



APPENDIX C

ENVIRONMENTAL OVERVIEW

Appendix C

ENVIRONMENTAL OVERVIEW

An important component of the Airport Master Plan process is the analysis of potential environmental impacts of proposed airport development projects discussed in Chapter Five and depicted on **Exhibit 5A**. The primary purpose of this Environmental Overview is to identify significance thresholds for the various resource categories contained in Federal Aviation Administration (FAA) Order 1050.1E, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementation Instructions for Airport Actions*. The overview then evaluates the development program to determine whether proposed actions could individually or collectively affect the quality of the environment.

The construction of any improvements depicted on the recommended development concept would require compliance with NEPA in order to receive federal financial assistance. For projects not “categorically excluded” under FAA Order 1050.1E, compliance with NEPA is generally satisfied through the preparation of an Environmental Assessment (EA). In instances where significant environmental impacts are expected, an Environmental Impact Statement (EIS) may be required. While this evaluation is not designed to satisfy the NEPA requirements for a Categorical Exclusion (CatEx), EA, or EIS, it is intended to supply a preliminary review of environmental issues. This Environmental Overview is based on information contained in the Environmental Inventory previously detailed in Chapter One.

POTENTIAL ENVIRONMENTAL CONCERNS

The following table (**Table C1**) summarizes potential environmental concerns associated with the build-out of the proposed Master Plan Concept. In some cases, these concerns are related to the future construction of specific projects that could be constructed; in other cases, the concerns are related to the overall projected future increase in airport operations (i.e., the aviation forecasts). Construction-related impacts are temporary and are addressed separately as their own impact category.










Based on the analysis summarized in **Table C1**, future development at the airport based on the Master Plan Concept is not expected to result in impacts over established levels of significance thresholds. The airport is not located in an environmentally sensitive area nor are there sensitive environmental resources on airport property. The airport is surrounded by appropriate land uses, namely commercial and light industrial development, which provide a buffer between the airport and the nearest residential development located approximately ¼-mile away. The projects proposed do not increase the capacity of the airport, but instead focus on maintaining existing pavements and other facilities with some expansion of hangar facilities, terminal redevelopment, and other future aviation-related development. The one exception to this conclusion is in the area of air quality. Since Maricopa County is in nonattainment for O₃ and PM₁₀, additional air quality analysis may need to be completed on a project-specific level as projects are actually funded and constructed.

In support of this Environmental Overview, noise exposure contours have been prepared for an existing base year (2012) and ultimate (2032) build-out conditions (**Exhibits C1 and C2**). These noise contours are based on projected aircraft fleet mixes and operations for the airport, as shown in **Table C2**. Overall, aircraft operations are forecast to grow at an annual average growth rate (AAGR) of 1.20 percent through the long term planning period.

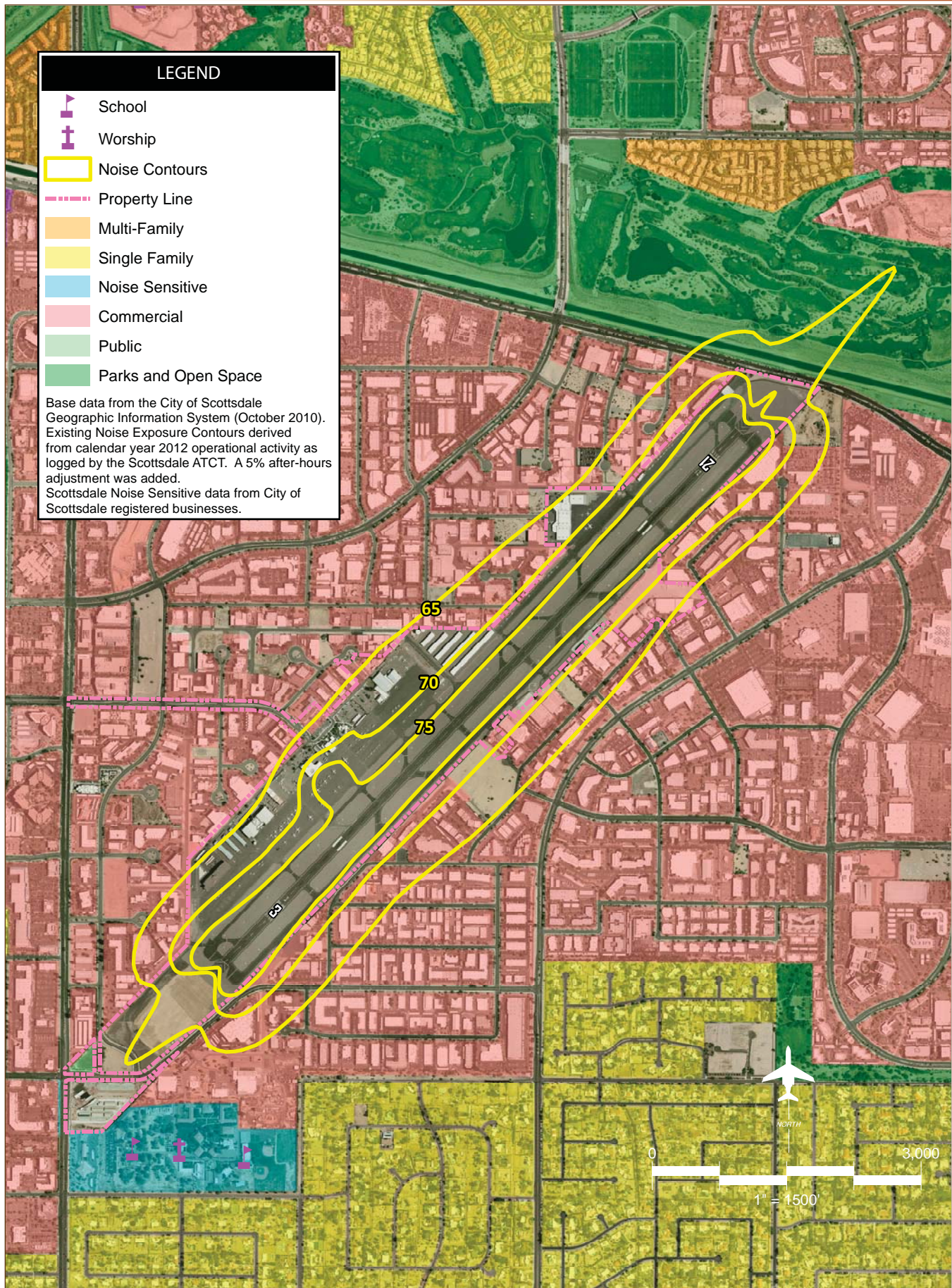
TABLE C1 Summary of Potential Environmental Concerns Scottsdale Airport Master Plan		
FAA Resource Category	Threshold of Significance	Potential Concern
Air Quality, including Greenhouse Gases (GHGs) and Climate	<p>For air quality: Potentially significant air quality impacts associated with an FAA project or action would be demonstrated by the project or action exceeding one or more of the National Ambient Air Quality Standards (NAAQS) for any of the time periods analyzed.</p> <p>For GHGs and climate: There are no federal standards for aviation-related GHG emissions developed at this time.</p>	<p>For air quality: <i>Potentially Significant.</i> Maricopa County currently is in nonattainment of federal standards for the following NAAQS: 8-hour O₃ (marginal) and PM₁₀ (serious). The projected increase in operations over the 20-year planning horizon of the Master Plan would result in additional emissions. Therefore, various levels of project-specific review would apply to the airport under both NEPA and local permitting requirements for airport development projects.</p> <p>For GHGs and climate: <i>Unknown.</i> An increase in GHG emissions would also occur over the 20-year planning horizon of the Master Plan. However, there are no federal GHG emissions standards that can be applied to this growth at this time. The FAA is involved in several studies aimed at quantifying aviation contributions to GHG emissions and climate changes.</p>

