

NORTHWEST MOUNTAIN REGION - AIRPORTS DIVISION

Categorical Exclusion Form

Version 08/08/07a

CONTACT THE ADO ENVIRONMENTAL SPECIALIST BEFORE USING THIS FORM

Directions: The person (analyst) preparing this form should have knowledge of the environmental features of the airport and general impacts of the project. Although some responses may be obtained from the preparer's own observations, previous environmental documents or research should be cited. Some of the best sources for information are the jurisdictional federal, state and local resource agencies responsible for the impact categories. This form is to be used with the current versions of FAA guidance, specifically FAA Orders 1050.1E, and 5050.4B.

FAA urges the analyst to contact the ADO as quickly as possible for any extraordinary circumstance that requires FAA to complete the process any applicable special purpose laws require. For example, FAA is solely responsible for completing the Section 106 process. Other special purpose laws may require FAA to complete certain procedures. Early coordination with FAA will do much to reduce delays that would have occurred if it did not begin compliance procedures with the applicable special purpose law early in the project review cycle.

Some of the categories below require a reference or information to support a finding. Attach that information to the form or scan it as an attachment if you are filing this form on the web site noted below.

An electronic version of this form is available at:

http://www.faa.gov/airports/northwest_mountain/airports_resources/forms/media/environmental/environmental_checklist.doc

APPLICABILITY:

This Environmental Evaluation Form may be used only if the sponsor's proposed project meets the following two (2) criteria:

1. The proposed project is a federal action subject to NEPA. List applicable paragraph number from FAA Order 5050.4B, Chapter 1 para. 9g **(1)**
- And*
2. The proposed project is identified as one that can be categorically excluded. List applicable category from FAA Order 1050.1E paragraphs 307 through 312. **(310e)**

Airport:	Meadow Lake Airport	Airport Identifier:	FLY
Project Title:	Part 1: Construct Run-Up Area Part 2: Construct Transient Apron Part 3: Construct Taxiway B Extension		
Project Description:	<i>List and clearly describe ALL components of project proposal including all connected actions. (Attach site map identifying project area).</i> All three construction projects would include earthwork and installation of asphalt and concrete.		
Proposed Start Date of Project:	Summer 2013		
Purpose & Need:	Part 1: The construction of the Run-Up Area will alleviate congestion between aircraft with the increased airport operations on the west side of the airfield. Part 2: The construction of the Transient Apron will allow for more transient aircraft parking on the west side of the airport. Part 3: The construction of the Taxiway B Extension will alleviate the need for the existing runway access from the adjacent Johnston property.		

Per FAA Order 1050.1E, paragraph 304 and 5050.4B paragraph 606, before a categorical exclusion may

be utilized, a review of extraordinary circumstances must be conducted to ensure the categorical exclusion is valid. Extraordinary circumstances exist when the proposed action (1) involves any of the following circumstances and (2) may have an adverse effect requiring further analysis to determine the intensity of that effect. Please complete this form so that the FAA can make a determination.

FOR EACH YES OR NO ANSWER: PROVIDE DOCUMENTATION USED AS THE BASIS FOR THE DETERMINATION

CONTROVERSY	<p>Is the proposed project likely to be highly controversial on environmental grounds? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>A proposed Federal action is considered highly controversial when the action is opposed on environmental grounds by a Federal, state, or local government agency, or by a substantial number of the persons affected by such action. For more info see Order 5050.4B, paragraph 9.i. If the action proponent has any doubt whether a given number of opposing persons is “substantial”, or there is a probable risk of litigation, that doubt shall be resolved by discussion with ADO Environmental Specialist to determine if the action should be processed as a highly controversial one.</p> <p>On what basis was the determination made? Reference available documentation to support analysis.</p> <p>The proposed projects would occur on previously disturbed land currently owned by the airport. There is no known opposition to the projects, specifically on environmental grounds by a federal, state, or local government, or by any substantial number of persons affected by the proposed project. Therefore, the proposed projects are not likely to be highly controversial.</p>
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AIR QUALITY	<p>1. Will the proposed project have the potential to increase landside or airside capacity, including the capacity to handle additional surface vehicles? If no, provide basis and proceed to next section. If yes, proceed to question 2 in this topic. <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>2. General Conformity requirements Is the proposed project within or adjacent to a U.S. Environmental Protection Agency, defined NON-ATTAINMENT (or maintenance) AREA? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p style="padding-left: 20px;">a. If yes to 2 above, is the project exempt from the General Conformity regulations published in the Federal Register of November 30, 1993? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p style="padding-left: 20px;">b. If no to 2a, is the project accounted for in the State Implementation Plan? If yes, no further study is necessary. If no, go to 2c below. <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p style="padding-left: 20px;">c. Would the proposed project allow the airport to serve 180,000 GA ops and/or 1.3 million enplanements. <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If yes, an air pollutant emission inventory must be prepared to determine if the project will produce, on an annual basis, criteria pollutants exceeding applicable de minimis levels. This inventory analysis should include project revisions, intended to reduce the emission inventory to below de minimis levels. If project emissions cannot be kept below de minimis levels an environmental assessment must be prepared.</p>
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On what basis was the determination made? Reference available documentation to support analysis.

The airport is located in El Paso County which is an attainment area as designated by the U.S. Environmental Protection Agency (EPA) for all criteria pollutants; therefore is exempt from further air quality analysis.

The proposed projects would not have an impact on the number of aircraft or operations at the airport as the projects are needed to accommodate existing airport; therefore, would not increase the aircraft emissions at the airport. The proposed projects would temporarily increase emissions in the construction phase (see Figure 2 – Construction Equipment Emissions Inventory); however the emissions would be insignificant.

