 feet to both runway ends
- Reconstruct Runway 13-31 to a thickness of sixteen inches
- Retain the current runway thresholds positions resulting in displaced thresholds totaling 1,000 feet at both ends
- Construct 1,000-foot blast pads adjacent to the extended runway pavement on both runway ends
- Extend parallel Taxiway A on the Runway 13 end to be a full parallel taxiway to Runway 13-31
- Acquire about two acres of land north of Runway 13 end
- Remove the existing aircraft warm up/holding pad at Runway 13 end
- Construct a new aircraft warm up/holding pad east of Taxiway A
- Realign the drainage ditch on Runway 13 end
- Realign the perimeter road on both runway ends
- Realign the Airport perimeter fence on both runway ends
- Remove portions of Taxiway A and Taxiway G at the Runway 31 end
- Realign Taxiway A to right angle runway connectors at the Runway 31 end
- Replace the FAA owned Fiber Optic Cables
- Replace the FAA owned Visual Approach Slope Indicator (VASI) lights with FAA owned Precision Approach Path Indicator (PAPI) lights
- Replace the FAA owned Localizers (LOC)
- Replace the FAA owned Glideslopes (GS)
- Replace the FAA owned Runway 31 Medium-Intensity Approach Lighting System with Runway Alignment Indicator (MALSR) and the FAA owned Runway 13 Medium-Intensity Approach Lighting System (MALSR)
- Replace and relocate the IAANG owned Aircraft Arresting System
- Amend Runway 13-31 Instrument Approach Procedures
- Temporarily relocate aircraft operations to Runway 18-36 during reconstruction of Runway 13-31

Proposed Action



Sources: RS&H, 2024; ESRI, 2023.

Runway Extension

Runway Reconstruction

Blast Pad Construction

Taxiway Construction

Land Acquisition

Pavement Demolition

Warm Up/Holding Pad Construction

NAVAID Shelters (Glideslope) Construction

Aircraft Arresting System Relocation

Staging Area

PAPIs Construction

Perimeter Road Realignment

Localization Relocation

Fence Realignment

Cables Replacement

Drainage Ditch Realignment

Airport Property

0

1,000

2,000

Feet

NEPA Resource Categories

- » Air Quality
- » Biological Resources
- » Climate
- » Coastal Resources
- » Department of Transportation Act, Section 4(f)
- » Farmlands
- » Hazardous Materials, Solid Waste, and Pollution Prevention
- » Historical, Architectural, Archaeological, and Cultural Resources
- » Land Use
- » Natural Resources and Energy Supply
- » Noise and Noise-Compatible Land Use
- » Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
- » Visual Effects
- » Water Resources (including Wetlands, Floodplains, Surface Waters, Groundwater, and Wild and Scenic Rivers)

Next Steps

- » Determine study areas
- » Describe existing environmental conditions (affected environment)
- » Analyze potential environmental effects (environmental consequences)
 - Determine any mitigation, if necessary
 - Assess cumulative environmental effects
- » Publish Draft EA (anticipated September 2024)
 - Reviewed by public and federal, state, and local agencies
 - Address comments received
- » Publish Final EA
 - FAA issues finding

How to Provide Scoping Comments

- » Send written comments to the City via U.S. mail (must be postmarked by 5:00pm Central Daylight Time [CDT] on Monday, May 27, 2024) to:

Sioux Gateway Airport
Brigadier General Bud Day Field
Attn: Alvin Lorenzo
2403 Aviation Blvd
Sioux City, IA 51111

- » Send written comments to the City via email to suxlistens@sioux-city.org by 5:00pm CDT on Monday, May 27, 2024.
- » Send written comments to the FAA via U.S. mail (must be postmarked by 5:00pm CDT on Monday, May 27, 2024) to:

Amy J. Walter
Federal Aviation Administration, Central Region
Airports Division, ACE-620G, Room 364
901 Locust St
Kansas City, MO 64106-2325

- » Send written comments to the FAA via email to amy.walter@faa.gov by 5:00pm CDT on Monday, May 27, 2024.