SCOTTSDALE AIRPORT MASTER PLAN

LEGEND

-  School
-  Worship
-  Noise Contours
-  Property Line
-  Multi-Family
-  Single Family
-  Noise Sensitive
-  Commercial
-  Public
-  Parks and Open Space

Base data from the City of Scottsdale Geographic Information System (October 2010). Existing Noise Exposure Contours derived from calendar year 2012 operational activity as logged by the Scottsdale ATCT. A 5% after-hours adjustment was added. Scottsdale Noise Sensitive data from City of Scottsdale registered businesses.



Aerial Source: Woolpert, 5-18-2013





**EXISTING BASE YEAR
NOISE EXPOSURE CONTOURS**

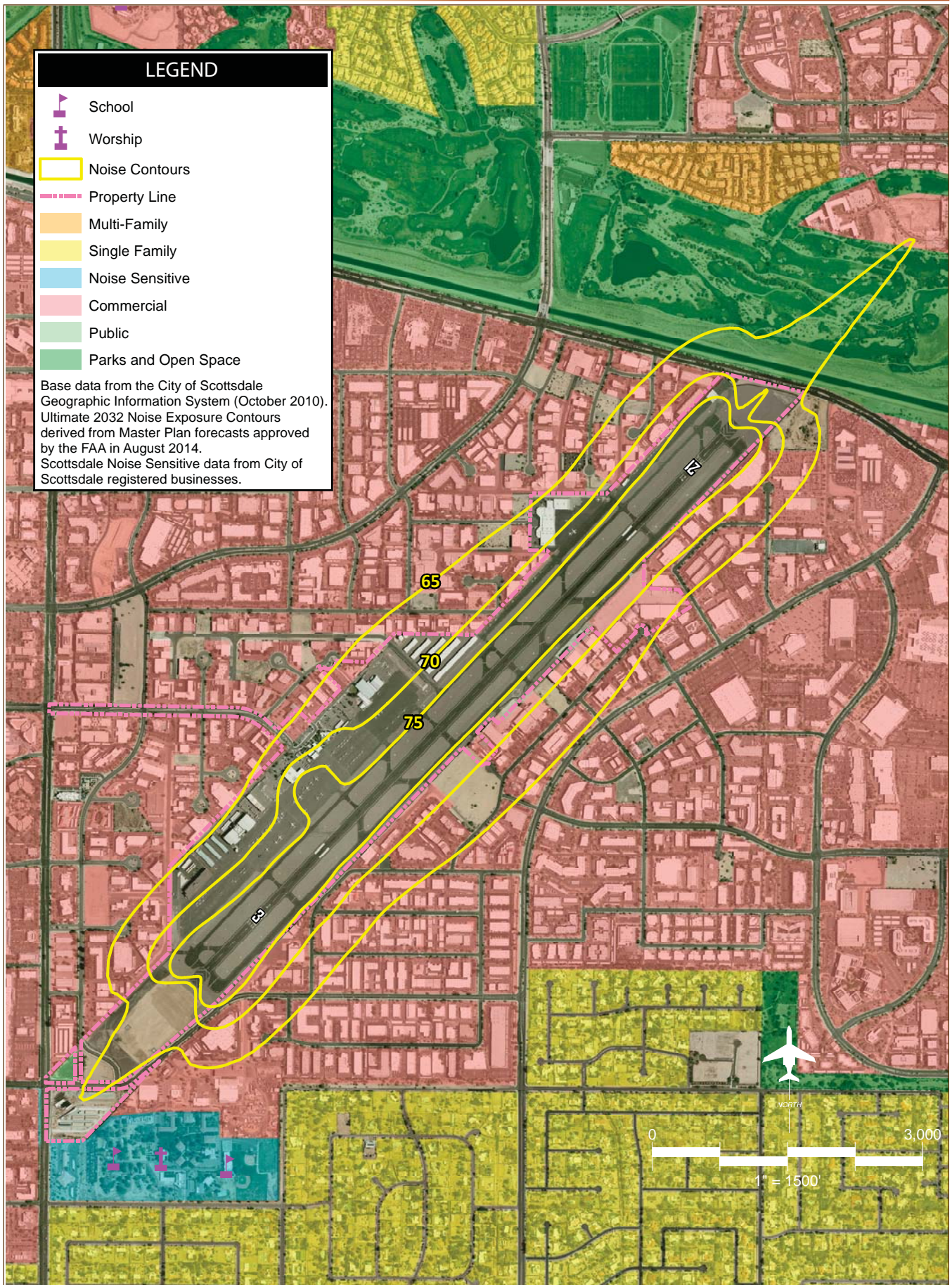
Exhibit C1

SCOTTSDALE AIRPORT MASTER PLAN

LEGEND

-  School
-  Worship
-  Noise Contours
-  Property Line
-  Multi-Family
-  Single Family
-  Noise Sensitive
-  Commercial
-  Public
-  Parks and Open Space

Base data from the City of Scottsdale Geographic Information System (October 2010).
 Ultimate 2032 Noise Exposure Contours derived from Master Plan forecasts approved by the FAA in August 2014.
 Scottsdale Noise Sensitive data from City of Scottsdale registered businesses.



Aerial Source: Woolpert, 5-18-2013



**ULTIMATE 2032
NOISE EXPOSURE CONTOURS**

Exhibit C2

TABLE C1 (Continued) Summary of Potential Environmental Concerns Scottsdale Airport Master Plan		
FAA Resource Category	Threshold of Significance	Potential Concern
Coastal Resources	No specific thresholds have been established; however, if a local Coastal Development Permit cannot be issued due to a lack of consistency with a local coastal program, the FAA typically will not make a federal coastal consistency determination either.	None. The airport is not located within a Coastal Zone and is located more than 320 miles from the Pacific Ocean, the nearest United States (U.S.) protected coastal area.
Compatible Land Use/Noise	See significance threshold for noise.	<p>None. The airport is primarily surrounded by commercial and light industrial land uses. The existing and future Day-Night Equivalent Level (DNL) 65 decibel (dB) and 70 dB noise exposure contours for the airport extend off airport property over neighboring land uses to both the north, northwest and southeast (Exhibits C1 and C2). However, no noise-sensitive land uses¹ are located within the 65 or higher DNL.