COASTAL RESOURCES

Will the project occur in, or affect a coastal zone as defined by the State's Coastal Zone Management Plan? (CZMP)? If no, provide basis and proceed to next section. Yes No

Is the proposed project consistent with the approved state CZMP? Yes No

If no, then the project sponsor and FAA will need to consult with the state and Federal CZM offices and document the outcome in an environmental assessment.

On what basis was the determination made? Reference available documentation to support analysis (e.g. state CZM plan).

The airport is not located in a coastal zone or near any coastal resources. Therefore, the proposed projects would not affect any coastal resource

COMPATIBLE LAND USE

Is the proposed project reasonably consistent with plans, goals, policies, or controls that have been adopted for the area in which the airport is located? Yes No

On what basis was the determination made? Reference available documentation to support analysis (e.g. Master Plan, zoning ordinance, letters from local jurisdictions).

Land use compatibility is generally associated with noise impacts on the surrounding community. The proposed projects would not have any effect on the number of operations or flight patterns of the aircraft in the area; therefore, would not impact the current noise at the airport. Furthermore, the proposed projects would occur on airport property and would not change the existing zoning and land use regulations set forth by the El Paso County. Currently the airport is zoned as residential (R4 and RR5) with a general aviation overlay (GAO) District encompassing the entire airport. Typically residential zoning designations in the vicinity of the airport have the potential to be incompatible with aviation uses; however, these areas are also included in the General Aviation Overlay District which maintains compatible land use on and around the airport.

CONSTRUCTION IMPACTS

Will the proposed project produce construction impacts, such as increases in localized noise levels, reduce localized air quality, produce erosion or pollutant runoff, or disrupt local traffic patterns? Include impacts to haul routes, staging areas, disposal sites, stockpiling, etc. Explain. If YES, describe impacts and note project-specific best management practices. Yes No

On what basis was the determination made? Reference available documentation to support analysis.

Short-term and temporary impacts will result from the construction phase of the proposed projects. Included in the impacts are: noise, air pollution, and dust from construction equipment; and water quality and soil erosion from exposed ground. Noise, air pollution, and dust from the construction equipment will be localized to airport property and areas immediately surrounding the proposed project areas. The air pollution would be minimal (see attached Figure 2 - Construction Equipment Emissions Inventory). None of the construction will be near any known sensitive noise receptors. Furthermore, Best Management Practices will be utilized throughout the construction process to diminish any environmental impacts that may occur.

**SECTION 4 (f)
[49 U.S.C. 303 (c)]
IMPACTS**

Will the proposed project impact 49 U.S.C. Section 303 (c) [formerly designated DOT Section 4 (f)] resources (publicly owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance, or land of an historic site of national, state or local significance)? Yes No

If yes, contact ADO specialist for further guidance.

On what basis was the determination made? Reference available documentation to support analysis.

The proposed projects will be located on airport property, with the nearest 4(f) property being the Falcon High School, located approximately 1.5 miles to the north of the project areas. The proposed projects will not affect the number or type of operations at the airport; therefore, no impact can be expected to the surrounding community and land designated by 49 U.S.C Section 303 (c) as publicly owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state or local significance, or land of an historic site of national, state or local significance.

FARMLANDS

Will the proposed project impact prime or unique farmlands? Has the Natural Resources Conservation Service (NRCS) or state, if applicable, been contacted to determine if the proposed project will impact prime or unique farmlands? Yes No

If there are prime or unique farmlands impacted, has the NCRS Farmland Protection Policy Act form AD-1006 process been completed and project adjustments made to the preferred alternative, if necessary? Provide the total score on that form. Review FAA Order 5050.4B, Table 7-1, Farmlands to determine the intensity of impact. Contact ADO if score is between 200 and 260 for more information. Yes No

On what basis was the determination made? Reference available documentation to support analysis (e.g. Farmland Impact Rating Form).

The proposed project would occur on previously disturbed land, on existing airport property not being used for agriculture purposes. As such, the proposed project would not have the potential to impact or change the existing agricultural land of the region.

FISH, WILDLIFE AND PLANTS

**ENDANGERED
AND**

1. Does the proposed project have the potential to impact federal or state listed endangered or threatened species or their habitat? Yes No

THREATENED SPECIES

2. Has the United States Fish and Wildlife Service (USFWS) or National Marine Fishery Service (NMFS, aka NOAA Fisheries Service) been contacted to acquire lists of endangered or threatened species that may be impacted by the project? Yes No
 If, no, then contact the services to get the lists, if any.

If yes to either 1 or 2, contact the ADO Environmental Specialist for further guidance.

On what basis was the determination made? Reference available documentation to support analysis. Note outcome of discussions with ADO.

The USFWS published a list of threatened and endangered species that occur in El Paso County as depicted below. The species are highly unlikely to be impacted as a result of the proposed projects as the projects would occur on previously disturbed land currently owned by the airport. The nature of the use of the land (active and without standing water) would not provide for a suitable habitat for any of the species listed.

