




***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

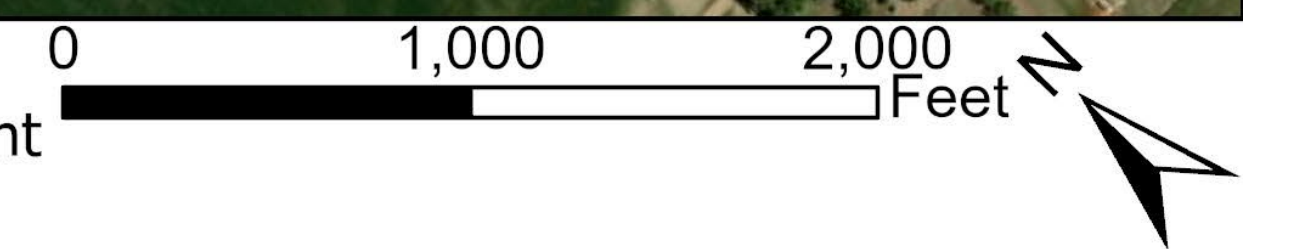
- Extend Runway 13-31 to 11,002 feet length by adding 1,000 feet to both runway ends
- Reconstruct Runway 13-31 to a thickness of sixteen inches
- Retain the current runway thresholds positions resulting in displaced thresholds totaling 1,000 feet at both ends
- Construct 1,000-foot blast pads adjacent 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 (MALS)
- 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: BS&H, 2024; ESRI, 2023.

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|------------------------|----------------------|---|----------------------|----------------------------|--------------------|
| Runway Extension | Taxiway Construction | Warm Up/Holding Pad Construction | Localizer Relocation | Fence Realignment | Cables Replacement |
| Runway Reconstruction | Land Acquisition | NAVAID Shelters (Glideslope) Construction | Staging Area | Drainage Ditch Realignment | Airport Property |
| Blast Pad Construction | Pavement Demolition | Aircraft Arresting System Relocation | PAPIs Construction | Perimeter Road Realignment | |



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.