

F FAYETTEVILLE
MUNICIPAL
AIRPORT/
DRAKE FIELD
MASTER PLAN
UPDATE.

F ENVIRONMENTAL
REVIEW

Environmental Review

Introduction

An environmental review provides an inventory of existing natural and manmade conditions and analyzes the potential environmental effects that may be of concern with the proposed development recommended in this Airport Master Plan Update. The impacts are generalized in a non-quantified fashion and the likely environmental processing is also identified.

Alternatives involving the future configuration of Fayetteville Municipal Airport/Drake Field have been reviewed in previous chapters. The major development proposed for the Airport that may have an environmental effect include:

- Relocation of approximately 2,500 linear feet of U.S. Highway 71.
- Relocation of Ernest Lancaster Drive.
- Completion of Taxiway G from Taxiway E to the Runway 34 threshold.
- 1,000-foot extension of Runway 16/34 to the south.
- Extension of both east and west side parallel taxiways 1,000 feet to the south, in conjunction with the runway extension.
- Relocation of localizer antenna, in conjunction with the runway extension to the south.
- Additional aviation development (e.g., hangars, aprons, support facilities, and roadways) within existing airport property.
- Acquisition of approximately 39 acres of additional property accommodating future airport development.

Existing Conditions

The climate of Fayetteville, Arkansas is represented by relatively warm summers and mild winters. While mainly having a continental climate, warm, humid, maritime air

from the Gulf of Mexico frequently covers the area. The average annual temperature is 57.5° F and average annual relative humidity is 55%. Average maximum temperature is 67.9° F and the average minimum temperature is 46.9° F. Annual precipitation averages 46.0 inches, including an approximate average of eight to nine inches of annual snowfall, and is fairly well distributed throughout the year.

Washington County is located on the western edge of the Eastern Deciduous Forest in northwest Arkansas. This is an area of rolling hills, rivers, creeks, springs, and lakes. Vegetation in the area is mostly prairie and pasture grasses, used primarily for agricultural purposes, with oak-hickory and pine forest types on the slopes and mountains. The most abundant tree species includes various oaks, hickories, sweetgum, shortleaf Pine, black locust, black walnut, ashes, and dogwood. Stream bottoms are home to species requiring more moisture, like sycamores, silver maple, willows, and cottonwoods. Pastures are mostly converted from native to introduced grass species, usually tall fescue or bermuda grass

The area is home to diverse wildlife species typically found in rural non-urban settings. The species range from big game species like white-tailed deer and black bear to smaller fur bearing animals like squirrels, cottontail rabbits, and fox. Other wildlife found in the region includes coyote, wild turkey, raccoon, bobcat, and mink. Bird species inhabiting the area are wrens, thrushes, woodpeckers, robins, dove, hawks, owls, and cardinals. Aquatic species observed in the region include catfish, bass, sunfish, darters, carp, and bullheads.

The soils of the more densely developed areas on the Airport are classified as Taloka silt loam (0 to 1% slopes) and Leaf silt loam. Within the area of the *West Fork White River*, soils are classified as Cleora fine sandy loam and Razort loam. The Taloka and Leaf silt loams are very deep, somewhat poorly to poorly drained soils on low terraces that formed in loamy sediments underlain by clayey alluvium. Permeability is very slow and available water capacity is medium to high. The Cleora fine sandy loam and Razort loam soils are very deep, well drained soils on stream terraces or floodplains of major streams and tributaries. They formed in loamy alluvium derived from parent material on surrounding uplands. Permeability is moderate and available water capacity is high. Flooding is occasional for brief to long periods during the winter and spring on the Cleora soils.

The U.S. Environmental Protection Agency (EPA) has established National Ambient Air Quality Standards (NAAQS) for six criteria air pollutants: carbon monoxide (CO), ozone (O₃), particulate matter (PM₁₀), sulfur dioxide (SO₂), nitrogen oxide (NO_x), and lead (Pb). Washington County is currently classified as an attainment area for all pollution standards. Attainment areas are defined as regions where air pollution levels have not persistently exceeded the National Ambient Air Quality Standards (NAAQS).

The most significant water resource within the vicinity of Fayetteville Municipal Airport/Drake Field is the *West Fork White River*, which is located in the southeast and east parts of airport property. *Ward's Slough*, a tributary of the *West Fork White River*, drains from west to east across the southern half of the Airport, to a confluence with the river. Other tributaries of the river are plentiful within the surrounding area of the Airport.

