

5.0 Environmental Evaluation

In the last chapter, a preferred airport development plan for the Airport was developed. This plan identified projects for airport improvements to meet anticipated demand throughout the planning period. The elements of the proposed development plan displayed on the Airport Layout Plan (ALP) include the following major projects:

Airside:

- Runway Extensions
- Runway Safety Area Improvements
- Taxiway System Improvements
- General Aviation Redevelopment

Landside:

- Passenger Terminal
- Land Acquisition

5.1 Environmental Evaluation

Any major improvements at the Prescott Municipal Airport require compliance with the National Environmental Policy Act (NEPA) of 1969. Compliance with NEPA is usually satisfied by preparing an Environmental Assessment (EA) or Environmental Impact Statement (EIS). This chapter of the Master Plan is not designed to satisfy NEPA, it provides a preliminary review of environmental factors to be considered in a subsequent environmental analysis such as an EA or EIS. This chapter serves as a compilation of pertinent environmental data relative to the Airport, including physical setting, noise, water resources, ecology, air quality, hazardous materials, and historical and cultural resource categories as defined in FAA Advisory Circular 150/5070-6A, Airport Master Plans, and FAA Order 5050.4B, Airport Environmental Handbook. This Section will review the NEPA environmental categories that would be thoroughly evaluated in an EA or EIS.

5.1.1 Noise Impacts

The Master Plan developed baseline noise contours for the Airport that are presented in Chapter 1 – Baseline Conditions and can be found in Section 1.5.3 and Figure 1.16. A runway extension will modify these noise contours and the follow-on Environmental Analysis should analyze the noise impacts associated with the Phase I projects to be considered for implementation.

In accordance with the compatible land use analysis, the results should look to identify any incompatible land uses in accordance with FAA regulations and guidelines.

5.1.2 Compatible Land Use

The Master Plan process developed a Land Use Plan that is included as an Appendix to this document. The follow-on environmental process should use the information developed in this document to further analyze compatible land use as it relates to the proposed Phase I airport development projects.

This review should also be coordinated with the EA's noise analysis to be used as a guide to determine potential incompatible land uses in the vicinity of the Prescott Municipal Airport.

5.1.3 Social Impacts

The proposed projects will require land acquisition of currently undeveloped property and will not require relocation of homes or businesses, or other associated impacts on the community (any noise impacts are evaluated under that category). Nor will the project adversely or differentially affect any group on the basis of ethnicity or race, income, or age.

Overall the social impacts of the projects are expected to be positive. According to the Master Plan, there will be a Phase I investment of approximately \$53.4 million to implement the projects and that will result directly in employment related to design, construction and construction support.

The projects are anticipated to be funded in part with the FAA Airport Improvement Program (AIP) grants. Since the FAA distributes these grant monies based on a number of factors such as the type of project (with safety standards receiving the highest priority) and type of service (commercial, general aviation), it is anticipated that the projects described here will most likely take place over a number of years as funding becomes available. As a result, any perceived

construction related impacts will be spread over several years rather than being condensed into one or two construction seasons.

The development on the Airport has no known direct off-airport impacts. In addition, there are no known areas of minority and low-income residents in the Airport vicinity. This should be confirmed during the follow-on environmental analysis, but as stated, the principles of environmental justice are not triggered here.

5.1.4 Induced Socioeconomic Impacts

Induced socioeconomic impacts are those impacts that are generally associated with large airport development projects that cause secondary impacts to the communities surrounding the airport. These impacts include:

- Increases in public service demands;
- Shifts in patterns of population movement and growth; and/or
- Changes in business and economic activity to the extent influenced by airport development.

The proposed projects would not significantly change the operational characteristics of the Airport. As such, these projects will not result in a substantial change in local business and economic activity, or public service demands. Although airport activity is anticipated to naturally grow over the next twenty years, the projects are primarily designed to enhance the safety and operational service limitations of the existing facilities.