</p> <p>The City of Scottsdale has established guidelines for development near the airport, including requiring an analysis to determine if a 100:1 slope would be penetrated by proposed structures, appurtenances, or construction equipment. If applicable, an FAA evaluation is also required. There are no other types of incompatible land uses located within 0.25 mile of the airport, for example, landfills or water bodies that would attract wildlife hazards.</p>
Construction Impacts	Construction impacts alone are seldom significant pursuant to NEPA. See significance threshold(s) for the resource(s) that construction could affect.	None. FAA's Advisory Circular (AC) 150/5370-10G, <i>Standards for Specifying Construction of Airports, Item P-156, Temporary Air and Water Pollution, Soil Erosion and Siltation Control</i> would be implemented during construction projects at the airport. In addition, the Arizona Administrative Code and Maricopa County Rules require dust control. These and other best management practices (BMPs) that may be required by Arizona Department of Environmental Quality (ADEQ) as part of its Arizona Pollutant Discharge Elimination System (AZPDES) General Construction Permit (AZG2003-001) would be incorporated into future airport development projects to minimize dust, emissions, and water quality concerns.
<i>Department of Transportation (DOT) Act: Section 4(f)</i>	When the action's physical use would be more than minimal or its constructive use substantially impairs the Section 4(f) property. In either case, mitigation is not enough to sustain the resource's designated use.	None. The proposed Master Plan projects would not directly impact any publicly owned historic site, park, recreation area, or waterfowl and wildlife refuge of national, state, regional, or local importance. Indirect or construction Section 4(f) impacts would also not occur.
Farmland	When the combined score on Form AD-1006 ranges between 200 and 260. Impact severity increases as the total score approaches 260.	None. The airport is primarily developed with impervious surfaces and does not have an irrigation system or any land used for agricultural purposes.