El Paso County – Threatened and Endangered Species

Group	Name	Status
Birds	Whooping crane (<i>Grus Americana</i>)	Experimental
	Mexican spotted owl (<i>Strix occidentalis lucida</i>)	Threatened
	Piping Plover (<i>Charadrius melodus</i>)	Threatened
	Least tern (<i>Sterna antillarum</i>)	Endangered
Fishes	Greenback Cutthroat trout (<i>Oncorhynchus clarki stomias</i>)	Threatened
	Arkansas darter (<i>Etheostoma cragini</i>)	Threatened
	Pallid sturgeon (<i>Scaphirhynchus albus</i>)	Endangered
Flowering Plants	Ute Ladies'-tresses (<i>Spiranthes diluvialis</i>)	Threatened
	Western Prairie Fringed Orchid (<i>Platanthera praeclara</i>)	Threatened
Mammals	Preble's meadow jumping mouse (<i>Zapus hudsonius preblei</i>)	Threatened
	North American wolverine (<i>Gulo gulo luscus</i>)	Candidate
	Gunnison's prairie dog (<i>Cynomys gunnisoni</i>)	Candidate

Source: U.S. Fish and Wildlife Service, IPac System, El Paso County, 2012

ESSENTIAL FISH HABITAT (EFH)

Does the proposed project have the potential to impact fish habitat protected under the Magnuson-Stevens Act (ID, OR, WA)? Yes No

If yes, has an Essential Fish Habitat assessment been prepared and consulted upon with the National Marine Fisheries Service? Yes No

Are the habitats of listed species adversely impacted? Yes No

If yes, what conservation measures must be incorporated into the project design?

On what basis was the determination made? Reference available documentation to support analysis.

The proposed projects would occur in Colorado, which does not encompass any of the essential fish habitat locations. Therefore, the proposed projects would not impact any essential habitats.

MIGRATORY BIRD ACT

Does the proposed project have the potential to adversely impact birds protected by the Migratory Bird Treaty Act? Yes No

If yes, are the habitats of listed species adversely impacted? Yes No

If yes to either, discuss what conservation measures have been incorporated into the project design?

On what basis was the determination made? Reference available documentation to support analysis.

The Migratory Bird Treaty Act regulates actions that would take a migratory bird or affect its breeding habitats. The proposed projects will occur on previously disturbed land, currently owned by the airport. The airport and its environ are not suitable habitat or breeding grounds for birds; therefore, it is unlikely that the proposed projects will have any potential to adversely impact birds protected by the Migratory Bird Treaty Act.

FLOODPLAINS Will the proposed project be located in, encroach upon, or otherwise impact a floodplain? Yes No

If yes, attach FEMA Flood Map.

On what basis was the determination made? Reference available documentation to support analysis (e.g. 404 permit, consultation with the Corps, floodplain delineation report).

According to the FEMA issued flood maps (see Figure 3 – Flood Insurance Rate Map); the airport exists in the flood zone X. Zone X are areas of minimal flood hazard, usually depicted on FIRMs as above the 500-year flood level.

The proposed projects would occur on previously disturbed airport property and would not disturb or change the existing drainage and flood patterns of the existing property. As such, it is not anticipated that the proposed projects will impact any floodplains.

SOLID WASTE IMPACT Will the proposed project produce solid waste impacts? Yes No
If yes, are local solid waste facilities able to accommodate that waste?
If no, how will project-related excess waste be addressed or mitigated?

On what basis was the determination made? Reference available documentation to support analysis.

It is not anticipated that the proposed projects will create a significant amount of solid waste; however any excess waste created by the projects will be disposed of through the local landfill. The nearest landfill is the Colorado Springs Landfill, located south of the airport approximately seven miles.

HAZARDOUS MATERIALS Is there reason to believe or does evidence exist that the proposed project will be constructed in an area that contains hazardous materials? Yes No

If yes, explain how such impacts will be mitigated.

On what basis was the determination made? Reference available documentation to support analysis.

There are no known hazardous materials located in or near the proposed project areas, nor is fuel stored in the vicinity of the projects. Therefore, it is highly unlikely the proposed projects would be constructed in an area that contains hazardous materials or would have any impact to the handling of hazardous materials at the airport.

HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL AND CULTURAL RESOURCES Pursuant to Section 800.3 of 36 CFR Part 800, does the project involve an activity that has the potential to affect historic properties (note: includes any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register). Yes No
If no, provide rationale and move to next section.

If yes, work with the ADO environmental specialist to complete the 106 process. It is the ADO environmental specialist's responsibility to coordinate with the Tribes and the SHPO. It is critical that you contact the ADO as soon as possible to avoid project delays.

On what basis was the determination made? Reference available documentation to support analysis. (e.g. survey results, letters from SHPO and Tribes).

The National Register of Historic Places lists 1 property within the vicinity of the airport. The closest property to the proposed project areas is the Black Squirrel Creek Bridge which is located approximately 4.7 miles northeast of the airport. The proposed projects would occur on previously disturbed land currently owned by the airport. If construction activity should expose any historical, architectural, archaeological, or cultural resources, work will be halted and the Colorado State Historic Preservation office would be contacted.

LIGHT EMISSIONS AND VISUAL IMPACTS	Will the proposed project produce light emission impacts?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	Will there be visual or aesthetic impacts from the project, and/or have there been concerns expressed on this?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	If yes, how will such impacts be mitigated?	
<p>On what basis was the determination made? Reference available documentation to support analysis.</p> <p>Aviation lighting is required for security, obstruction clearance and navigation and is the chief contributor to light emissions from airports. An analysis is necessary when projects introduce new airport lighting facilities that may affect residential or other sensitive land uses. Only in unusual circumstances, for example, when high intensity strobe lights shine directly into a residence, is the effect of light emissions considered sufficient to warrant special study and planning to reduce such effects.</p> <p>The proposed projects would not result in any significant new permanent sources of light emissions in the vicinity of the airport. Thus, no permanent impacts from light emissions would occur.</p>		