Due to the nature of the projects, population movement and growth would not be affected. The proposed projects should have no adverse impact on the local and regional labor and housing markets. There is a sufficient supply of local construction laborers to fulfill the demand for construction employees.

The proposed projects would likely induce positive economic impacts for the surrounding communities. Local suppliers will likely see an increase in services and materials related to diesel and gasoline, hardware, food service, and lodging. The airport, with the proposed projects implemented would likely attract additional users and enhance the communities economic base. The socioeconomic impacts associated with the Master Plan projects are expected to be positive.

5.1.5 Air Quality

The U.S. Environmental Protection Agency (EPA) defines ambient air in Code of Federal Regulations 40, Part 50, as “that portion of the atmosphere, external to buildings, to which the general public has access”. In compliance with the 1970 Clean Air Act (CAA) and the 1977 and 1990 Amendments (CAAA), the EPA has promulgated ambient air quality standards and regulations. The National Ambient Air Quality Standards (NAAQS) were enacted for the protection of the public health and welfare, allowing for an adequate margin of safety. To date, the EPA has established NAAQS for six criteria pollutants: carbon monoxide (CO), sulfur dioxide (SO₂), particles with an aerodynamic diameter less than or equal to a nominal 10 micrometers (PM₁₀), ozone (O₃), nitrogen dioxide (NO₂), and lead (Pb).

There are two types of standards: primary and secondary. Primary standards are designed to protect sensitive segments of the population from adverse health effects, with an adequate margin of safety, which may result from exposure to criteria pollutants. Secondary standards are designed to protect human health and welfare and, therefore, in some cases, are more stringent than the primary standards. Human welfare is considered to include the natural environment (vegetation) and the manmade environment (physical structures). Areas that are below the standards are in “attainment,” while those that equal or exceed the standards are in “non-attainment.” All of City of Prescott is an attainment area for the 8-hour ozone standard.

The region surrounding PRC is largely rural and agricultural. There are no obvious air pollution emission sources located in proximity to the Airport with non-point air pollution from automobile and airplane exhaust most likely the main source of air pollution emissions in the area. It is not anticipated that these emissions are of a level that warrants concern.

Given that Prescott Municipal Airport is a general aviation airport with more than 180,000 annual general aviation operations through the forecast period, in accordance with FAA Order 5050.4B, Airport Environmental Handbook (Section 47.e.(5)(c)1a), an air quality assessment for long term impacts is required for proposed projects that will increase these passenger and operations numbers.

5.1.6 Water Quality

Potential water quality impacts associated with airport expansion projects include increased surface runoff among others. Implementation of the Phase I airport improvements will increase impervious surfaces at the Airport increasing both the airside and landside stormwater runoff.

Recommendations in *FAA Advisory Circular 150/5370-10 Standards for Specifying Construction of Airports, Temporary Air and Water Pollution, Soil Erosion, and Siltation Control* should be incorporated in project specifications.

Further, surface and underground water around the Airport are part of the Prescott Active Management Areas (AMA). Surface water in the vicinity includes Bottleneck Wash, to the north parallel to Runway 3L-21R, and Granite Creek to the south. Bottleneck Wash is usually a dry wash collecting water runoff from the hills to the north of the Airport, while Granite Creek has a larger role in the drainage of the area and its flow is partially regulated by Goldwater Reservoirs on Bannon Creek and by Willow Creek and Watson Reservoirs. Due to the limited surface water supply, most of its supply is drawn from deep wells into the Big Chino sub-basin of the Verde Basin. According to the Arizona Department of Water Resources and Prescott AMA, groundwater resources are overdrawn and the City of Prescott is actively engaged in water conservation and monitoring to reach a safe yield in water supply. The City of Prescott has proven the physical availability of up to 11,200 acre-feet per year of groundwater withdrawal within the Prescott AMA has the legal right to import up to 14,000 acre-feet per year from the Big Chino sub-basin.