A wetlands determination and delineation were recently completed for airport property. The southern and eastern portions of the Airport contain various jurisdictional wetlands. Additionally, the 100-year floodplain associated primarily with *Ward's Slough* and the *West Fork White River* covers the majority of the south and east sections of the Airport.

In 1990, the City of Fayetteville had a population of 42,099 that grew to approximately 58,047 in 2000, according to U.S. Census data. Between 1990 and 2000, the population of Washington County increased from 113,409 to 157,715. Additionally, the population of the Fayetteville-Springdale-Rogers Metropolitan Statistical Area (MSA) grew from 113,409 in 1990 to 311,121 in 2000. According to the 2000 Census, there were approximately 23,798 households in the City of Fayetteville, with an average of 2.21 persons per household. Housing units within Fayetteville totaled approximately 25,467, with a vacancy rate of 2.7%. Total households within Washington County amounted to approximately 60,151, averaging 2.52 persons per household. The Washington County total housing units were 64,330, with a vacancy rate of 2.5%.

Fayetteville Municipal Airport/Drake Field is contained within the Fayetteville City Limits. The City of Greenland is located directly adjacent to the western boundary of the Airport. The majority of the area east and south of the Airport is outside of any city limits. Because Washington County does not have zoning authority, the land outside the city limits of Fayetteville and Greenland is not controlled by land use zoning.

Airport property is zoned Light Industrial, according to the City of Fayetteville zoning map. This zoning category is also applied to scattered properties north of the Airport adjacent to U.S. Highway 71. Residential zoning dominates the property located northeast and northwest of the Airport. Some properties of land located north of the Airport, adjacent to U.S. Highway 71, are zoned Thoroughfare Commercial.

Agricultural/open is the dominant land use of property located east, south, and west of the Airport. Many rural residential structures are located throughout this area, but no concentrated developments occur. Concentrated residential developments are located west of the Airport within the City of Greenland and north of the Airport. Industrial development occurs adjacent to U.S. Highway 71 and the Arkansas-Missouri Railroad to the north of the Airport. Commercial development is scattered along U.S. Highway 71 west of the Airport. Public land use, associated with Greenland Public Schools and city

parks, is located directly west of the approach end of Runway 34, and west of U.S. Highway 71 at the north end of the residential development. The nearest landfill is located south of Tontitown, roughly 9.5 miles northwest of the Airport.

According to the *Fayetteville Future Land Use Plan, General Plan 2020*, which is the adopted future land use plan for guiding development of land within the City of Fayetteville and into unincorporated land that has, or will have, an impact on the City, the vast majority of land surrounding the Airport is designated for Residential use. This includes the area directly east of the Airport, which is outside the Fayetteville City Limits, but is within the planning area. The Airport is designated Industrial, as is land north of the Airport on both the east and west sides of U.S. Highway 71. The plan designates Mixed Use areas north of the Airport, east of U.S. Highway 71. Commercial land use is designated east of School Avenue beyond the intersection with U.S. Highway 71.

Surface transportation corridors located in the vicinity of Fayetteville Municipal Airport/Drake Field include U.S. Highway 71, Interstate 540 (I-540), U.S. Highway 62, State Highway 265, and the Arkansas-Missouri Railroad. U.S. Highway 71 is situated directly west of the Airport and provides the major entryways into the Airport. I-540, located approximately one mile west of the Airport, is the principal north-south transportation corridor in northwest Arkansas. It connects the Fayetteville-Springdale-Bentonville MSA with I-40 to the south. U.S. Highway 62 intersects with I-540 about four miles northwest of the Airport. This highway is a secondary highway traversing northwest Arkansas in a general southwest-northeast direction. State Highway 265 is a general north-south highway intersecting I-540 roughly two miles northwest of the Airport. The Arkansas-Missouri Railroad is located west of the Airport, west of U.S. Highway 71.

Potential Impacts

Noise Analysis

Noise is generally defined as unwanted sound and, as such, the determination of acceptable levels is subjective. The day-night sound level (DNL) methodology is used to determine both the noise levels resulting from existing conditions and the potential noise levels that could be expected to occur in the future. DNL methodology is a 24-hour, time-weighted energy average noise level based on the “A” weighted decibel (“A” weighted refers to the sound scale pertaining to the human ear). It is a measure of the overall noise experienced during an entire day. Time-weighted refers to the fact that noise that occurs during certain sensitive time periods is penalized. With DNL, noise occurring between the hours of 10 p.m. to 7 a.m. is penalized by ten dB(A) in an attempt

to account for the higher sensitivity to noise during nighttime hours and the expected decrease in background noise levels.