NATURAL RESOURCES, ENERGY SUPPLY AND SUSTAINABLE DESIGN	Will the proposed project impact energy supply or natural resources in a detrimental manner?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	If yes, please explain.	
	On what basis was the determination made? Reference available documentation to support analysis.	
<p>The proposed projects would not increase the use of natural resources or impact the energy supply within the vicinity of the airport. Therefore, the proposed projects would have no detrimental impacts on energy supply or natural resources.</p>		

NOISE	1. Do project forecasted operational levels for the period the analysis covers exceed 90,000 annual adjusted propeller operations or 700 annual adjusted jet operations? (Cite data reference).	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	If yes, have noise contours been prepared?	<input type="checkbox"/> Yes <input type="checkbox"/> No
	2. Does the project increase noise exposure levels 1.5 DNL or more over noise sensitive areas (residential homes, schools, health facilities, churches, cultural or historic sites) within the 65 DNL contour?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

If yes, can mitigation be committed to reduce the increase to below the 1.5 DNL threshold of significance? Yes No

If no, and mitigation cannot be developed to reduce the impact below the 1.5 DNL threshold, an Environmental Assessment (EA) or an Environmental Impact Statement (EIS) will need to be prepared.

3. Identify the nearest 4(f) properties to your project (parks, wildlife and recreational areas, historic properties). Contact the ADO for further directions.

On what basis was the determination made? Reference available documentation to support analysis. (e.g. ALP, Master Plan, noise contours).

Per FAA Order 1050.1E and 5050.4B noise analysis is required if the proposed projects would cause noise sensitive areas to experience an increase in noise of DNL 1.5 dB or more at or above DNL 65dB noise exposure. The proposed projects would have no impact on the number of operations or flight pattern of aircraft currently operating at the airport; therefore a noise analysis is not required, nor is it expected that the proposed projects would have any impacts on the surrounding areas. The construction phase would create an insignificant increase in noise emissions from the airport; however these would be slight, and would have no impact on the surrounding communities.

The nearest 4(f) property to the airport is the Falcon High School, located approximately 1.5 miles to the north of the project area.

**SECONDARY
(INDUCED)
IMPACTS**

Will the project cause shifts in patterns of population movement and growth; public service demand; or changes in business and economic activity? Yes No

Will the project result in disruption of community?
If yes to either, what mitigation is planned? Yes No

On what basis was the determination made? Reference available documentation to support analysis.

The proposed projects would not impact the number of aircraft operations or use of the airport; thus it would not cause shifts in patterns of population movement or growth, public service demand, or changes in business and economic activity. Furthermore, the proposed projects would not result in the disruption of any communities.

**SOCIO-ECONOMIC
IMPACTS,
ENVIRONMENTAL
JUSTICE,
AND
CHILDREN'S
ENVIRONMENTAL,
HEALTH AND
SAFETY RISKS**

Does the action require the relocation of residents or businesses?
If yes, how will those being relocated be accommodated? Yes No

Does the project alter surface transportation patterns or cause a degradation of level of service?
If yes, what mitigation is planned? Yes No

Will the project cause disproportionately high adverse impacts on minority or low-income populations within the DNL 65 contour?
If yes, what mitigation is planned? Yes No

Will the project cause disproportionately high adverse impacts in any impact category to minority or low income populations?
If yes, what mitigation is planned? Yes No

On what basis was the determination made? Reference available documentation to support analysis (e.g. census data, local statistics).

The proposed projects would occur on airport property and would have no permanent impact on the existing aircraft operations or use of the airport. Therefore, the proposed projects would not require the relocation of residents or businesses; would not permanently alter surface transportation patterns or cause a degradation of level of service; would not cause disproportionately high adverse impacts on minority or low-income populations within the DNL 65 contour; and would not cause disproportionately high adverse impacts in any impact category to minority or low income populations.

WATER QUALITY

Will the proposed project produce water quality impacts to ground water, surface water bodies, public water supply systems, or violate Federal, state or tribal water quality standards? Yes No

If yes, what mitigation is planned?

On what basis was the determination made? Reference available documentation to support analysis (e.g. National Pollutant Discharge Elimination System (NPDES) permit, water quality certification or other consultation with involved water quality agencies).

The proposed projects are not anticipated to impact water quality, including: ground water, surface water bodies, public water supply systems, or violate federal, state or tribal water quality standards. The proposed projects will include minimal grading and additional impermeable surface; however the grading and water flow will be restored to a state that drainage and runoff will be comparable to its current state. Furthermore, FAA AC 150/5370. Temporary Air and Water Pollution, Soil Erosion, and Siltation Control would be followed in order to minimize the risk of impact to any surface water.

WETLANDS

1. Will the proposed project impact wetlands? Yes No

2. If yes, has the proposed project area been surveyed for wetlands, and/or has a wetland delineation been done? Yes No

a. If not, a wetland delineation may need to be done in consultation with the ADO and the U.S. Army Corps of Engineers (Corps).

b. If yes to 2, has the Corps concurred on the wetland delineation? Yes No

c. Is a Corps permit required for the project? If so, explain what type (nationwide, general or individual permit).

3. If yes to question 1, have all practical measures been taken to avoid impacting the wetlands? Discuss the measures to avoid, minimize and compensate for wetland impacts.

Note: If an individual permit is required from the Corps, an environmental assessment must be prepared.

On what basis was the determination made? Reference Available documentation to support analysis (e.g. 404 permit, consultation with the Corps, wetland delineation report and Corps verification report).

The airport is located in an area that does not have a high potential to contain wetlands as depicted in Figure 4 – FLY Wetlands. Additionally, proposed projects would occur on previously disturbed land on airport property. The projects would not include the destruction, loss, or degradation of any wetlands within the proposed project vicinity.