All applicable regulations, requirements, and procedures should be applied including:

- National Pollution Discharge Elimination System (NPDES) General Permit
- Preparation of a Notice of Intent
- Preparation of a Stormwater Pollution Prevention Plan
- Construction Best Management Practices
- Army Corps of Engineers Permits
- Requirements of the Arizona Department of Environmental Quality

5.1.7 Waters of the U.S. and Wetlands

Surface and underground water around the Airport are part of the Prescott Active Management Areas (AMA). Surface water in the vicinity includes Bottleneck Wash, to the north parallel to Runway 3L-21R, and Granite Creek to the south. Bottleneck Wash is usually a dry wash collecting water runoff from the hills to the north of the Airport, while Granite Creek has a larger role in the drainage of the area and its flow is partially regulated by Goldwater Reservoirs on Bannon Creek and by Willow Creek and Watson Reservoirs. Due to the limited surface water supply, most of its supply is drawn from deep wells into the Big Chino sub-basin of the Verde Basin. According to the Arizona Department of Water Resources and Prescott AMA,

groundwater resources are overdrawn and the City of Prescott is actively engaged in water conservation and monitoring to reach a safe yield in water supply. The City of Prescott has proven the physical availability of up to 11,200 acre-feet per year of groundwater withdrawal within the Prescott AMA has the legal right to import up to 14,000 acre-feet per year from the Big Chino sub-basin.

Granite Creek is listed as an impaired water for dissolved oxygen. Also data shows there may be future concerns regarding E coli and mercury levels. Any future activities near Granite Creek could not contribute to further any pollutants.

The proposed airport development activity may require a Department of the Army permit issued under Section 404 of the Clean Water Act. A Section 404 permit is required for the discharge of dredged or fill material into the “waters of the United States,” including adjacent wetlands. Examples of activities requiring a permit are placing bank protection, temporary or permanent stock-piling of excavated material, grading roads, grading (including vegetative clearing operations) that involves the filling of low areas or leveling of land, constructing wiers or diversion dikes, constructing approach fills, and discharging dredged or fill material as part of any other activity.

Prior to any development activities, the Airport should request a jurisdictional delineation from the Department of the Army Corps of Engineers for the development area including the future proposed airport property. This delineation would identify any waters of the U.S., including wetlands and intermittent streams, under jurisdiction of this agency.

(See Department of the Army agency coordination letter in the Appendix of this Master Plan).

5.1.8 Historic, Architectural, Archaeological, and Cultural Resources

Section 106 of the National Historic Preservation Act of 1966, as amended (Section 106), requires the Federal Aviation Administration (FAA) to evaluate potential effects on properties listed or eligible for listing in the National Register of Historic Places (National Register) prior to an undertaking. An undertaking means a project, activity, or program funded in whole or in part under the direct or indirect jurisdiction of a Federal agency, including, among other things, processes requiring a Federal permit, license, or approval. In this case, the undertaking is the Prescott Municipal Airport Master Plan. Potential effects associated with improvements proposed in this Master Plan may include those resulting from ground disturbance, construction, or subsequent operation of the Airport.

Historic properties are cultural resources listed or eligible for listing in the National Register. Historic properties represent things, structures, places, or archaeological sites that can be either Native American or Euro-American in origin. In most cases, cultural resources less than 50 years old are not considered eligible for the National Register. Cultural resources also have to have enough internal contextual integrity to be considered historic properties. For example, dilapidated structures or heavily disturbed archaeological sites may not have enough contextual integrity to be considered eligible.

Section 106 also requires that the FAA seek concurrence with the State Historic Preservation Officer (SHPO) on any finding involving effects or no effects to historic properties, and allow the Advisory Council on Historic Preservation (Council) an opportunity to comment on any finding of effects to historic properties. If Native American properties have been identified, Section 106 also requires that the FAA consult with interested Indian tribes that might attach religious or cultural significance to such properties.