DNL noise levels are usually depicted as grid cells or noise contours. Grid cells are squares of land of a specific size that are entirely characterized by a noise level. Noise contours are interpolations of noise levels based on the center of a grid cell and drawn to connect all points of similar level. Noise contours appear similar to topographical contours and form concentric “footprints” about a noise source. These footprints of DNL noise contours drawn around an airport are used to predict community response to the noise from aircraft using that airport.

The main advantage of the DNL methodology is that it provides a common measure for a variety of differing noise environments. The same DNL level can describe both an area with very few high level noise events and an area with many low level events. DNL is thus constructed because it has been found that the total noise energy in an area predicts community response. It must be remembered that the DNL noise contours do not delineate areas that are either free from excessive noise or areas that will be subjected to excessive noise. In other words, it cannot be expected that a person living on one side of a DNL noise contour will have a markedly different reaction than a person living nearby, but on the other side of the noise contour. What can be expected is that the general aggregate community response to noise within the 65 DNL noise contour, for example, will be less than the public response from the 70 DNL noise contour, and even less still than the response from within the 75 DNL noise contour.

The DNL noise contours were generated using a computer program called the Integrated Noise Model (INM) Version 6.2, which was developed by the Federal Aviation Administration specifically for modeling the noise environment at airports. The INM program requires the input of the physical and operational characteristics of an airport. Physical characteristics include runway end coordinates, displaced thresholds, airport altitude, and temperature. Operational characteristics include aircraft mix, runway utilization, and flight tracks. Optional data that can be incorporated in the model include approach and departure profiles, approach and departure procedures, and aircraft noise curves.

Using the existing and forecast aircraft operation numbers presented earlier, two sets of noise contours have been generated, including an existing (2005) set and a 20-year planning period (2025) set. The aircraft operations were sufficient to generate the 65, 70, and 75 DNL noise contours. An illustration and description of the potential impacts to the surrounding land uses for each set of noise contours are presented below.

Existing Noise. The existing noise contours and their associated impact on the surrounding land uses are illustrated in the following figure entitled *EXISTING (2005) NOISE CONTOURS WITH GENERALIZED EXISTING LAND USE*.

The existing 75 and 70 DNL noise contours remain on airport property, with the exception of a small piece of the 70 DNL extending over U.S. Highway 71, just west of Runway 16. There are approximately 69 acres contained within the existing 75 DNL noise contour, and the existing 70 DNL noise contour encompasses some 126 acres.

The existing 65 DNL noise contour contains roughly 253 acres and extends beyond existing airport property to the west and north of the approach end of Runway 16, and south of the approach end of Runway 34. To the south, the land encompassed by the noise contour is currently not developed. To the west and north of the Airport, the land uses within the noise contour are open, commercial, and industrial. There are no noise sensitive land uses contained within the existing 65 DNL noise contour.

Future Noise. The future 2025 noise contours and the potential impacts to surrounding existing land use are presented on the following figure entitled *FUTURE (2025) NOISE CONTOURS WITH GENERALIZED EXISTING LAND USE*. The future 75 DNL noise contour, containing roughly 92 acres, does not extend beyond the existing airport boundary. Encompassing some 165 acres, the future 70 DNL noise contour extends slightly beyond airport property to the west of the approach end of Runway 16, into open and commercial land uses.

There are approximately 365 acres within the future 65 DNL noise contour, and it extends beyond airport property to the north, west, and south. Industrial and commercial are the predominant land uses into which the future 65 DNL noise contour encompasses to the north. To the south of the Airport, undeveloped open land is the dominant land use type, but does include two rural residential structures. West of the Airport, commercial land uses are contained by the future 65 DNL noise contour. Additionally, a small piece of public land, owned by Greenland Public Schools, is encompassed by the noise contour, as is one school building.