WILD AND SCENIC RIVERS

Would the proposed project affect any portion of the free-flowing characteristics of a Wild and Scenic River or a Study River, or any adjacent areas that are part of such rivers, listed on the Wild and Scenic Rivers Inventory? Yes No

If yes, explain how such impacts will be mitigated.

On what basis was the determination made? Reference available documentation to support analysis.

Colorado has one river, the Cache La Poudre River, listed as Wild and Scenic River. The river is approximately 100 miles to the northeast of the airport and proposed project. The proposed projects are not in proximity, nor would it affect any portion of the free-flowing characteristics of a Wild and Scenic River or a Study River, or any adjacent areas that are part of such rivers as listed on the Wild and Scenic River Inventory.

**CUMULATIVE
IMPACTS**

When considered together with other past, present, and reasonably foreseeable future development projects on or off the airport, federal or non-federal, would the proposed project produce a significant cumulative effect on any of the environmental impact categories above? Where the project does have an impact in a resource category, although not significant, a cumulative impact analysis for that category is required. Consider projects that are connected, cumulative, or similar from a timing or geographical perspective. Provide a list of projects considered. Refer to 5050.4B, paragraph 9.q for a definition of reasonably foreseeable.

Yes No

On what basis was the determination made? Reference available documentation to support analysis.

When considered together with other past, present, and reasonably foreseeable future development projects (as listed below) on or off the Airport, federal or non-federal, the proposed projects would not produce a significant cumulative effect on any of the environmental impact categories discussed previously.

Past:

- Reimbursement of Land Acquisition
- Access control measures on fee owned land and airfield
- Rehabilitation of Taxiway B1

Present:

- Reconstruction of Taxiway B
- Construction of Taxiway B2
- Environmental Assessment for Turf Runway
- Construction of transient apron
- Construction of run-up area
- Construction of Taxiway B Extension

Future:

- Construction of Taxiway B Loop Phase II

Preparer Certification

I certify that the information I have provided above is, to the best of my knowledge, correct.

Morgan Einspahr

Signature

2-5-2013
Date

Morgan Einspahr, Environmental Planner

Name, Title

720.544.6517
Phone

Jviation, Inc.

Affiliation

Morgan.einspahr@jviation.com
e-mail address

Airport Sponsor Certification

I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until FAA issues a final environmental decision for the proposed project (s) and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred.

Signature

e-mail address

Date

FAA Decision:

Having reviewed the above information, certified by the responsible airport official, it is the FAA's decision that the proposed project (s) or development warrants environmental processing as indicated below.

- The proposed project has been found to qualify for a Categorical Exclusion as provided by FAA Order 1050.1E, Chapter 3.
- The proposed project exhibits conditions that require the preparation of an Environmental Assessment (EA) (List subject areas e.g. noise, water quality, threatened and endangered species etc.)
- The following additional documentation is necessary for FAA to perform a complete environmental evaluation of the proposed project

Project Reviewed and Recommended by:

FAA Environmental Specialist

Date

Approved:

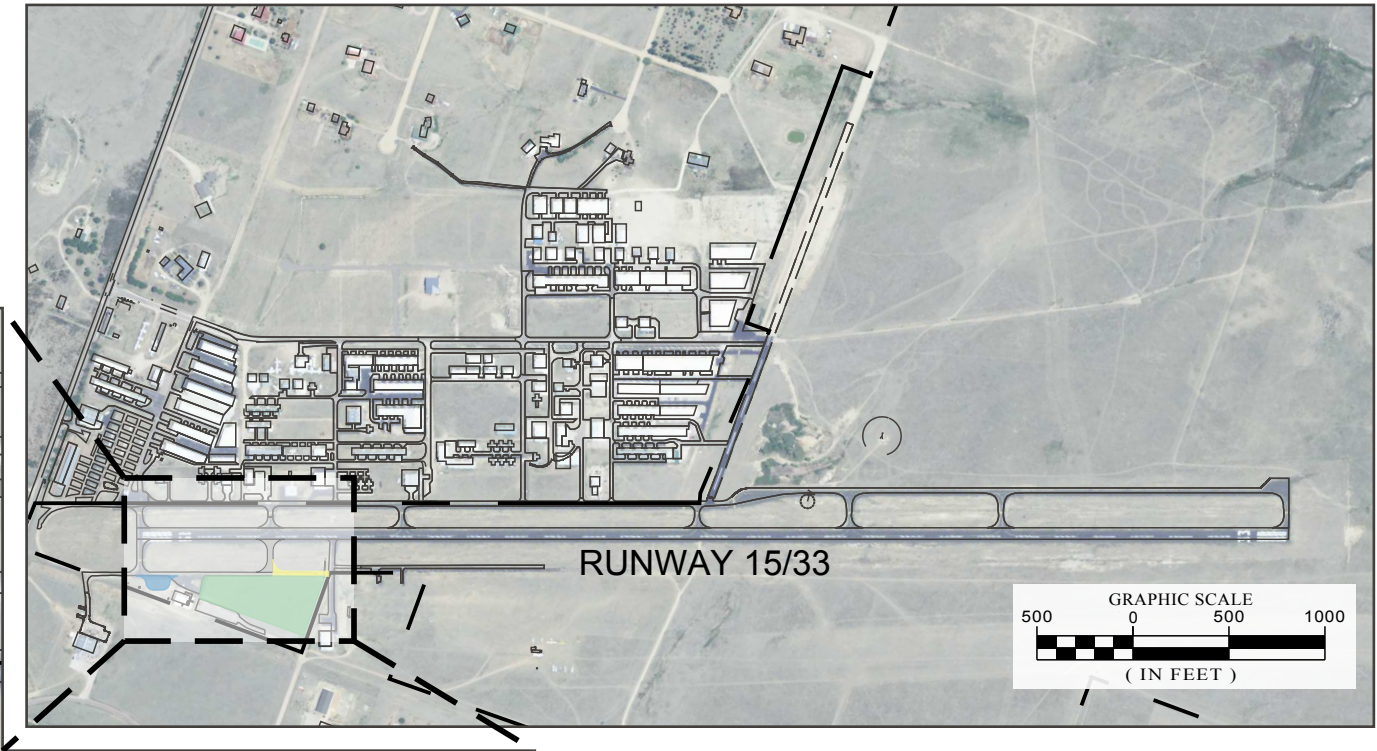
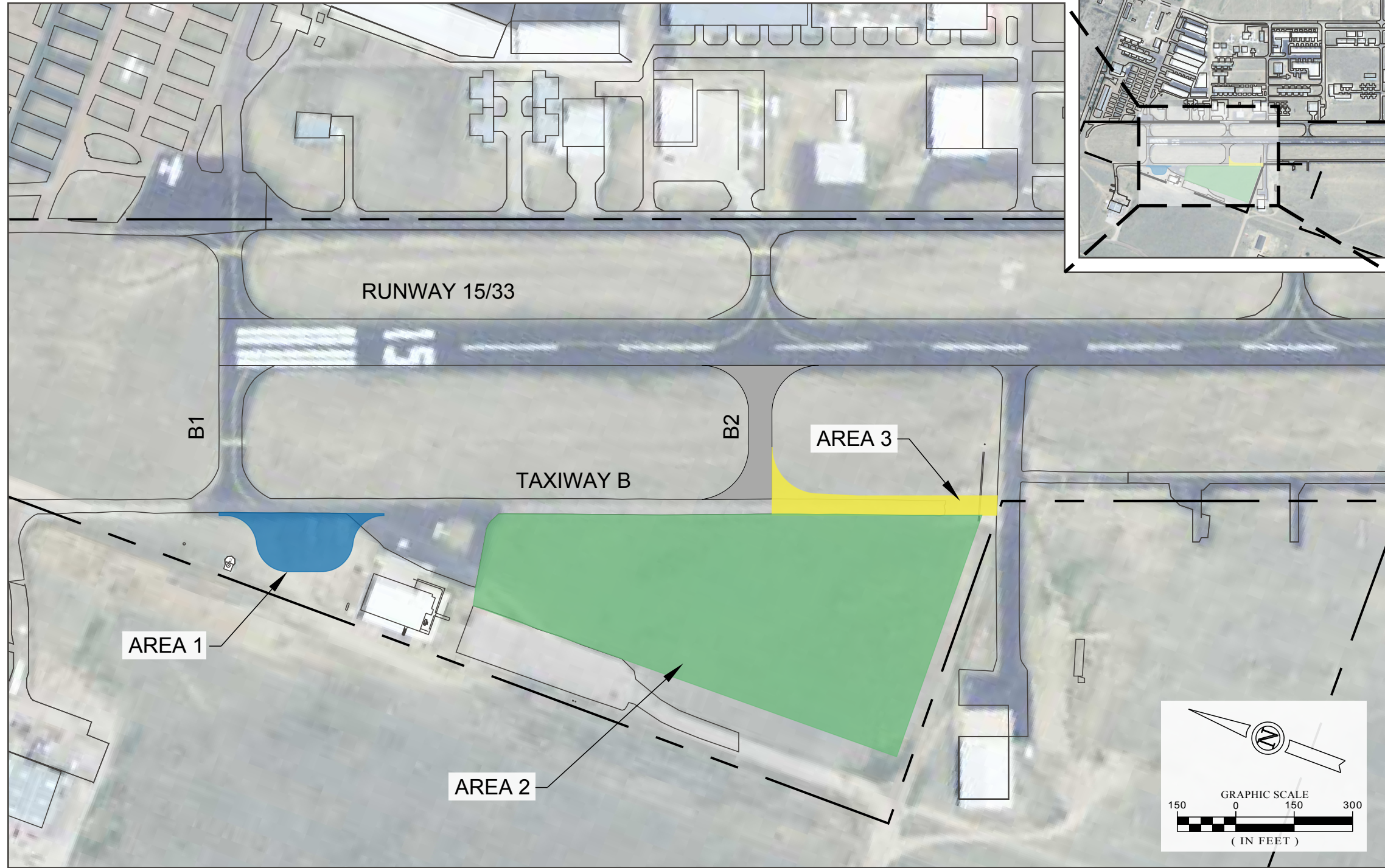
FAA Approving Official
Form Date: July 13, 2007

Date

Meadow Lake CATEX – Run-Up Area, Transient Apron, Taxiway B Extension

Figure 1- Project Location

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- PROJECT LOCATION**
- PART 1: RUN-UP AREA
 - PART 2: TRANSIENT APRON
 - PART 3: TAXIWAY B EXTENSION

JVIATION[®]

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MEADOW LAKE AIRPORT
 FIGURE 1
 PROJECT LOCATION

EXHIBIT 1 OF 1

Meadow Lake CATEX – Run-Up Area, Transient Apron, Taxiway B Extension
Figure 2 – Construction Equipment Emissions Inventory

FIGURE 2 - CONSTRUCTION EQUIPMENT EMISSIONS INVENTORY

LOCATION: Meadow Lake Airport
 PROJECT: Construction of Transient Apron, Run-up Area, and Taxiway B Extension