The follow-on environmental analysis of the proposed Phase I improvements should utilize a qualified cultural resources specialist to inspect the project area(s) to determine the presence or absence of cultural resources. (See agency coordination letters in the Appendix of this Master Plan).

5.1.9 DOT 4(f) Lands

PRC is located within an area of mixed commercial, residential and agriculture land use. There are many parks and recreational areas in the City of Prescott. There are no parks within the immediate vicinity of Prescott Municipal Airport with the exception of the golf resort south of the airport property.

5.1.10 Threatened or Endangered Species of Flora and Fauna

The United States Fish and Wildlife Service (USFWS) believes that no endangered or threatened species or critical habitat will be affected by this project; nor is the proposed development likely to jeopardize the continued existence of any proposed species or adversely modify any proposed critical habitat.

The Arizona Game and Fish Department (AGFD) accessed current records and indicates that there is no presence of special status species in the project vicinity (3-mile radius).

The follow-on environmental analysis should further coordinate with USFWS and AGFD regarding the specific plans of the Phase I projects to be environmentally evaluated. (See USFWS and AGFD agency coordination letters in the Appendix of this Master Plan).

5.1.11 Floodplains

According to the Federal Emergency Management Agency (FEMA) flood insurance Rate Maps (2001) for the City of Prescott, the Airport is outside of a mapped floodplain as “Zone A” which is related to Granite Creek.

According to the City of Prescott Land Development Code section 6.6 : “all developments within FEMA-delineated floodplain boundaries shall adhere to the Floodplain Regulations of the Prescott City Code, Title XIII. All drainage shall be designed by an Arizona licensed Professional Engineer following the City of Prescott Drainage Criteria Manual.”

All Phase I of the follow-on environmental analysis should consult the information provided in the Yavapai County letter provided in the Appendix of this Master Plan as well as further coordination with the City of Prescott’s Floodplain Administrator.

5.1.12 Coastal Zone Management Program

FAA Order 5050.4B requires that Federal actions be consistent with the objectives and purposes of approved State coastal zone management programs, if in effect. Arizona is not is not a costal state and is not subjected to the requirements of Section 6217 of the Coastal Zone Act to develop coastal zone management programs.

5.1.13 Coastal Barriers

The Coastal Barriers Act of 1982 does not apply to Arizona, and to Prescott Municipal Airport.

5.1.14 Wild and Scenic Rivers

The Wild and Scenic Rivers Act (16 U.S.C. 1271 as amended) protects rivers designated for their wild and scenic values from activities which may adversely impact those values. The only designated Wild and Scenic Rivers in Arizona is the Verde River, about 30 miles northeast of Prescott Municipal Airport.

5.1.15 Farmland

Soil types beneath the Airport were mapped by the U.S. Department of Agriculture Soil Conservation Service (now known as the Natural Resources Conservation Service), as described in Section 1.5.4, primary natural soil types at Prescott Municipal Airport are Lonti and Lynx soils.

Farmland is broken into the following categories by the Federal Farmland Protection Policy Act: prime farmland, unique farmland, and land of statewide or local importance. Prime farmland is defined by NRCS as land that has the best combination of physical and chemical characteristics for producing feed, forage, fiber, and oilseed crops, and is also available for these uses. The majority of land on the Airport and within a 2-mile radius of the Airport is not a prime land suitable farmland. The predominant non-hydric soils, on and adjacent to the Airport, are not considered suitable farmland soils. These soils have severe limitations that make them generally unsuitable for cultivation and that restrict their use mainly to pasture, rangeland, forestland, or wildlife habitat, and the main hazard is the risk of erosion unless close-growing plant cover is maintained.

The soils on the Airport are not protected under the Federal Farmland Protection Act, and it is not necessary to contact the U.S. Natural Resources Conservation Service (NRCS) for completion of a Farmland Conversion Impact Rating Form. (See NRCA agency coordination letter in the Appendix of this Master Plan).