Appendix J.4

Public Scoping Newspaper Notices

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Legal Notice

Notice of Public Scoping Sioux Gateway Airport Runway Program Environmental Assessment Sioux City, Iowa

The City of Sioux City (City), in coordination with the Federal Aviation Administration (FAA), intends to undertake a variety of projects (collectively, the Proposed Action) at Sioux Gateway Airport (Airport). These projects include a runway reconstruction, runway extension, taxiway construction, blast pad construction, land acquisition, warm up/holding pad construction, drainage realignment, perimeter road and fence realignment, cable replacement, navigational aid replacement and relocation, and aircraft arresting system relocation.

Pursuant to the requirements of the National Environmental Policy Act (NEPA), FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, and 32 Code of Federal Regulations § 989, Environmental Impact Analysis Process, a Draft Environmental Assessment (EA) will be prepared for this Proposed Action. The Draft EA will describe the Proposed Action and the impacts associated with the implementation of the Proposed Action. The City is conducting scoping through their website for the public to provide input regarding the issues to be addressed in the Draft EA.

Together with a scoping packet for regulatory agencies, these notices will constitute the scoping process for the Draft EA. If an Environmental Impact Statement (EIS) is required by the FAA, these scoping notices will serve as the scoping process for the EIS. The public scoping website is: <https://flysux.com/>.

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amy.walter@faa.gov
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5 p.m. CDT on

Monday, May 27, 2024

Publish in the Dakota County Star
Thursday, April 25, 2024. - ZNEZ.

From PUBLIC/LEGAL NOTICES P.11

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**Notice of Public Scoping
Sioux Gateway Airport
Runway Program
Environmental Assessment
Sioux City, Iowa**

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Published in the Sergeant Bluff Advocate weekly newspaper, Thursday, April 25, 2024. The SB-Advocate is an Official Woodbury County Newspaper. (04/25/2024/NP)

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Runway Program

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Aviso de Alcance Público
Aeropuerto de Sioux Gateway
Programa de Pista - Evaluación Ambiental
Sioux City (Iowa)

La Ciudad de Sioux City (Ciudad), en coordinación con la Administración Federal de Aviación (FAA), tiene la intención de emprender una variedad de proyectos (colectivamente, la Acción Propuesta) en el Aeropuerto Sioux Gateway (Aeropuerto). Estos proyectos incluyen reconstrucción de pista, extensión de pista, construcción de calles de rodaje, construcción de plataforma de detonación, adquisición de terrenos, construcción de plataforma de calentamiento/sostenimiento, realineación de drenaje, realineación de camino perimetral y cerca, reemplazo de cables, reemplazo y reubicación de ayudas a la navegación y reubicación del sistema de detención de aeronaves. .

De conformidad con los requisitos de la Ley de Política Ambiental Nacional (NEPA), la Orden FAA 1050.1F, Impactos Ambientales: Políticas y Procedimientos, y el Código 32 de Regulaciones Federales § 989, Proceso de Análisis de Impacto Ambiental, se preparará un Borrador de Evaluación Ambiental (EA). para esta Acción Propuesta. El Borrador de EA describirá la Acción Propuesta y los impactos asociados con la implementación de la Acción Propuesta. La Ciudad está realizando una evaluación del alcance a través de su sitio web para que el público proporcione comentarios sobre los temas que se abordarán en el Borrador de EA.

Junto con un paquete de alcance para las agencias reguladoras, estos avisos constituirán el proceso de alcance para el Borrador de EA. Si la FAA exige una Declaración de Impacto Ambiental (EIS), estos avisos de alcance servirán como proceso de alcance para la EIS. El sitio web público de alcance es: <https://flysux.com/>.

Los comentarios pueden enviarse a la ciudad por correo de Estados Unidos y sellados antes de las 5:00 p. m., hora central (CDT) del lunes 27 de mayo de 2024, y enviarse a:

Aeropuerto de Sioux Gateway
Brigadier General Bud Day Field
A la atención de: Alvin Lorenzo
2403 Aviation Blvd.
Sioux City, IA 51111

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