

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 10/07/2021	APWS Task ID: BD2C8B6C4C3E467FB42C69EC19DBAA6D	APWS Project ID: 376D1C66C14042608391B5081C051EA1
Procedure: RNAV (GPS) RWY 14 AMDT 1		Enroute: NO	Specialist: Hilley, Micah		Agreement Number:
Airport ID: KEFW		Airport City: JEFFERSON			State: IA
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments: FULL AMMENDMENT UTILIZING PENDING DATA.</p> <p>ADDED TERMINAL ARRIVAL AREA TO PROCEDURE</p> <p>CONTACT DONALD LANIER (405) 954-8242</p> <p>08/03/2021: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON: 06/28/2021: 1. ADDED CHART NOTE: USE PERRY ALTIMETER SETTING. WHEN NOT RECEIVED, USE CARROL ALTIMETER SETTING AND INCREASE LPV DA TO 1362 FEET, INCREASE LNAV/VNAV DA TO 1691 FEET AND VISIBILITY 1/8 SM. INCREASE ALL MDA 40 FEET.</p>					



FIPC BASIC FORM							
PROCEDURE: RNAV (GPS) RWY 14 AMDT 1			AIRPORT NAME: JEFFERSON MUNI		AIRPORT ID: KEFW	SPECIAL CONTROL NO: BG-06-247-21	
FAC ID: KEFW14.01		CITY: JEFFERSON			ST: IA	ORIG CHART DATE: 10/07/2021	
DFL TYPE: PROC/S	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:		PTS TASK ID:		
PREFLIGHT NOTES							
REVIEWER:					DATE:		
COMMENTS:					CHECK ONE:		
					<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 07/30/2021		CREW #: VN472	N #: N58	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input checked="" type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: matthew r buford @ 07/30/2021 17:24			PRINTED NAME: BUFORD, MATTHEW RYAN				NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS:							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:

JEFFERSON, IOWA

AL-5337 (FAA)

FIG

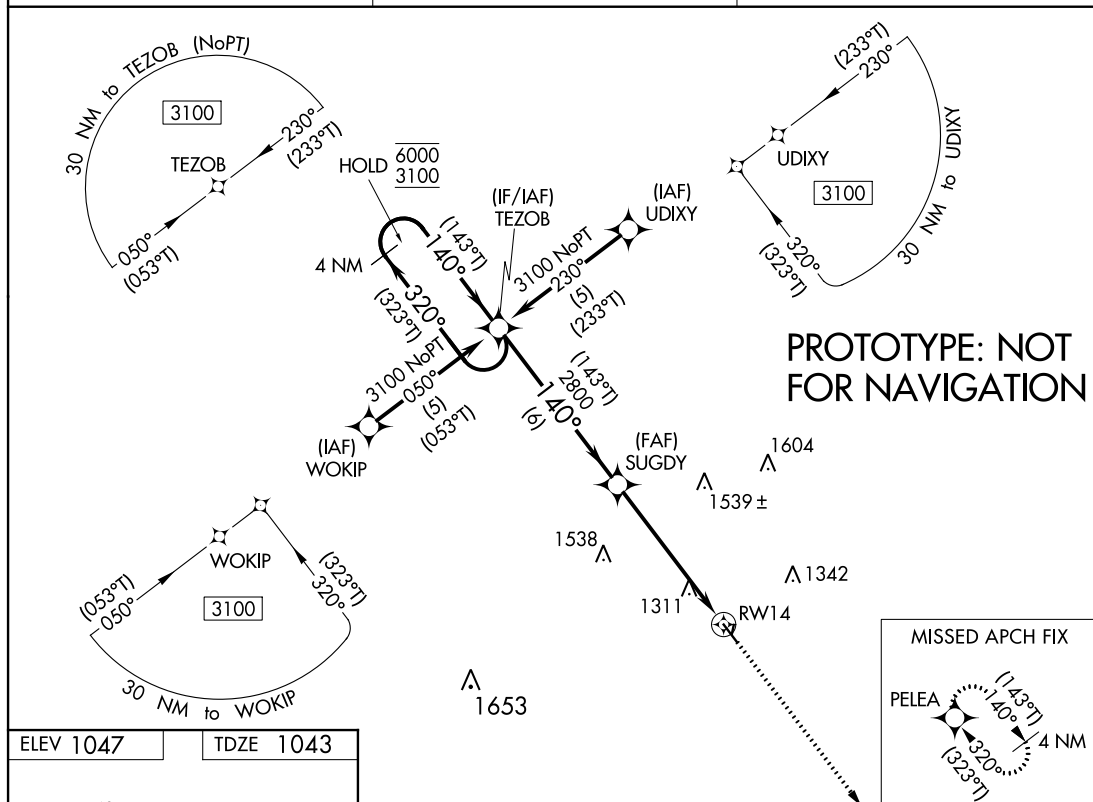
WAAS CH 40219 W14A	APP CRS 140°	Rwy Idg 4000 TDZE 1043 Apt Elev 1047
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RNAV (GPS) RWY 14