TABLE C1 (Continued)
Summary of Potential Environmental Concerns
Scottsdale Airport Master Plan

FAA Resource Category	Threshold of Significance	Potential Concern
Fish, Wildlife, and Plants	<p>For federally-listed species: When the U.S. Fish and Wildlife Service (USFWS) or the National Marine Fisheries Service determines a proposed action would likely jeopardize a species' continued existence or destroy or adversely affect a species' critical habitat.</p> <p>For non-listed species: Consider scientific literature on, and information from, agencies having expertise in addressing the affected species. Consider information on: project effects on population dynamics; sustainability; reproduction rates; natural and artificial mortality (aircraft strikes); and the minimum population size needed to maintain the affected population.</p>	<p>For federally-listed or other special status species: None. The proposed improvements are located in areas of the airport that are currently developed or maintained and the airport does not contain natural habitat. Lands proposed for acquisition are vacant parcels within the business park. According to the Arizona Game and Fish Department (AGFD) data base, there are no federally listed or special status species documented as occurring on the airport property.</p>
Floodplains	When notable adverse impacts on natural and beneficial floodplain values would occur.	<p>None. The airport is located in Zone X, Other Flood Areas (areas protected by levees from 1% annual chance flood) (FEMA 2013).</p>
Hazardous Materials, Pollution Prevention, and Solid Waste	<p>For hazardous materials: When an action involves a property on or eligible for the National Priority List (NPL). Uncontaminated properties within an NPL site's boundary do not always trigger this significance threshold.</p> <p>For pollution prevention: See significance thresholds for water quality.</p> <p>For solid waste: There are no solid waste thresholds of significance established.</p>	<p>For hazardous materials: None. There are no U.S. Environmental Protection Agency (EPA)-listed hazardous materials or waste sites known to occur at the airport, although several leaking underground storage tanks (LUST) have been removed from the airport in the past (ADEQ 2014). All new development would have to comply with all applicable state and federal regulations.</p> <p>For pollution prevention: None (see Water Quality discussion below). The airport has an approved storm water pollution prevention plan (SWPPP), dated May 31, 2011. The airport would also be required to utilize BMPs under FAA's AC 150/5370-10G, Item P-156 and the AZPDES General Construction permit for all construction projects, as discussed under Construction impacts.</p> <p>For solid waste: None. Solid waste is collected and disposed of at the Salt River Landfill, located approximately 11 miles southeast of the airport. This landfill is expected to have capacity through 2032.</p>
Historic, Architectural, Archaeological, and Cultural Resources	When an action adversely affects a protected property and the responsible FAA official determines that information from the state and/or tribal Historic Preservation Officer addressing alternatives to avoid adverse effects and mitigation warrants further study.	<p>None. No archaeological sites have been recorded within airport boundaries and most of the airport is covered with impervious surfaces. Should any previously unknown historical, archaeological, or paleontological resource be discovered during the course of future development, work in the area of discovery would be stopped and a qualified archaeologist or paleontologist would be contacted to evaluate the find and, if necessary, mitigate impacts prior to resumption of work per FAA Order 1050.1E, Paragraph 11.5, Post-Review Discoveries.</p>

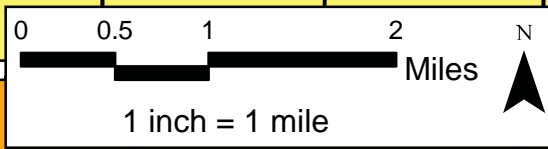
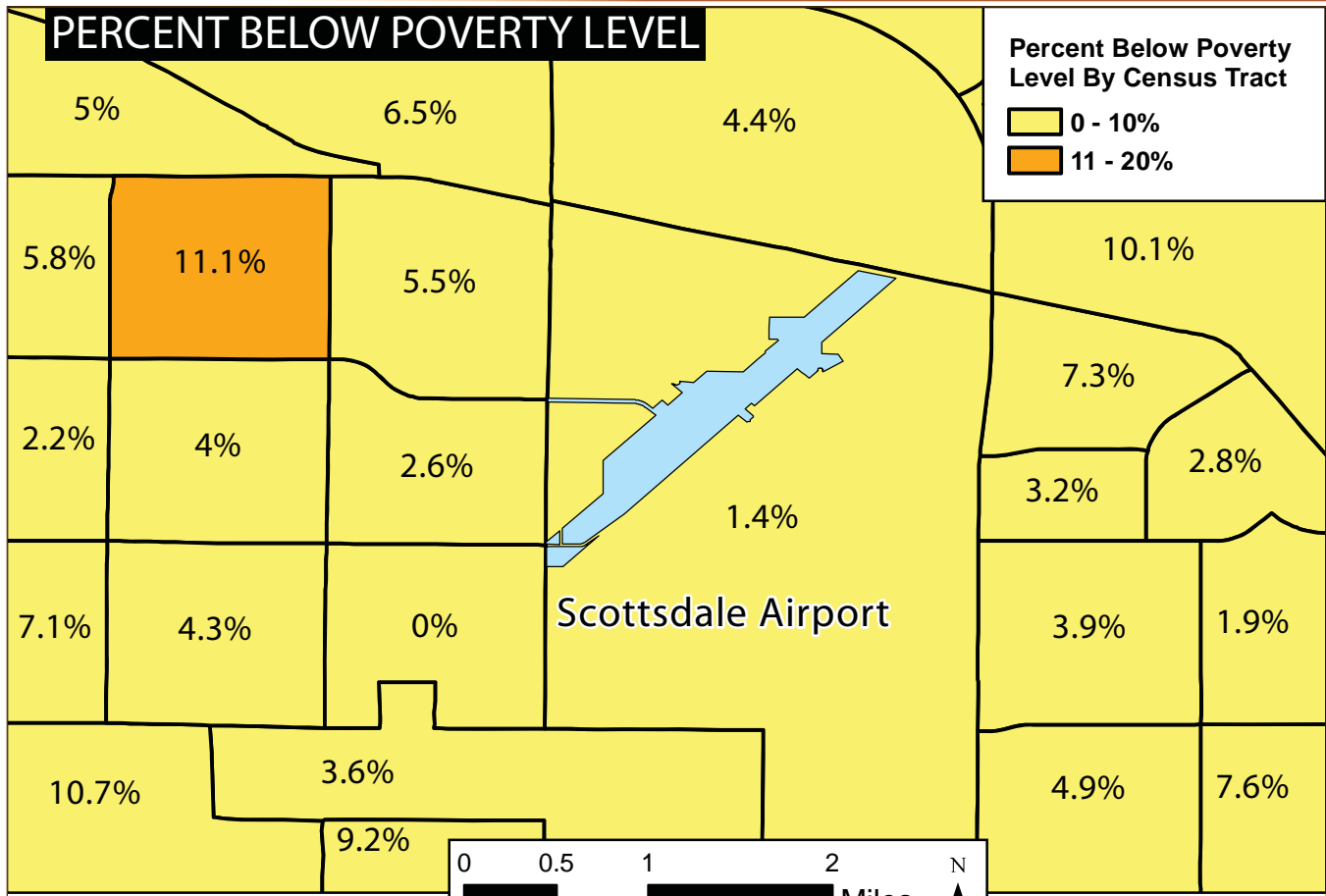
TABLE C1 (Continued)
Summary of Potential Environmental Concerns
Scottsdale Airport Master Plan