Compatible Land Use

Establishing land use compatibility within airport environs is the responsibility of local authorities, but should be based on a recognized standard. The Federal Aviation Regulations (FAR) Part 150 *Land Use Compatibility Guidelines* are the acknowledged standards by the federal government regarding aircraft generated noise at airports. The following illustration, entitled *FAR PART 150 LAND USE COMPATIBILITY GUIDELINES*, indicates those land uses that are compatible within certain DNL noise contours. It identifies land uses as being compatible, incompatible, or compatible if sound

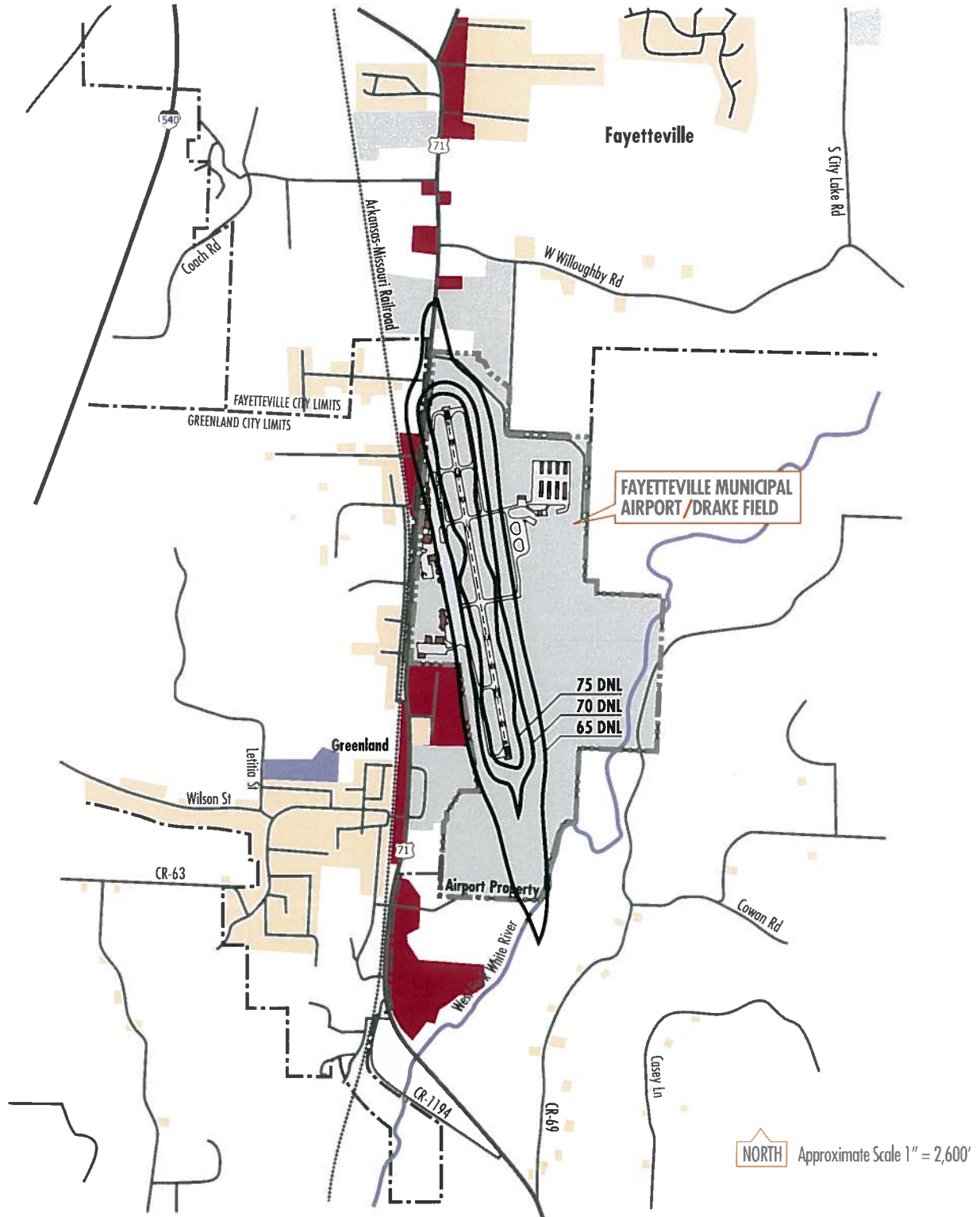


Figure F1 **Existing (2005) Noise Contours
 With Generalized Existing Land Use**

 Residential	 Agriculture/Open
 Commercial	 Public
 Industrial	

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Base Map Source: Microsoft Street & Trips 2005