CREATED BY: Jviation Inc
 DATE: February 5, 2013

EQUIPMENT TYPE (DIESEL POWERED)	HOURS OF USE IN YEAR	CO Emission Rate lb/hr	CARBON MONOXIDE (CO) lbs	HC Emission Rate lb/hr	HYDRO- CARBONS lbs	NO ₂ Emission Rate lb/hr	NITROGEN OXIDES (NO _x) lbs	SO ₂ Emission Rate lb/hr	SULFUR OXIDES (SO ₂) lbs	PART. Emission Rate lb/hr	PARTICULATE lbs
Asphalt Paver	403	0.39810	160.51	0.07589	30.60	1.28138	516.65	0.11570	46.65	0.11197	45.15
Concrete Paver	0	0.81219	0.00	0.19905	0.00	1.78078	0.00	0.16528	0.00	0.15995	0.00
Roller	1210	0.37896	458.39	0.10024	121.25	1.13688	1375.17	0.12225	147.87	0.09535	115.34
Scraper	0	2.46872	0.00	0.35056	0.00	4.29557	0.00	0.44437	0.00	0.62212	0.00
Paving Equipment	806	0.53220	429.17	0.13074	105.43	1.27382	1027.21	0.10413	83.97	0.10413	83.97
Trencher	0	0.90692	0.00	0.15578	0.00	0.99423	0.00	0.09228	0.00	0.14288	0.00
Excavator	0	1.19602	0.00	0.16100	0.00	2.47254	0.00	0.21390	0.00	0.33121	0.00
Cement Mixer	50	0.06248	3.15	0.01399	0.71	0.14955	7.54	0.01263	0.64	0.01222	0.62
Graders	504	0.87912	443.08	0.36322	183.06	2.22095	1119.36	0.20127	101.44	0.23135	116.60
Rubber Tired Loader	202	1.00019	201.64	0.17920	36.13	2.14624	432.68	0.17920	36.13	0.26880	54.19
Skid Steer Loader	403	0.54000		0.09675		1.15800		0.09675		0.00193	0.78
Rubber Tired Dozer	0	1.29679	0.00	0.39830	0.00	4.44613	0.00	0.43072	0.00	22.92525	0.00
Tractor/Loader/ Backhoe	0	0.63500	0.00	0.13354	0.00	0.94316	0.00	0.07937	0.00	0.09805	0.00
Crawler Tractor	0	0.96378	0.00	0.25902	0.00	2.06811	0.00	0.17067	0.00	0.23091	0.00
Sweeper	302	0.88138	266.53	0.23271	70.37	2.03619	615.74	0.13526	40.90	0.23271	70.37
Dump Truck	3226	0.06248	201.54	0.01399	45.13	0.14955	482.39	0.01263	40.74	0.01222	39.42
Off Highway Truck	0	1.72088	0.00	0.51626	0.00	5.90016	0.00	0.54699	0.00	0.49168	0.00
SUB-TOTAL EMISSIONS			2164.00		592.67		5576.74		498.34		526.42

Hours = (number of pieces of equipment) * (days in use) * (projected hrs used in a typical day).