5.1.16 Energy Supply and Natural Resources

The use of energy to support the proposed projects would largely involve the use of additional fuels in construction and demolition machinery, as well as small increase in energy demand through the use of additional electricity to power runway and taxiway lighting as well as the buildings and hangars proposed. The proposed Airport development projects do not require use of unusual materials in short supply; therefore, energy supplies and natural resources are not significantly affected by the proposed program.

5.1.17 Light Emissions

With the exception of the lighting (edge and approach) to support the runway and taxiway extensions, there are no significant changes to airport lighting associated with the preferred

alternative. In the development of the landside projects, special care should be taken to ensure that light emissions do not impact adjacent properties through design specifications, including downward facing lights where appropriate.

The follow-on environmental assessment should review the final location of all lighting associated with Phase I projects.

5.1.18 Solid Waste Impact

Waste disposal during project implementation should be managed separately from normal airport solid waste management operations. The preferred development alternative will not significantly increase long term solid waste volumes; therefore, solid wastes are not expected to be affected by the proposed airport improvement program.

Wastes generated during the proposed projects should be managed on an individual basis. Demolition debris will be managed in accordance with federal, state, and local regulations and opportunities for recycling of these materials should be explored.

5.1.19 Construction Impacts

Potential impacts from construction and demolition equipment and activity may include noise and dust at the project sites and during delivery of equipment through local streets, creation of borrow pits and disposal of spoil, air pollution, and water pollution from erosion. These potential impacts, some of which were addressed in preceding sections on noise, air quality, and water quality, are expected to be short-term and temporary and largely limited to the areas of the project sites (with the exception of equipment transport to the site).

With regard to concerns about air and water quality resulting from the operation of construction equipment, the provisions of *FAA Advisory Circular 150/5370 10 Standards for Specifying Construction of Airports, Temporary Air and Water Pollution, Soil Erosion, and Siltation Control* should be incorporated in project specifications.

5.1.20 Environmental Permitting in Arizona

The Arizona Department of Environmental Quality (ADEQ) Established by the Arizona Legislature in 1986 regulates activities that may affect the State's natural resources and environment through multiple permitting programs, as well as other environmental policies. The

Federal and local governments also regulate activities that can affect the environment. Some of the permits that may be required for various potential projects as described in an FAA Advisory Circular for airport master planning (FAA, 2005) include:

- Clean Water Act, Section 404 Dredge and Fill Permit;
- Air Quality Permit for on-site batch plants or other construction-related activities;
- Local government construction permits;
- Growth Management Permits;
- United States Fish and Wildlife Service, National Marine Fisheries Service opinions, or State Wildlife and Game Commission permits, if protected and endangered species could be impacted; and
- Clean Water Act, National Pollution Discharge Elimination System Permits.

Many airport-related capital projects require Federal, State, or local environmental permits. A summary of some of the potential permitting requirements is provided here:

Arizona Pollutant Discharge Elimination System (AZPDES) Permit Program. As described in the Arizona Administrative Code at 18 A.A.C. 9, Art 9 all facilities that discharge pollutants from any point source into waters of the United States are required to obtain or seek coverage under an AZPDES permit.

Construction General Permit (AZG2003-001). The CGP authorizes stormwater discharges from large and small construction-related activities where those discharges have a potential to enter surface waters of the United States or a storm drain system. It includes ephemeral washes, intermittent streams, playas, and wetlands. To be covered by the CGP, applicants must submit a Notice of Intent (NOI) to the Stormwater Coordinator at ADEQ.

A Storm Water Pollution Prevention Plan (SWPPP) shall be developed for construction activities covered by the permit. The SWPPP shall identify potential sources of pollutants that may reasonably be expected to affect the quality of storm water discharges associated with the construction activity. In addition, the SWPPP shall describe and ensure the implementation of best management practices to be used to reduce or eliminate the pollutants in the storm water discharge at the site and assure compliance with the terms and conditions of the RIPDES permit. Upon completion of projects completed under the AZPDES permit, the airport's Facility SWPPP for Industrial Activities shall be amended to reflect the changes/alterations resulting from the construction activities.

An Aquifer Protection Permit, or APP, may be required for discharges of pollutants either directly to an aquifer or to the land surface or the vadose zone (the area between an aquifer and the land surface) in such a manner that there is a reasonable probability that the pollutant will reach an aquifer. A.R.S. §§ 49-241 through 49-252, and A.A.C. R18-9-101 through R18-9-403

Class II Permits. Class II permits are issued to sources that do not qualify for Class I permits and that meet the requirements of “A.A.C. Title 18, Chapter 2, Article 302(B)(2)” Such sources include: Sources that have the potential to emit significant quantities of regulated air pollutants as defined in “A.A.C. Title 18, Chapter 2, Article 101(104)(a)”. It may be required from the AZPDES division of Air Quality to address temporary siting and emissions from a temporary batch asphalt plant should one be necessary for potential airport projects.

5.2 Airport Noise Abatement Review

In review of the Airport’s noise abatement procedures, the existing plan was reviewed. The following information is taken directly from the Airport’s website and is provided for context.

“Until recently, the airport was located away from the population centers of Prescott, Prescott Valley and Chino Valley. As the population of the tri-city area continues to grow, moving residential development closer to the airport, the natural buffer zone that once protected the airport is gradually disappearing. Adding to the aviation activity in our area is the weather. The abundance of clear skies in the Arizona area has fostered a worldwide reputation for excellent flying conditions. So the same reason that so many people decide to locate in the tri-city area has brought about a high level of aviation activity.

Much of the traffic comes from flight training activities conducted by Embry-Riddle Aeronautical University and other flight schools. Other activity includes personal aviation, scheduled airline service, corporate & business aviation, and the military. The community benefits of these activities include medical flights, search & rescue flights, law enforcement, fire bomber operations during the summer months, air tours to the Grand Canyon, etc.

The Prescott Municipal Airport is an integral part of the local, regional and national air transportation system providing essential aviation services. Regional population and economic growth are anticipated to increase all segments of aviation at the airport.

In an effort to help minimize the potential impact upon the airport from residential encroachment and to allow for the development of the surrounding areas, the Airport and the City of Prescott initiated an Airport Study Area Plan (ASAP). For further area information you may wish to contact the City's Planning Services office at 928-777-1207 and/or check the Arizona Department of Real Estate website.

For further information relating to the noise abatement policies of the airport, please feel free to contact airport management at 928-777-1114.

Noise Abatement Policies

The procedures described below are designed to minimize aircraft noise disturbance to homes near the Prescott Airport. Your compliance with our noise abatement procedures is extremely important in maintaining goodwill between the airport and the surrounding communities. These procedures as Voluntary - No noise abatement procedure should compromise safety. Please take a few moments to become familiar with the procedures, and keep this sheet in your flight case for future reference. Thank you for your cooperation and support.

Traffic Pattern Altitudes

Small Single-Engine & Multiengine Airplanes

*(maximum certificated takeoff weight less than 12,500 lbs.)
1,000 Feet Above Ground Level (AGL) – ALL RUNWAYS*

Turbojet & Large Multiengine Airplanes

*(maximum certificated takeoff weight over 12,500 lbs.)
1,500 Feet Above Ground Level (AGL) – ALL RUNWAYS*

The airport currently has the following noise abatement policies in place:

- 1. Runway 21L is designated "calm wind" runway.*
- 2. When Runway 21L is in use – Maintain runway heading until crossing Highway 89.*
- 3. When Runway 30 is in use – Left traffic for aircraft in closed traffic.*
- 4. When Runway 12 is in use – Right traffic for aircraft in closed traffic.*
- 5. Departure from Runways 12, 30 and 03R will be discouraged during the following times:*
 - o Monday through Friday prior to 7:00 a.m.*

- *Weekends and holidays prior to 8:00 a.m*
- 6. *Piston aircraft operators are requested to use AOPA “Noise Awareness Steps”*
- 7. *Turbine/Jet aircraft operators are requested to use NBAA “Noise Abatement Program” procedures or comparable procedures of aircraft manufacturer.*
- 8. *Helicopter operators are requested to use HAI “Recommended Noise Abatement Measures”*

Complaints

To register an official aircraft complaint with the airport please call 928-777-1150 and leave the following information:

- *Your name, address and telephone number*
- *The date and time of the occurrence*
- *A brief description of the event including: Nature of complaint (noise, low flying, traffic, safety, etc.); Aircraft type (propeller, jet, helicopter); Aircraft description (color, number of engines, high wing/low wing, etc.); Type of operation (takeoff, landing, overflight, aerobatics, etc.)*
- *Please indicate if you would like a staff member to return your call*

Management staff is available to respond to complaints during normal business hours Monday through Friday, however, Airport Operations staff will investigate complaints received after normal business hours and weekends with airport traffic control tower staff and pass that information to Management for follow-up. Complaints that contain vulgar or threatening language will not be acted upon.”

These noise abatement procedures are adequate for the activity levels that are currently experienced at the Airport. In conjunction with the noise impact analysis to be conducted as part of the Environmental Assessment and after implementation of the proposed projects, these procedures should continue to be reviewed and updated on a periodic basis.

5.3 Summary

The basis of this environmental review was to provide input into the required NEPA process through the subsequent planned Environmental Assessment. During this EA process, each NEPA impact category will be thoroughly analyzed to assess all impacts and determine any required mitigation efforts to offset the potential impacts that are identified.

The EA process will also provide an additional opportunity for engaging the input of public interests through coordination, consultation and public information meetings. At a minimum, subsequent environmental analyses and planning should place emphasis on the NEPA impact categories indicated in Table 5-1 with regard to the capital projects identified in this Master Plan. Of course all impact categories must be considered in environmental planning, but the Master Planning process has identified specific categories that may require greater documentation efforts than others.

**Table 5-1
 Known NEPA Emphasis Required**

	Noise Impacts	Compatible Land Use	Social Impacts	Induced Socioeconomic Impacts	Air Quality	Water Quality	Waters of the U.S. and Wetlands Historic, Architectural, Archaeological, and Cultural Resources	DOT 4(f) Lands	Threatened or Endangered Species of Flora and Fauna	Floodplains	Coastal Zone Management Program	Coastal Barriers	Wild and Scenic Rivers	Farmland	Energy Supply and Natural Resources	Light Emissions	Solid Waste Impact	Construction Impacts	Environmental Permitting in Arizona
Environmental Assessment	x					x	x	x											
Acquire land for runway extension and RPZ protection (145 acres)	x	x																	
Non-standard RSA corrections for Runway 12-30 and Runway 3L-21R						x	x	x											
Construct a new Commercial Terminal Building within the existing terminal area footprint						x	x												
Relocate and centralize the ARFF facility																			
Runway Extension - 3,365 foot extension to 3R-21L	x	x				x	x	x											
Taxiway Extensions with 15' shoulders (Taxiways A, C, D, F, and H)						x	x	x											
Redevelop the existing general aviation areas (aprons and hangars)																			
Highspeed taxiways off Runway 3R-21L																			
Acquire land for future east side airport development (138 acres)		x						x											
Design/construct airport perimeter road (58,470 s.y.)																			
Install/relocate perimeter fence																			
Construct a new Airport Administration/Maintenance facility																			
Runway Extension - 1,354 foot extension to 3L-21R with 15 feet widening	x	x				x	x	x											
Relocate and construct a new ATCT																			
Install self-service fueling station						x	x												
Provide ground access improvements		x						x											