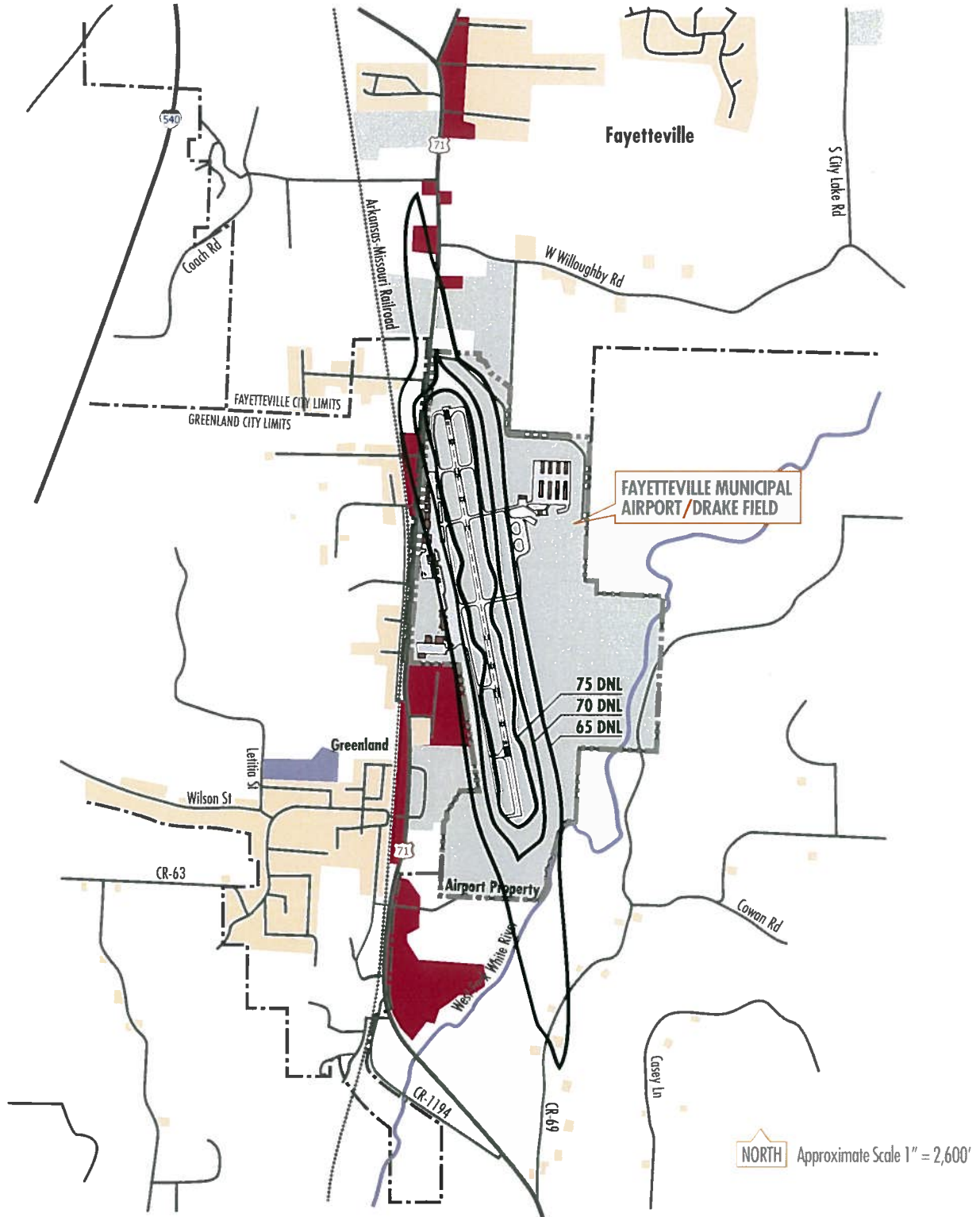


Figure F2 **Future (2025) Noise Contours
 With Generalized Existing Land Use**

- Residential
- Commercial
- Industrial
- Agriculture/Open
- Public

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LAND USE	YEARLY DAY-NIGHT NOISE LEVEL (DNL) IN DECIBELS					
	BELOW 65	65-70	70-75	75-80	80-85	OVER 85
RESIDENTIAL						
Residential, other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
PUBLIC USE						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums and concert halls	Y	25	30	N	N	N
Governmental services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
COMMERCIAL USE						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail-building materials, hardware and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade-general	Y	Y	25	30	N	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
MANUFACTURING AND PRODUCTION						
Manufacturing, general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing resource production and extraction	Y	Y	Y	Y	Y	Y
RECREATIONAL						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N	N	N
Golf courses, riding stables and water recreation	Y	Y	25	30	N	N

Numbers in parentheses refer to NOTES.

The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, State or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under Part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

TABLE KEY

SLUCM	Standard Land Use Coding Manual.
Y(Yes)	Land Use and related structures compatible without restrictions.
N(No)	Land Use and related structures are not compatible and should be prohibited.
NLR	Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.
25, 30 or 35	Land Use and related structures generally compatible; measures to achieve NLR of 25, 30 or 35 dB must be incorporated into design and construction of structure.

NOTES

- (1) Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB to 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10 or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.
- (2) Measures to achieve NLR of 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
- (3) Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
- (4) Measures to achieve NLR of 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
- (5) Land use compatible provided that special sound reinforcement systems are installed.
- (6) Residential buildings require an NLR of 25.
- (7) Residential buildings require an NLR of 30.
- (8) Residential buildings not permitted.

Figure F3 FAR Part 150 Land Use Compatibility Guidelines

attenuated. As can be seen, these guidelines indicate that the 65 DNL noise contour is the threshold noise level for defining incompatible land uses.

Farmland

Prime farmlands are soils that are best suited for food, feed, forage, fiber, and oilseed crops and, as such, are of major importance in meeting the nation's short- and long-range needs for food and fiber. According to the Washington County Soil Survey, Taloka silt loams are considered prime farmland if protected from flooding or not frequently flooded during the growing season, and Leaf silt loams are classified as a farmland of statewide importance. These two soil types encompass approximately 38% of existing airport property. The Cleora fine sandy loams, comprising approximately 26% of existing airport property, are classified as prime farmland if protected from flooding or not frequently flooded during the growing season. Razort loams are considered prime farmland and comprise roughly 13% of existing airport property. The Natural Resources Conservation Service confirms that the development areas at the Airport are located on soils listed as prime and unique farmland (see letter from the Natural Resources Conservation Service in Appendix Three). As such, a Farmland Conversion Impact Rating form (NRCS-CPA-1006) should be completed prior to project development within these areas.

Air Quality

As stated previously, Washington County is classified as an attainment area for all pollution standards. The Air Division of the Arkansas Department of Environmental Quality has reviewed the proposed future airport development and does not anticipate that the airport development projects will threaten the NAAQS (see letter from the Air Division of the Arkansas Department of Environmental Quality in Appendix Three). However, this agency also indicates that, prior to a determination of the acceptability of airport expansion projects, a review of the impact upon ambient air quality due to the increased vehicular and aviation traffic will be required.

Short-term air quality construction impacts result from heavy equipment pollutant emissions, fugitive dust during the movement of earth for cut and fill, any open burning that may occur at the Airport, and the operation of concrete batch plants. Contractors will be required to comply with all local, state, and federal air quality statutes and regulations, especially the procedures contained in the FAA's Advisory Circular (AC) 150/5370-10A, *Standards for Specifying Construction of Airports*, which is the FAA guidance to airport sponsors concerning protection of the environment during construction projects.

Wetlands

Wetlands are basically defined as areas inundated by surface or groundwater with a frequency sufficient to support vegetation or aquatic life requiring saturated or seasonally saturated soil conditions for growth and reproduction. In 1994, the U.S. Army Corps of Engineers conducted a site visit and determined there were approximately 31.5 acres of wetlands within airport property (see 1994 letter from the U.S. Army Corps of Engineers in Appendix Three). Recent phone conversations with the Corps indicate that another site visit is planned to determine the possibility of jurisdictional wetlands and the effect the proposed development might have on the wetlands. If the determination indicates that significant effects to wetlands and waters of the U.S. will occur, then appropriate permits from the Corps will be required prior to project implementation within these areas.

Historical, Architectural, Archaeological, and Cultural Resources

Section 106 of the National Historic Preservation Act requires federal agencies, or their designated representatives, to take into account the effects of their undertakings on historic properties, which include archaeological sites, buildings, structures, objects, or districts. The National Park Service maintains the National Register of Historic Places, a database of identified and documented significant places. The Register indicates there are 108 historically significant places within Washington County, with 55 associated with the City of Fayetteville. Most of the 55 listed properties within Fayetteville are primarily related to the University of Arkansas or the historic areas of older Fayetteville, and are located anywhere from three to five miles north of the Airport. One site has a restricted address, so its location is unknown. Of the remaining 53 listed sites in Washington County, three are located within the airport vicinity. One is a segment of old U.S. Highway 71 near Greenland just south of the Airport, one is a historic barn located approximately two miles west of the Airport, and one is a cemetery located roughly three miles west of the Airport.

After a review of their records, the Arkansas Historic Preservation Program indicates that 13 archeological sites and 2 historic structures are located on, or immediately adjacent to, the Airport (see letter from the Arkansas State Historic Preservation Office in Appendix Three). Three of the archeological sites and one historic structure are not eligible for inclusion in the National Register of Historic Places. One archeological site is known to be eligible for inclusion and should be protected from any ground disturbing activity. The remaining nine archeological sites and the other historic structure have not had a determination made on their eligibility for inclusion in the National Register. If any proposed projects affect these sites, then further investigation is required to assess the sites for inclusion in the National Register of Historic Places. Areas slated for ground disturbing activity that have not been previously surveyed for cultural resources

should be investigated, such as the runway and taxiway extensions, Taxiway G construction, and east side aviation development. Individual assessment of each project is recommended for important cultural resource sites. Should any construction activities expose buried archeological material, work will stop in that area and both the FAA and the Arkansas Historic Preservation Program will be contacted.

Threatened and Endangered Species

Federal agencies are required to insure that any action authorized, funded, or carried out will not likely jeopardize the continued existence of any endangered or threatened species or result in the destruction or adverse modification of habitat of such species, based on the Endangered Species Act as Amended. The U.S. Fish and Wildlife Service states that five endangered species are known to occur in Washington County, including the Gray bat (*Myotis grisescens*), Indiana Bat (*Myotis sodalists*), Ozark Big-eared Bat (*Corynorhinus townsendii ingens*), Benton Cave Crayfish (*Cambarus aculabrum*), and the Missouri Bladderpod (*Lesquerella filiformis*). Additionally, the Arkansas darter (*Etheostoma cragini*) and Neosho Mucket (*Lampsilis refinesqueana*) are candidate species that are known to occur in Washington County (see letter from the U.S. Fish and Wildlife Service in Appendix Three).

Since many of the species are cave-dwellers, if a cave is found within a particular project's boundaries, then work must cease and the U.S. Fish and Wildlife Service must be contacted so a survey can be conducted to determine if the cave contains any listed species. Additionally, the Service indicates that many of the species are sensitive to water contamination, so water runoff from extensive ground disturbance or new pavement may create the need for stormwater control measures.

Prior to implementation, the extent and location of individual project activity should be coordinated with the Service for determination of the potential impacts to threatened and endangered species.

Section 4(f) Property

Section 4(f) of the Department of Transportation Act (recodified at 49 USC, Subtitle I, Section 303) provides that no publicly owned park, recreation area, wildlife or waterfowl refuge, or land of a historic site that is of national, state, or local significance will be used, acquired, or affected by programs or projects requiring federal assistance for implementation. The Arkansas Department of Parks and Tourism has been contacted and indicates there are 12 parks that have received grant monies in Fayetteville and Greenland (see letter from the Arkansas Department of Parks and Tourism in Appendix Three). Of the parks listed, only one appears to be within the vicinity of Fayetteville

Municipal Airport/Drake Field, which is the City of Greenland's Taylor Park. The location of this park, at the intersection of Caldwell and Pearson Streets, is within one-half mile southwest of the existing Runway 34 threshold. However, it is west of U.S. Highway 71, not within an area recommended for land acquisition or airport development, and is outside the 65 DNL noise contour. Therefore, it is not anticipated that the airport development, as recommended by this Master Plan Update, will have any adverse effect to this park, or any other known properties.

Need for Additional Environmental Documentation

According to the *Federal Aviation Administration Order 1050.1E, Environmental Impacts: Policies and Procedures*, an Environmental Assessment (EA) will likely be required for the U.S. Highway 71 relocation, the runway extension, and land acquisition.

Taxiway projects do not normally require an EA unless connected with other projects that might exceed threshold impacts. The provision of additional aviation development (i.e., aprons and hangars) does not normally require an EA. However, before construction of any kind occurs at the Airport, a "coordinated categorical exclusion" will need to be pursued with the appropriate federal, state, and local governmental agencies.