FAA Resource Category	Threshold of Significance	Potential Concern
Light Emissions and Visual Effects	<p>For light emissions: When an action's light emissions create annoyance to interfere with normal activities.</p> <p>For visual effects: When consultation with federal, state, or local agencies, tribes, or the public shows these effects contrast with existing environments and the agencies state the effect is objectionable.</p>	<p>For light emissions: None. All new lighting associated with the Master Plan would remain on the airfield or on other developed portions of the airport and adjacent business park. From off-site areas, the property would continue to look like a developed airport with no noticeable change in its night-time appearance.</p> <p>For visual effects: None. All future development would be located at the airport or in the adjacent business park. No designated scenic resources or views in the area would be adversely impacted.</p>
Natural Resources and Energy	When an action's construction, operation, or maintenance would cause demands that would exceed available or future (project year) natural resource or energy supplies.	None. Planned development projects at the airport are not anticipated to result in a demand for natural resources or energy consumption beyond what is available by service providers.
Noise	<p>For most areas: When an action, compared to the No Action alternative for the same timeframe, would cause noise-sensitive areas located at or above the 65 dB DNL to experience a noise increase of at least DNL 1.5 dB. An increase from DNL 63.5 dB to DNL 65 dB is a significant impact.</p> <p>For national parks, national wildlife refuges and historic sites, including traditional cultural properties: FAA must give special consideration to these areas. The 65 dB DNL threshold may not adequately address noise effects on visitors to these areas. Consult the jurisdictional agency for more information to determine a significant noise impact.</p>	<p>For most areas: None. As discussed above under Compatible Land Use, existing and future noise contours for the airport are shown in Exhibits C1 and C2. While existing and future 65 and 70 DNL noise exposure contours for the airport extend off airport property, the airport is primarily surrounded by commercial and light industrial land uses. No noise-sensitive land uses¹ are located within the 65 or higher DNL.</p> <p>For national parks, national wildlife refuges and historic sites, including traditional cultural properties: None. There are no sensitive national parks, refuges, historic sites, or known traditional cultural properties within proximity to the airport's noise contours.</p>
Secondary Induced) Impacts	Induced impacts will not normally be significant except where there are also significant impacts in other categories, especially noise, land use, or direct social impacts.	None. The proposed actions are not expected to create significant adverse noise, land use, or social impacts. See also discussion under those sections. An AAGR of 1.20 percent is forecast for aircraft operations during the long term planning horizon of the Master Plan.

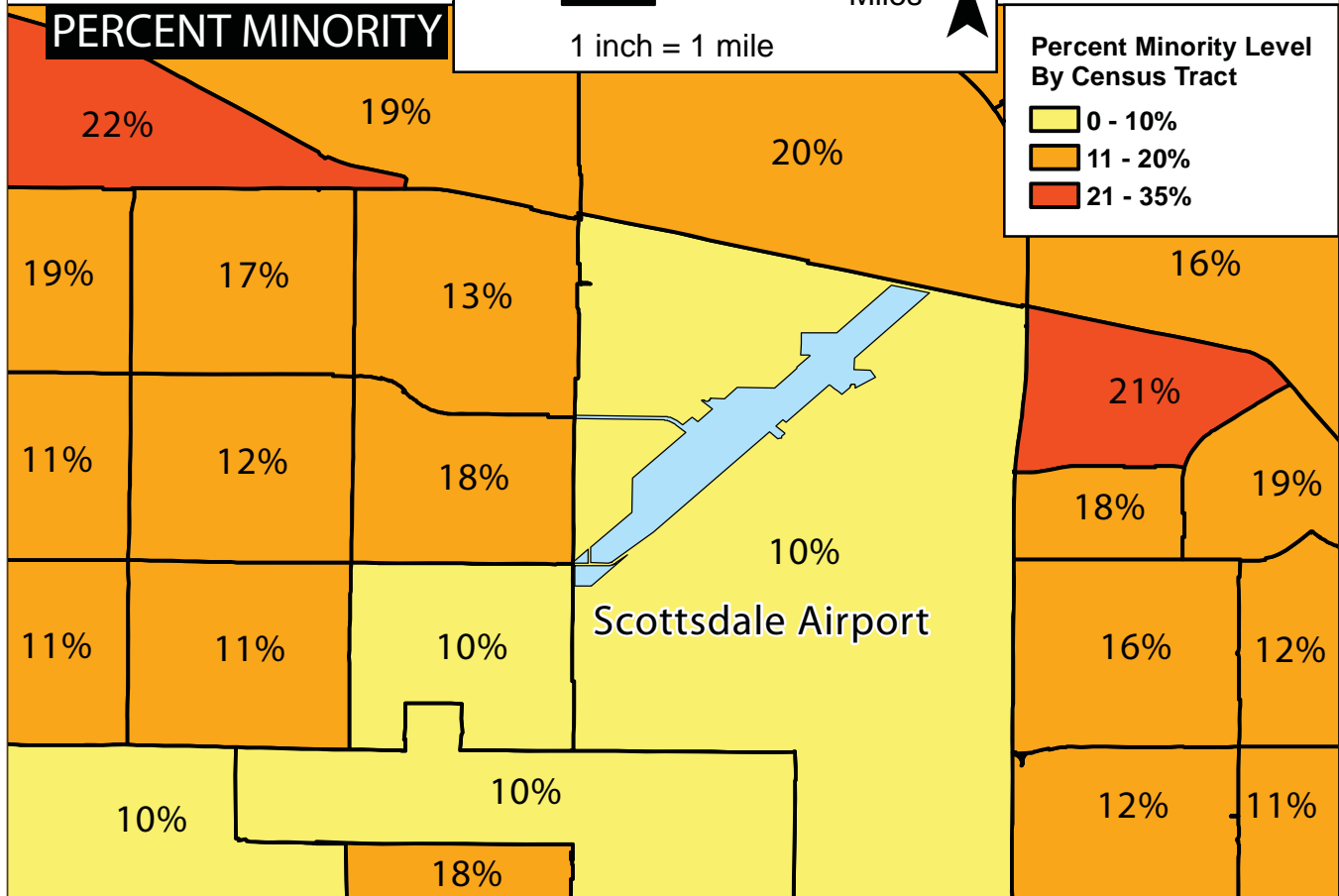
TABLE C1 (Continued)
Summary of Potential Environmental Concerns
Scottsdale Airport Master Plan

FAA Resource Category	Threshold of Significance	Potential Concern
Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks	<p>For socioeconomic issues: When an action would cause:</p> <ul style="list-style-type: none"> • Extensive relocation, but sufficient replacement housing is unavailable; • Extensive relocation of community businesses that would cause severe economic hardship for affected communities; • Disruption of local traffic patterns that substantially reduce the Levels of Service of roads serving the airport and its surrounding communities; • A substantial loss in community tax base. <p>For environmental justice issues: When an action would cause disproportionately high and adverse human health or environmental effects on minority and low-income populations, a significant impact may occur.</p> <p>For children's health & safety risks: An action causing disproportionate health and safety risks to children may indicate a significant impact.</p>	<p>For socioeconomic issues: <i>None.</i> Proposed development projects would occur on the airport property or in the adjacent business park and would not result in the extensive relocation of housing or community businesses, disruption of local traffic patterns, or a loss in the community tax base. Any property acquisition shown on the Master Plan Concept would be purchased at fair market value based on negotiations with the property owner.</p> <p>For environmental justice issues: <i>None.</i> As shown in Exhibit C3, the census tract that contains the airport has a low income population of 1.4 percent and a minority population of approximately 10 percent. No significant impacts to neighborhoods in the census tract are expected since there are no neighborhoods or communities located within ¼-mile of the airport.</p> <p>For children's health & safety risks: <i>None.</i> The closest school to the airport is the Thunderbird Christian Elementary School campus located approximately ¼-mile south of the closest airport property line. The closest residential areas are located approximately ¼-mile southeast of the airport. No impacts to the health and safety of children would occur as a result of the proposed actions. All proposed projects would occur on the airport property itself or within the adjacent business park.</p>
Water Quality	When an action would not meet water quality standards. Potential difficulty in obtaining a permit or authorization may indicate a significant impact.	<p><i>None.</i> The airport has an approved SWPPP, dated May 31, 2011. The airport would also be required to utilize BMPs under FAA's AC 150/5370-10G, Item P-156 and an AZPDES General Construction permit for all construction projects, as discussed under Construction impacts.</p>

PERCENT BELOW POVERTY LEVEL



PERCENT MINORITY



Source: 2010 Census

TABLE C1 (Continued)
Summary of Potential Environmental Concerns
Scottsdale Airport Master Plan

FAA Resource Category	Threshold of Significance	Potential Concern
Wetlands, jurisdictional or non-jurisdictional	<p>When an action would:</p> <ul style="list-style-type: none"> • Adversely affect a wetland's function to protect the quality or quantity of a municipal water supply, including sole source aquifers and a potable water aquifer. • Substantially alter the hydrology needed to sustain the affected wetland's values and functions or those of a wetland to which it is connected. • Substantially reduce the affected wetland's ability to retain floodwaters or storm runoff, thereby threatening public health, safety, or welfare. The last term includes cultural, recreational, and scientific public resources or property. • Adversely affect the maintenance of natural systems supporting wildlife and fish habitat or economically-important timber, food, or fiber resources of the affected or surrounding wetlands. • Promote development that causes any of the above impacts. • Be inconsistent with applicable State wetland strategies. 	<p>None. The development considered under the proposed Master Plan Concept would not affect any wetlands or jurisdictional waters of the airport. According to the USFWS National Wetlands Inventory, there are no wetlands or riparian areas on the airport property.</p>
Wild and Scenic Rivers	<p>No specific thresholds have been established.</p>	<p>None. The closest designated Wild and Scenic river segments are more than 40 miles from the airport and are located in a separate drainage basin.</p>

¹ Noise-sensitive receptors are generally residences, churches/places of worship, hospitals and health care facilities, and educational facilities. These uses should be permanently established facilities intended solely for use as places of worship, medical facilities that provide for overnight stays or provide for longer recovery periods, and schools that provide full time use for instruction and training to students.

**TABLE C2
Aircraft Fleet Mix and Operations
Scottsdale Airport**

Aircraft Type	INM Designator/Aircraft Type Equivalent	Base Year (2012)¹	Ultimate (2032)²
ITINERANT OPERATIONS			
Turbojet			
Business Jet	ECLIPSE500/Eclipse 500	534	620
Business Jet	MU3001/Mitsubishi MU-300	1,572	1,840
Business Jet	CNA500/Cessna 500	1,778	2,650
Business Jet	CNA510/Cessna Mustang	1,454	2,200
Business Jet	CNA525C/Cessna 525	1,154	2,770
Business Jet	CNA560U/Cessna 560	1,261	1,720
Business Jet	CNA560XL/Cessna 560XL	1,938	2,830
Business Jet	CNA680/Cessna 680	916	1,550
Business Jet	CNA750/Citation X	1,515	2,320
Business Jet	CIT3/Citation 3	445	1,000
Business Jet	LEAR25 ³ /Learjet 25	76	0
Business Jet	LEAR35/Learjet 35	5,966	10,936
Business Jet	F10062/Falcon 900	1,209	1,970
Business Jet	FAL20 ³ /Falcon 20	411	0
Business Jet	IA1125/IAI Astra	563	1,020
Business Jet	CL600/Challenger 600	3,625	6,000
Business Jet	CL601/Challenger 601	907	1,920
Business Jet	EMB145/Embraer ERJ 145	121	150
Business Jet	GIIB ³ /Gulfstream II	295	0
Business Jet	GIV/Gulfstream IV	1,068	1,180
Business Jet	GV/Gulfstream V	388	1,550
Subtotal		27,196	44,226
Piston/Turboprop/Helicopter			
SEP (fixed)	GASEPF/Cessna 172	22,409	23,537
SEP (variable)	GASEPV/Beech Bonanza	22,408	23,537
MEP	BEC58P/Beech Baron	5,900	5,900
Turboprop	CNA441/Cessna Conquest	6,900	9,100
Helicopter	SA355F/Eurocopter	4,700	7,100
Subtotal		62,317	69,174
Military			
Jet	F16A/F-16	65	63
Turboprop	C12/King Air 200	133	131
Helicopter	S70/UH-60 Blackhawk	328	326
Subtotal		526	520
Total Itinerant		90,039	113,920
LOCAL OPERATIONS			
Piston/Turboprop/Helicopter			
SEP (fixed)	GASEPF/Cessna 172	26,023	32,625
SEP (variable)	GASEPV/Beech Bonanza	26,023	32,625
MEP	BEC58P/Beech Baron	5,500	5,000
Turboprop	CNA441/Cessna Conquest	1,000	1,500
Helicopter	H500D/MD-500	4,700	7,000
Subtotal		63,246	78,750
Military			
Jet	F16A/F-16	14	13
Turboprop	C12/King Air 200	28	27
Helicopter	S70/UH-60 Blackhawk	70	70
Subtotal		112	110
Total Local		63,358	78,860
TOTAL OPERATIONS		153,397	192,780

¹ Scottsdale Airport Traffic Control Tower. Operations were adjusted by 5% to account for the hours (9:00 p.m. - 6:00 a.m.) when the ATCT is closed.

² Coffman Associates analysis.

³ The FAA Modernization and Reform Act of 2012 establishes December 31, 2015, as the phase-out date for Stage 2 aircraft weighing less than 75,000 pounds.

ENVIRONMENTAL ACTION SUMMARY

Table C3 presents the future recommended projects detailed in the Master Plan’s capital improvement program (CIP) in Chapter Six. Prior to funding and construction, these projects would require further NEPA environmental consideration and analysis. As discussed previously, the three types of environmental documentation under NEPA are the CatEx, EA, or EIS. A CatEx must meet the criteria in Title 40 Code of Federal Regulations (CFR) §1508.4 and are defined as “a category of actions that do not normally require an EA or EIS because they do not individually or cumulatively have a significant effect on the human environment, with the exception of extraordinary circumstances.” Applicable Categorical Exclusions for Facility Siting, Construction and Maintenance are listed in FAA Order 1050.1E, Change 1, Section 310. **Table C4** provides an annotated description of extraordinary circumstances as detailed in FAA Order 5050.4B. It is the duty of the responsible FAA officials to determine whether extraordinary circumstances exist and, if so, deem the action appropriate for an EA.

TABLE C3 Anticipated Environmental Review For Airport Projects Scottsdale Airport Master Plan		
Fiscal Year (FY)	Recommended Project	Anticipated NEPA Action
Short Term Program		
2015		
	Rehabilitate Taxiway B and Entrance/Exit Taxiways – Phase II	CatEx (310e)
	Construct Airport Operations Center & Vehicle Parking	CatEx (already completed) (310f)
2016		
	Runway 3 RSA and Approach Area Improvements	CatEx (310l)
	Reconstruct Delta Apron – Phases I and II	CatEx (310e)
	Replace Electrical Pullboxes	CatEx (310aa)
	Construct Terminal Area Redevelopment	CatEx (310h) or EA
	Taxiway Improvements to Address Airfield Geometry Standards (Elevated/In-pavement Runway Guard Lights)	CatEx (309e, 310f)
2017		
	Rehabilitate/Overlay Taxiway A and Entrance Taxiways – Phases I and II	CatEx (310e)
2018		
	Rehabilitate Runway 3-21	CatEx (310e)
2019		
	Rehabilitate Taxiway C	CatEx (310e)
2020		
	Construct Linear Box Hangars on North Kilo Ramp – Phase I	CatEx (310f)
Intermediate Term Program		
Unknown	Land Acquisition (± 4.0 Acres)	EA
	Construct Exit Taxiways B2 and B15	CatEx (310e)
	Construct Exit Taxiway B9	CatEx (310e)
	Modify Wash Rack Area	CatEx (310n)
	Land Acquisition (± 8.95 Acres)	EA
	General Pavement Maintenance	CatEx (310e)
Long Term Program		
Unknown	Construct Linear Box Hangars on North Kilo Ramp – Phase II	CatEx (310f)
	Acquire Land (Various Parcels) for Future Airport Development	CatEx (310b) or EA
	General Pavement Maintenance	CatEx (310e)
NEPA – National Environmental Policy Act CatEx – Categorical Exclusion RSA – Runway Safety Area EA – Environmental Assessment		

TABLE C4 Extraordinary Circumstances FAA Order 5050.4B (Table 6-3)	
Extraordinary Circumstance Category	Annotated Description
Air Quality	An action that would violate applicable federal, state, tribal, or local air quality standards under the <i>Clean Air Act of 1990</i> , as amended.
Coastal Zone Areas	Federal actions in, or affecting, coastal resources must meet requirements of <i>Coastal Zone Management Act</i> programs.
Community Disruption	An action dividing or disrupting an established community or planned development, or that is inconsistent with plans or goals of a community where the project would occur.
Cumulative Impacts	An action likely to cumulatively cause significant impacts.
Endangered Species	An action that may affect listed or candidate species under the <i>Endangered Species Act</i> , including designated or proposed critical habitats.
Farmlands Conversion	An action that would convert important farmland protected by the <i>Farmland Protection Act</i> .
Floodplains	An impact on natural, ecological, or scenic floodplain resources of federal, state, tribal, or local significance caused by an action in the 100-year floodplain.
Hazardous Materials	An action involving or causing contamination of areas, based on Phase I or II Environmental Due Diligence Audits.
Highly Controversial Action	Effects are considered highly controversial when reasonable disagreement exists over a project's risks of causing environmental harm.
Historic or Cultural Property	An action causing an adverse effect on historic or cultural property protected by Section 106 of the <i>National Historic Preservation Act</i> .
Inconsistency with Applicable Laws	An action that is likely to be inconsistent with any applicable federal, state, local or tribal law relating to the proposed action's environmental aspects.
Noise	Noise impact on noise-sensitive areas.
Section 4(f) Resources	An action having an impact on properties protected by DOT Act, Section 4(f) such as publicly owned land in a park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance or a historical site of national, state, or local significance.
Traffic Congestion	An action causing transportation congestion due to unacceptable Levels of Service.
U.S. Waters, including Jurisdictional Wetlands	An action affecting these waters or wetlands that does not qualify for a U.S. Army Corps of Engineers General Permit under Section 404 of the <i>Clean Water Act</i> .
Water Quality	An impact on water quality, a sole source aquifer, a public water supply system or state or tribal water quality or water standards established under the <i>Clean Water Act</i> or the <i>Safe Drinking Water Act</i> .
Wild and Scenic Rivers	An action affecting a river segment that is listed in the Wild and Scenic River System, the National Rivers Inventory, or one that is eligible for the Inventory.

With the exception of proposed land acquisitions over three acres, none of the actions normally requiring an EA, according to FAA Order 1050.1E, Change 1, Section 401, are recommended projects within the proposed CIP; however, if public interest or controversy exists, an EA or even an EIS may be required for certain projects. For example, the FAA or the City of Scottsdale Aviation Department may determine that terminal area redevelopment should be subject to an EA.

An EA, at a minimum, must be prepared for a proposed action when the initial review of the proposed action indicates that it is not categorically excluded, involves at least one extraordinary circumstance, or the action is not one known normally to require an EIS and is

not categorically excluded. The purpose of an EA is to document the FAA determination as to whether or not a proposed action has the potential for significant environmental impacts. If none of the potential impacts are likely to be significant, then the responsible FAA official shall prepare a Finding of No Significant Impact (FONSI), which briefly presents, in writing, the reasons why an action, not otherwise categorically excluded, will not have a significant impact on the human environment and the approving official may approve it. Issuance of a FONSI signifies that the FAA will not prepare an EIS and has completed the NEPA process for the proposed action.

If the responsible FAA official determines that the proposed action may significantly affect the quality of the human environment, an EIS shall be prepared. An EIS is a clear, concise, and appropriately detailed document that provides agency decision-makers and the public with a full and fair discussion of significant environmental impacts of the proposed action and reasonable alternatives, and implements the requirement in NEPA §102(2)(C) (Title 42 United States Code [U.S.C.] §4332(2)(C)) for a detailed written statement.

REFERENCES

Arizona Department of Environmental Quality (ADEQ) Leaking Underground Storage Tank (LUST) data base search, December 9, 2014.

Arizona Game and Fish Department (AGFD). Environmental Online Tool Report review, December 9, 2014.

Federal Emergency Management Agency (FEMA). Flood Insurance Rate Map No. 04013C1320L and 04013C1760L, revised October 16, 2013.

United States Environmental Protection Agency (EPA). *Arizona Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants*, dated July 2, 2014.

United States Fish and Wildlife Service (USFWS). National Wetlands Inventory (Wetlands Mapper), dated December 9, 2014.