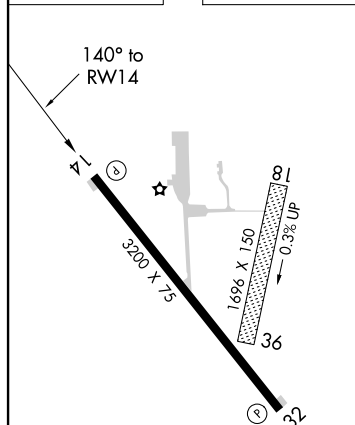
JEFFERSON MUNI (EFW)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3100 direct PELEA and hold.
<p>NA Circling NA to Rwy 18 and 36. Rwy 14 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA.</p>	

PRO AWOS-3 118.0	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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ELEV 1047	TDZE 1043
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MIRL Rwy 14-32 0
REIL Rwy 14 and 32 0

4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 28).		3100	PELEA
TEZOB		SUGDY		RW14	
6000 3100		2800			
GP 3.00° TCH 40		2800			
		6 NM		5.4 NM	
CATEGORY	A	B	C	D	
LPV DA	1330-1	287 (300-1)	NA	NA	
LNAV/VNAV DA	1659-1¾	616 (700-1¾)	NA	NA	
LNAV MDA	1600-1	557 (600-1)	NA	NA	
CIRCLING	1600-1 553 (600-1)	1660-1 613 (700-1)	NA	NA	

AUTOMATED AL-5337 RNAV (GPS) RWY 14

NC-3
24 JUN 2021
COMPILER: CG
REVIEWER:
DBL CHKR:
EFF DATE: FIG

JEFFERSON, IOWA

Amdt 1 FIG

42°01'N-94°21'W

JEFFERSON MUNI (EFW)

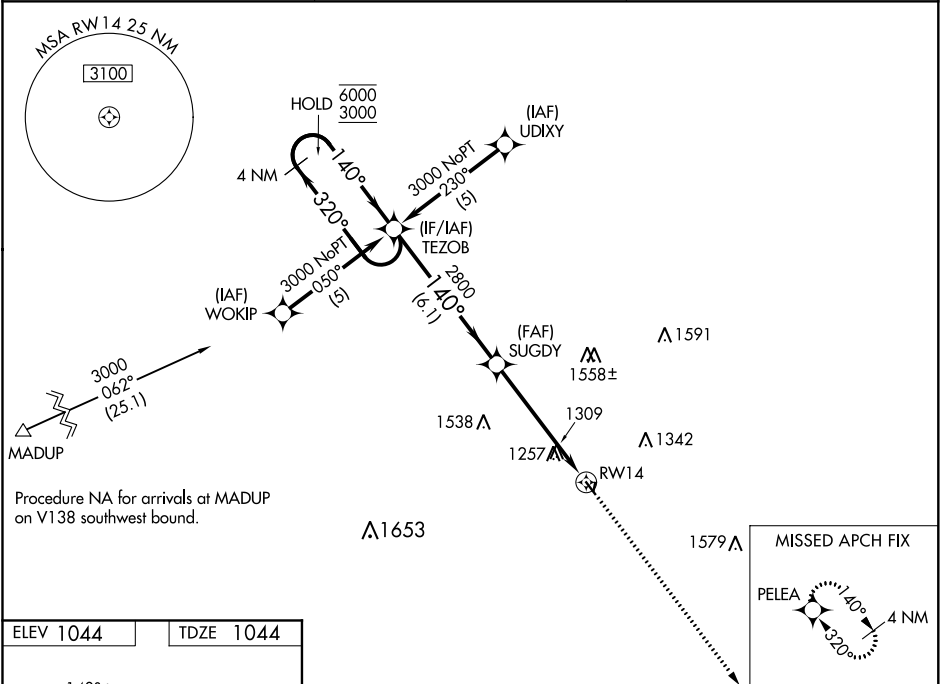
RNAV (GPS) RWY 14

WAAS CH 40219 W14A	APP CRS 140°	Rwy Idg 3200 TDZE 1044 Apt Elev 1044
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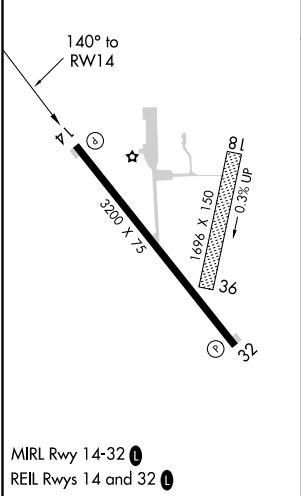
RNAV (GPS) RWY 14
JEFFERSON MUNI (EFW)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct PELEA and hold.
Procedure NA at night. Rwy 14 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA. Use Perry altimeter setting.	

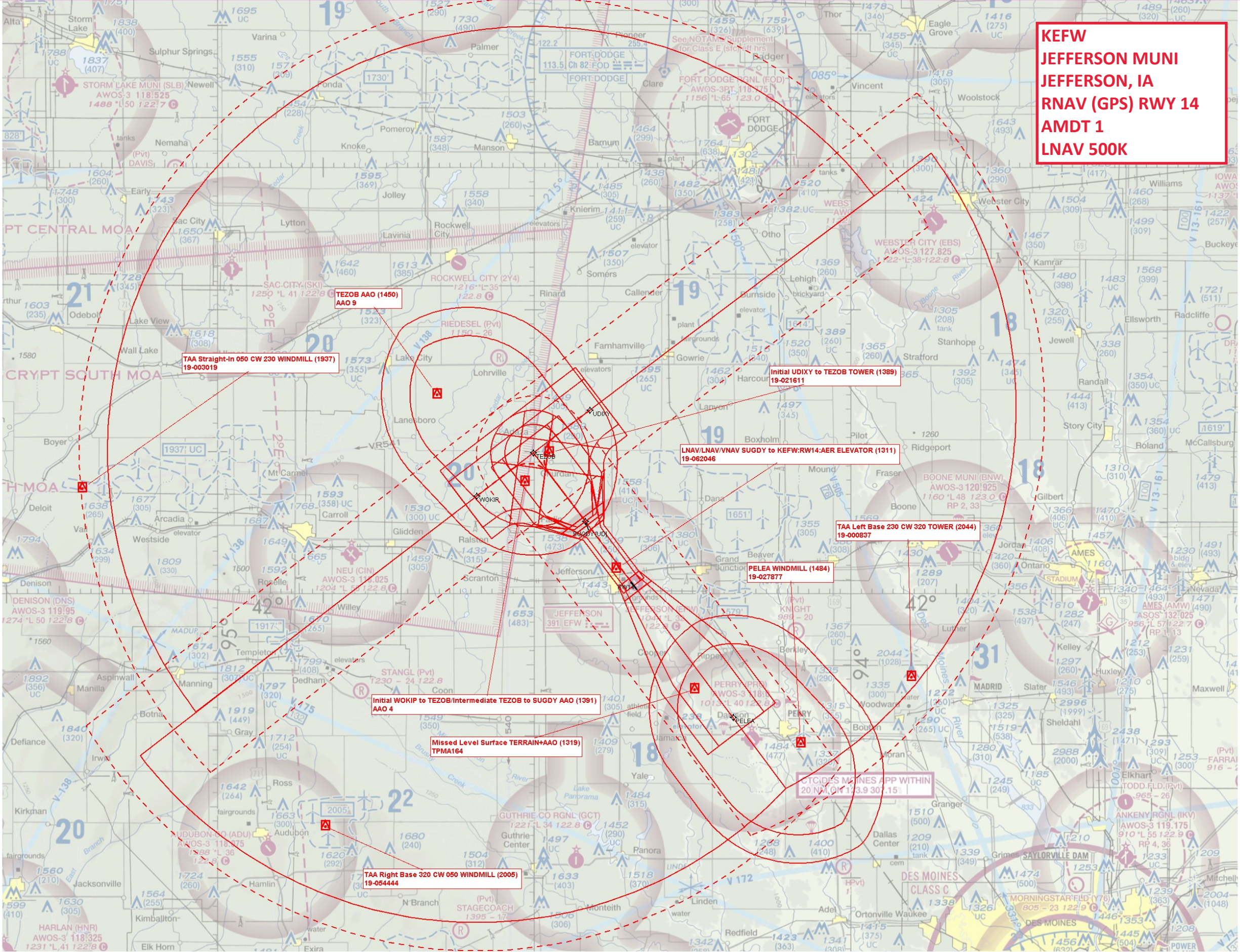
PRO AWOS-3 118.0	MINNEAPOLIS CENTER 134.0 288.3	UNICOM 122.8 (CTAF) 0
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ELEV 1044	TDZE 1044
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 28).				3000	PELEA
4 NM Holding Pattern				↑	✧
TEZOB				SUGDY	
6000 ← 320° 3000 ← 140°				2800	
GP 3.00° TCH 40				RW14	
				6.1 NM	5.3 NM
CATEGORY	A	B	C	D	
LPV DA	1330-1	286 (300-1)	NA		
LNAV/VNAV DA	1907-3	863 (900-3)	NA		
LNAV MDA	1780-1	736 (800-1)	NA		
CIRCLING	1780-1 736 (800-1)	1820-1¼ 776 (800-1¼)	NA		



KEFW
JEFFERSON MUNI
JEFFERSON, IA
RNAV (GPS) RWY 14
AMDT 1
LNAV 500K

TAA Straight-In 050 CW 230 WINDMILL (1937)
19-003019

TEZOB AAO (1450)
AAO 9

Initial UDIXY to TEZOB TOWER (1389)
19-021611

LNAV/LNAV/VNAV SUGDY to KEFW:RW14:AER ELEVATOR (1311)
19-062046

TAA Left Base 230 CW 320 TOWER (2044)
19-000837

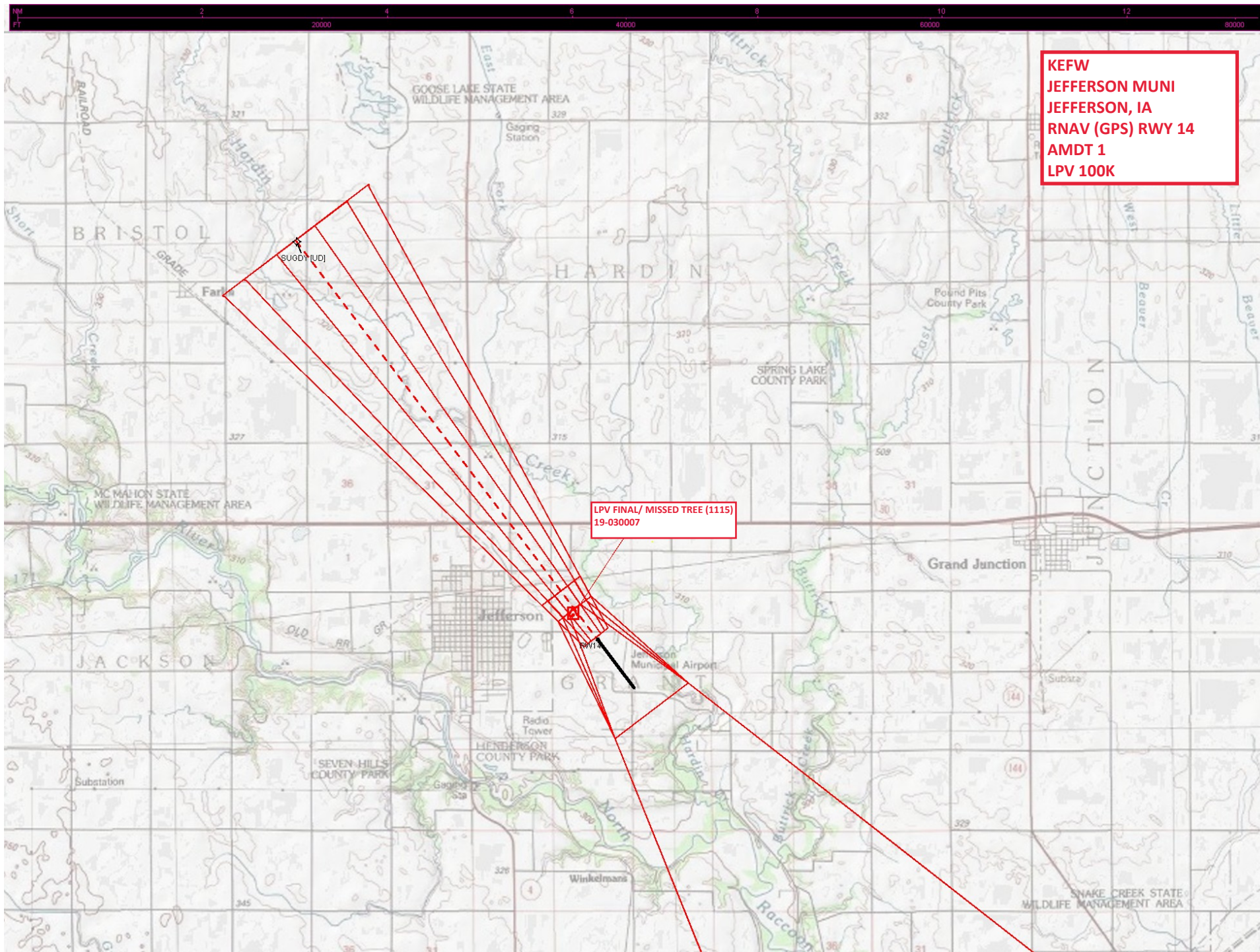
PELEA WINDMILL (1484)
19-027877

Initial WOKIP to TEZOB/Intermediate TEZOB to SUGDY AAO (1391)
AAO 4

Missed Level Surface TERRAIN+AAO (1319)
TPMA164

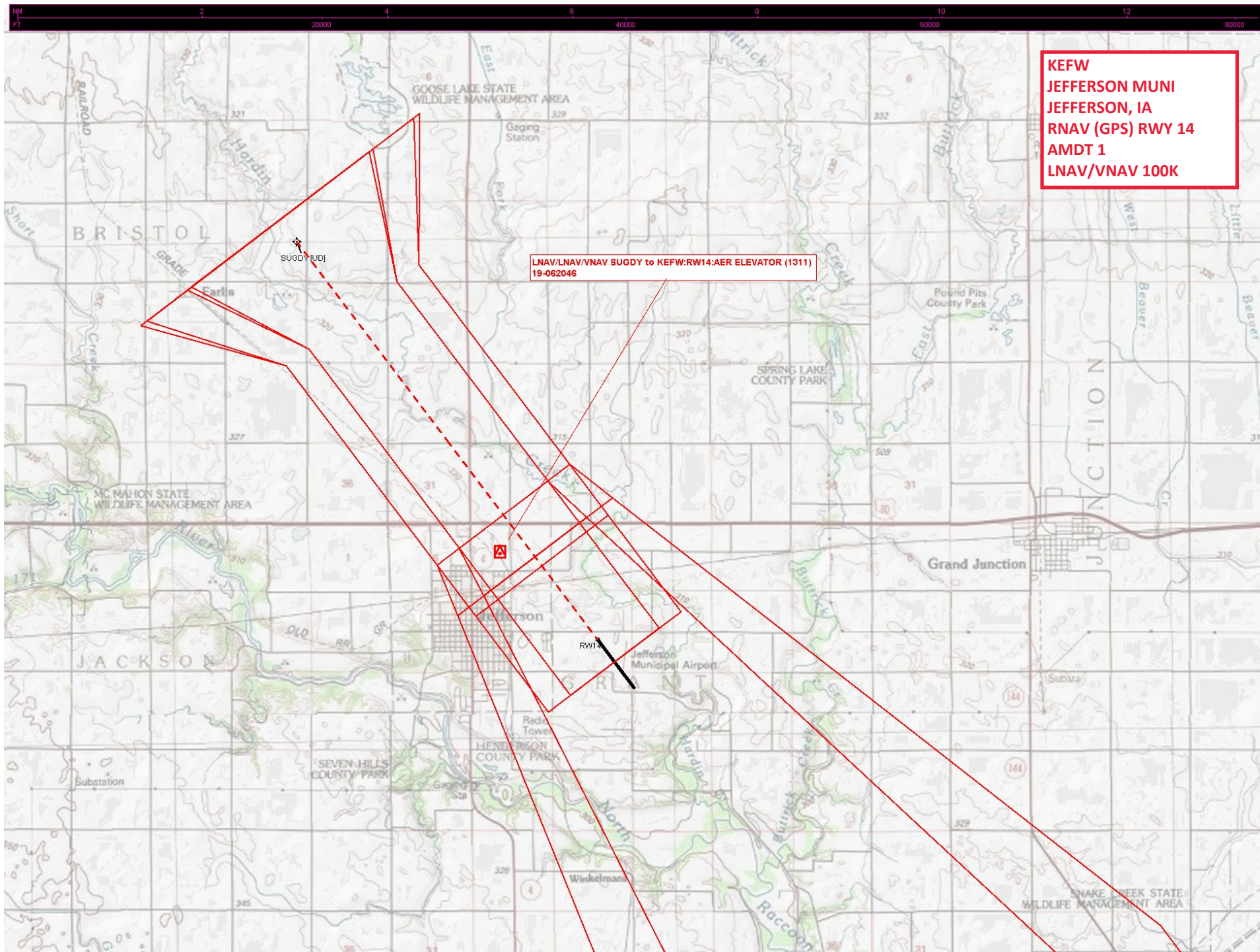
TAA Right Base 320 CW 050 WINDMILL (2005)
19-054444

CTCIDE'S MAINES APP WITHIN
20 NM OF 13.9 30.15



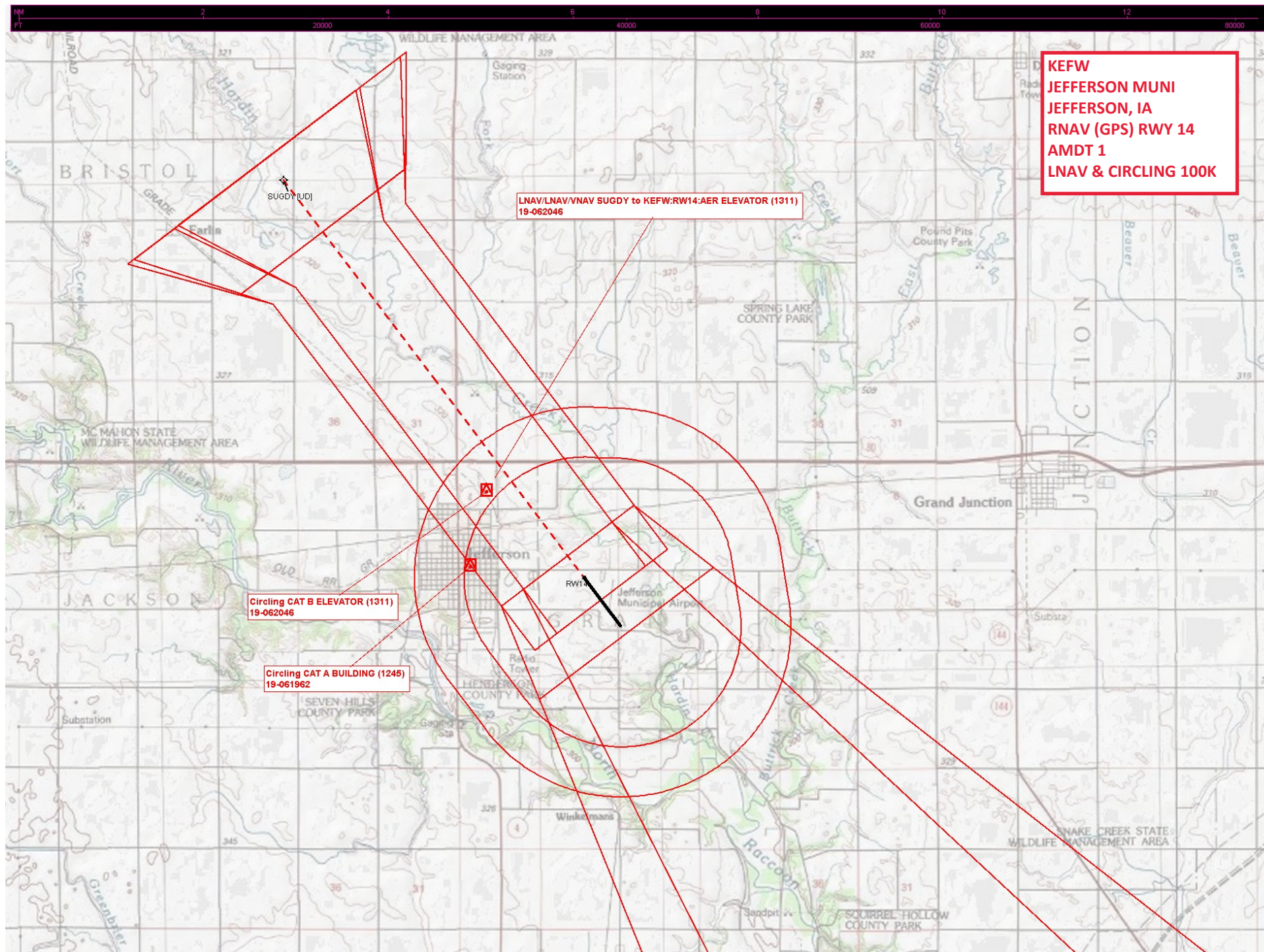
KEFW
JEFFERSON MUNI
JEFFERSON, IA
RNAV (GPS) RWY 14
AMDT 1
LPV 100K

LPV FINAL/ MISSED TREE (1115)
19-030007



KEFW
JEFFERSON MUNI
JEFFERSON, IA
RNAV (GPS) RWY 14
AMDT 1
LNAV/VNAV 100K

LNAV/LNAV/VNAV SUGDY to KEFW:RW14:AER ELEVATOR (1311)
19-062046



**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CENTRAL REGION
FINDING OF NO SIGNIFICANT IMPACT/RECORD OF DECISION**

**JEFFERSON MUNICIPAL AIRPORT
JEFFERSON, IOWA**

PURPOSE AND NEED:

The purpose of the Proposed Action is to acquire land, remove obstructions and build capital improvement projects as described below under Proposed Action.

The need for the land, obstruction removal, and capital improvement projects is to safely provide for the existing and future aviation needs of the City of Jefferson and the surrounding communities per minimum standards for safe and efficient aircraft operations as described in *FAA Advisory Circular 150/5300-13, Airport Design*. The requirements to be satisfied are more specifically described below under Proposed Action.

PROPOSED ACTION:

The proposed federal action is environmental approval for the following improvements, as shown on the February 4, 2010, conditionally approved ALP and as described in detail in the Environmental Assessment (EA).

1. Acquisition of 110.2 acres of land in fee title or easement
2. Realignment of 243rd Street so as to provide a 15 foot vertical separation between airport imaginary surfaces associated with the primary runway (Runway 14-32) as well as accommodating the 900 foot paved runway extension to Runway 32; relocate power line
3. Removing or modifying object penetrations to FAR Part 77 surfaces as needed
4. Construct a 900 foot paved extension to Runway 32, providing an ultimate length of 4,000 feet to the primary runway (Runway 14/32) to accommodate ARC B-II aircraft
5. Relocate Precision Approach Path Indicator light (PAPI) units for Runway 32
6. Relocate Runway End Identifier Light (REIL) units and threshold lights on Runway 14 at the time of the extension
7. Installation of Medium Intensity Runway Lights (MIRL) on Runway 14/32
8. Installation of Automated Weather Observing System (AWOS)

9. Construct a 797 foot turf extension to Runway 18/36 to an ultimate length of 3,000 feet

ALTERNATIVES CONSIDERED:

The following alternatives were considered:

- ➔ No Action Alternative: Not to acquire land and build capital projects
- ➔ Build Alternative: Acquire land and build capital projects as described under Proposed Action
- ➔ Reasonable Alternative #1: Service from other area airports
- ➔ Reasonable Alternative #2: Other modes of transportation

The no action alternative does not meet the project purpose and need; however, in addition to being a Council on Environmental Quality/National Environmental Policy Act (CEQ/NEPA) requirement, it does serve as a baseline for a comparison of impacts to the preferred alternative and is therefore retained for analysis.

The Preferred Alternative is to acquire land and build capital projects as described under Proposed Action and as shown on the approved ALP to meet minimum FAA airport design standards. This alternative was selected as the Proposed Action because this alternative best meets the purpose and need, is feasible, and results in minimal environmental impacts.

Reasonable Alternative #1 of providing service from other area airports was eliminated from further consideration because it does not meet the stated purpose and need.

Reasonable Alternative #2 of using other modes of transportation was eliminated from further consideration because it does not meet the stated purpose and need. Highway and transit vehicles do not provide equivalent service. Rail transportation moves through Jefferson, but does not stop there.

ASSESSMENT:

The attached EA addressed the applicable environmental impact areas in accordance with Federal Aviation Administration (FAA) Orders 1050.1 and 5050.4 and analyzed the potential for significant impacts. The attached EA and any correspondence were reviewed by the FAA to determine whether each of the impact categories exceeded an established threshold of significance. The sponsor's proposed action will not significantly affect environmental resources as discussed and analyzed in the attached EA's Environmental Consequences section, which contains detailed discussions and analyses of all impact categories. Statements of consistency with community planning from state and local governments are highlighted in the attached EA.

MITIGATION MEASURES:

Conceptual mitigation measures that are part of the sponsor's preferred alternative are discussed in the attached EA's Mitigation section, which explains why the preferred alternative will not cause significant environmental impacts. If the sponsor undertakes the project, the sponsor must complete the mitigation measures as described in the attached EA and as summarized in the following text:

Compatible Land Use:

Agricultural activities will be reduced which will reduce the attractiveness of the area to wildlife making airport operations safer. A compatible land use letter is in the Appendix on Page B-6.

Construction Impacts: Best management practices must be used to mitigate any potential construction impacts to air quality. Construction and/or operating permits for portable equipment and processing plants must be obtained. Precautions must also be taken to ensure that state requirements on open burning and fugitive dust, 567 Iowa Administrative Code Ch. 23.2 and 23.3 (2) "c", respectively, are followed.

Temporary environmental impacts may occur as a result of construction activities. Best Management Practices (BMPs) must be used to minimize impacts. Recommendations established in FAA Advisory Circular 150/5370-10, Standards for Specifying Construction of Airports, Item P-156, Temporary Air and Water Pollution, Soil Erosion and Siltation Control must be incorporated in project design specifications, as well as the mitigation measures described in the attached EA. The mitigation measures are cited on Pages 4-9 and 4-10 of the EA.

Energy Supply, Natural Resources, and Sustainable Design: No significant impacts to the local energy supply or natural resource consumption is anticipated. No mitigation measures are necessary.

Federally-Listed Endangered Species: Lists of protected species of flora and fauna were analyzed. Surveys were conducted in conjunction with wetland delineation. No applicable habitat or species were found.

Farmlands: The total score on Form AD-1006, Farmland Conversion Impact Rating, is 144 which falls below the 160 threshold requiring further consideration of alternatives that would avoid this loss. Best management practices must be used to preserve and mitigate any potential impacts to farmlands. Mitigation recommended by the Natural Resources Conservation Service (NRCS) must be employed. The NRCS local field office must be contacted to correct any conservation practices damaged during construction activities and to ensure that Code 342 Critical Area

Practice for seeding is enacted on all disturbed areas to meet establish permanent vegetation and to control erosion.

Excess topsoil not used for the airport must be made available to the former land owner or other landowners whose land will be purchased for the proposed actions per Iowa code 314.23 to compensate for prime farmlands.

Historic, Architectural, Archeological or Cultural Resources:

A “No Historic Properties Affected” finding was issued by FAA. If construction work uncovers buried archeological materials, work must cease in the area of discovery, and the Iowa State Historic Preservation Office (SHPO) and the FAA must be notified immediately.

Social Impacts:

The proposed development includes the acquisition of approximately 110.2 acres of land and aviation easements, which does not include any residences or businesses. The acquisition of land is required to conform with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (URARPAPA).

The construction contractor must employ best management practices (BMPs) to restrict children from the construction site, which may include the posting of signs around the construction site, prohibiting access, fencing, warnings posted around areas of open excavation, and site policing.

Water Quality: Best management practices must be utilized to minimize impacts to water quality during construction. Since construction activities will disturb more than 1 acre, a National Pollutant Discharge Elimination System (NPDES) permit must be obtained prior to construction. The airport sponsor and/or their contractor must apply to the Iowa Department of Natural Resources (IDNR) for the storm water discharge permit.

The IDNR has also developed guidance to minimize impacts within watersheds. Within the design and construction phase, reference must be made to the *Iowa Stormwater Management Manual* and *Iowa Construction Site Erosion Control Manual*. Reference must also be made to Chapter 7, Erosion and Sediment Control-Statewide Urban Design and Specifications (SUDAS) Manual.

APPROVING FAA OFFICIAL'S STATEMENT OF ENVIRONMENTAL FINDING:

I have carefully and thoroughly considered the facts contained in the attached EA. Based on that information, I find the proposed Federal action is consistent with existing national environmental policies and objectives of Section 101(a) of the National Environmental Policy Act of 1969 (NEPA). I also find the proposed Federal action with the required mitigation referenced above will not significantly affect the quality of the human environment or include any condition requiring any consultation pursuant to section 102(2)(C) of NEPA. As a result, FAA will not prepare an EIS for this action.

DECISION AND ORDER:

This decision constitutes the Federal approval for the actions identified above and any subsequent actions approving a grant of Federal funds for the project. This decision document is an order subject to the exclusive judicial review under 49 USC 46110 by the U.S. Circuit Court of Appeals for the circuit in which the person contesting the decision lives or has a principal place of business.

APPROVED:



Manager, FAA Airports Division

3/22/11

Date

DISAPPROVED:

Manager, FAA Airports Division

Date

Environmental Assessment For Airport Improvements

Jefferson Municipal Airport
(Sections 9, 10, 15, and 16, T83N, R30W)
Grant Township
Greene County, Iowa

Jefferson Airport Commission
City of Jefferson
220 N. Chestnut Street
Jefferson, Iowa 50129

November 2010

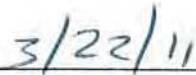
Prepared by
Snyder & Associates, Inc.
2727 SW Snyder Blvd.
Ankeny, Iowa 50023

The responsible FAA official must independently evaluate and determine the adequacy of the EA. The official must take responsibility for the document's scope and content (40 CFR 1506.5).

This Environmental Assessment becomes a Federal document when evaluated, signed, and dated by the responsible FAA official.



Responsible FAA Official



Date