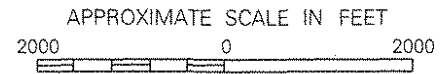
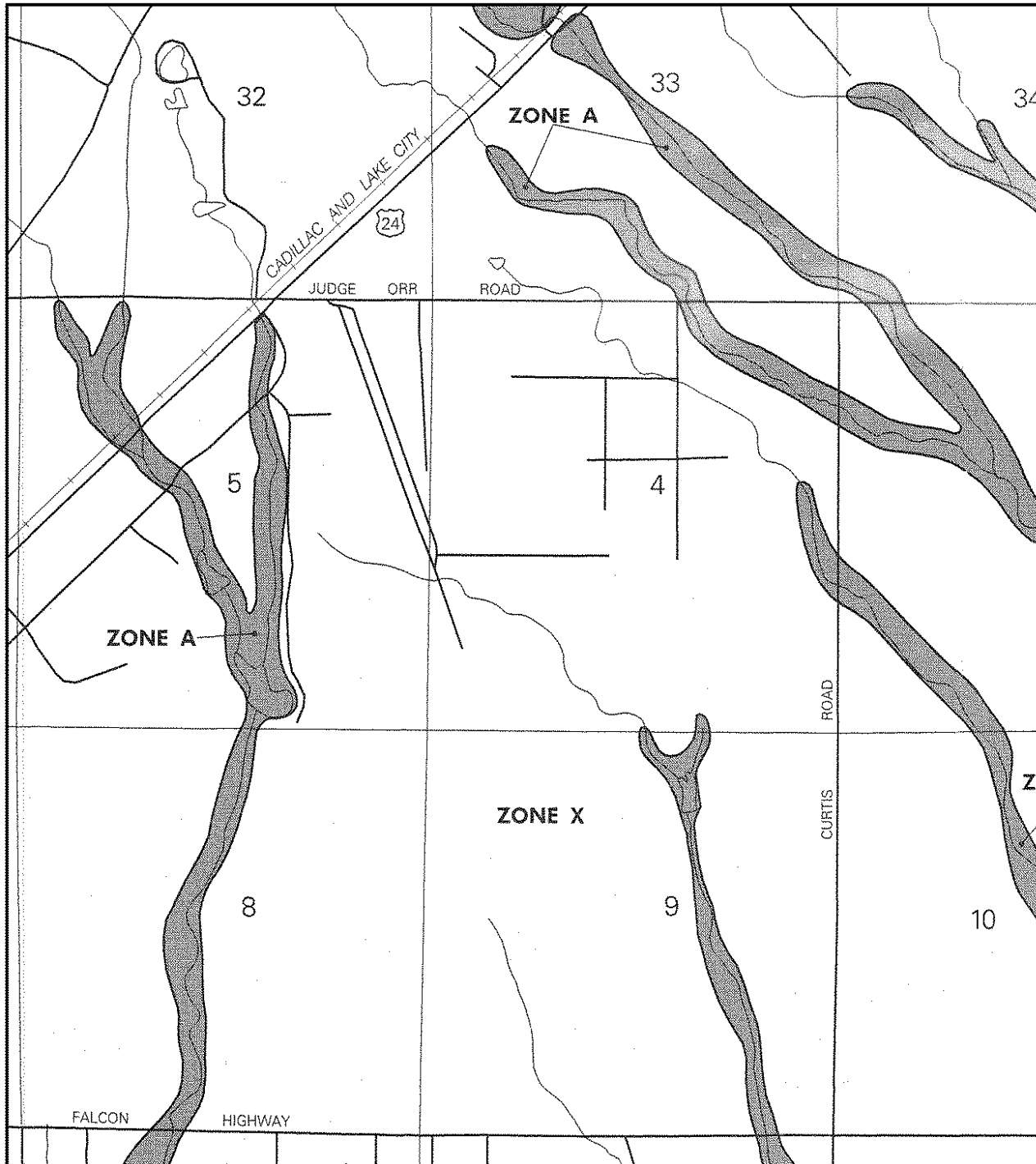
EQUIPMENT TYPE (GASOLINE POWERED)	HOURS OF USE IN YEAR	CO Emission Rate lb/hr	CARBON MONOXIDE (CO) lbs	HC Emission Rate lb/hr	HYDRO- CARBONS lbs	NO ₂ Emission Rate lb/hr	NITROGEN OXIDES (NO _x) lbs	SO ₂ Emission Rate lb/hr	SULFUR OXIDES (SO ₂) lbs	PART. Emission Rate lb/hr	PARTICULATE lbs
Asphalt Paver	0	8.93263	0.00	0.29324	0.00	0.21610	0.00	0.00993	0.00	0.00271	0.00
Concrete Paver	0	12.39042	0.00	0.40676	0.00	0.29975	0.00	0.00000	0.00	0.00375	0.00
Roller	0	4.60166	0.00	0.15106	0.00	0.11132	0.00	0.00558	0.00	0.00139	0.00
Scraper	0	31.47814	0.00	1.03337	0.00	0.76152	0.00	0.00000	0.00	0.00954	0.00
Paving Equipment	0	1.80312	0.00	0.05919	0.00	0.04362	0.00	0.00219	0.00	0.00055	0.00
Trencher	0	7.78003	0.00	0.25541	0.00	0.18821	0.00	0.00825	0.00	0.00236	0.00
Excavator	0	18.51142	0.00	0.60770	0.00	0.44783	0.00	0.01496	0.00	0.00561	0.00
Cement Mixer	0	1.80312	0.00	0.05919	0.00	0.04362	0.00	0.00255	0.00	0.00055	0.00
Graders	0	15.18023	0.00	0.49834	0.00	0.36724	0.00	0.00000	0.00	0.00460	0.00
Rubber Tired Loader	0	15.79583	0.00	0.51855	0.00	0.38213	0.00	0.01436	0.00	0.00479	0.00
Rubber Tired Dozer	0	30.65298	0.00	1.00628	0.00	0.74155	0.00	0.00000	0.00	0.00929	0.00
Tractor/Loader/ Backhoe	0	13.20248	0.00	0.43341	0.00	0.31939	0.00	0.01067	0.00	0.00400	0.00
Crawler Tractor	0	13.16755	0.00	0.43227	0.00	0.31855	0.00	0.00000	0.00	0.00399	0.00
Sweeper	0	12.15023	0.00	0.39565	0.00	0.31505	0.00	0.01282	0.00	0.00366	0.00
SUB-TOTAL EMISSIONS			0.00		0.00		0.00		0.00		0.00

	CARBON MONOXIDE (CO) TOTAL TONS	HYDRO-CARBONS TOTAL TONS	NITROGEN OXIDES (NO ₂) TOTAL TONS	SULFUR OXIDES (SO ₂) TOTAL TONS	PARTICULATE TOTAL TONS
TOTAL CONSTRUCTION EQUIPMENT EMISSIONS →	1.1	0.3	2.8	0.2	0.3

Emission rates and load factors based on: USAF, Report No. IERA-RS-BR-SR-2001-0010, January 2002

Meadow Lake CATEX – Run-Up Area, Transient Apron, Taxiway B Extension

Figure 3 – Flood Insurance Rate Map



NATIONAL FLOOD INSURANCE PROGRAM

**FIRM
FLOOD INSURANCE RATE MAP**

**EL PASO COUNTY,
COLORADO AND
INCORPORATED AREAS**

PANEL 575 OF 1300
(SEE MAP INDEX FOR PANELS NOT PRINTED)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
COLORADO SPRINGS, CITY OF	080080	0575	F
EL PASO COUNTY, UNINCORPORATED AREAS	080259	0575	F

**MAP NUMBER
08041C0575 F**

**EFFECTIVE DATE:
MARCH 17, 1997**



Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

Meadow Lake CATEX – Run-Up Area, Transient Apron, Taxiway B Extension
Figure 4 – Wetlands Map



U.S. Fish and Wildlife Service

National Wetlands Inventory

FLY Wetlands

Feb 5, 2013



Wetlands

- Freshwater Emergent
- Freshwater Forested/Shrub
- Estuarine and Marine Deepwater
- Estuarine and Marine
- Freshwater Pond
- Lake
- Riverine
- Other

Status

- Digital
- Scan
- Non-Digital
- No Data

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

User Remarks: