

## Appendix C: **ENVIRONMENTAL OVERVIEW**

An analysis of potential environmental impacts associated with proposed airport projects is an essential consideration in the airport layout plan (ALP) update and narrative report. The primary purpose of this discussion is to review the recommended development concept (**Exhibit 4A**) and the airport's capital program to determine whether projects identified in the ALP update and narrative report could, individually or collectively, significantly impact existing environmental resources. Information contained in this appendix was obtained from previous studies, official internet websites, and analysis by the consultant. This appendix provides an overview of potential impacts to existing resources that could result from the implementation of the planned improvements outlined on the recommended development concept.

If the FAA retains approval authority over a project, the project is typically subject to the *National Environmental Policy Act* (NEPA). For projects not categorically excluded under FAA 1050.1G, *FAA National Environmental Policy Act Implementing Procedures*, compliance with the 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.

The 2024 *FAA Reauthorization Act* has introduced a variety of updated and new environmental guidelines. The primary environmental-related updates are outlined in two sections: Section 743 and Section 783.

- Section 743 details the FAA's authority to regulate uses of airport property for projects on land acquired without federal assistance and outlines limitations imposed on non-aeronautical review. Section 743 also states that a notice of intent for proposed projects outside FAA jurisdiction should be submitted by an airport sponsor to the FAA.
- Section 783 outlines the airport capacity enhancement projects, terminal development projects, and general aviation airport improvement projects that will be subject to coordinated and expedited environmental review requirements.

This environmental overview is not designed to satisfy NEPA requirements for a specific development project, but it provides a preliminary review of environmental issues that may need to be considered in more detail during the environmental review process. It is important to note that the FAA is responsible for determining the level of environmental documentation required for airport actions.

**Table C1** summarizes potential environmental concerns associated with implementation of the ultimate recommended development concept for PRZ. Analysis under the NEPA may require federal agencies to prepare a detailed statement for proposed "major federal actions significantly affecting the quality of the human environment," as amended by the *Fiscal Responsibility Act of 2023* (FRA), Public Law 118-5. This statement must include the following:

1. The reasonably foreseeable environmental effects of the proposed agency action
2. The reasonably foreseeable adverse environmental effects that cannot be avoided

3. A reasonable range of alternatives to the proposed agency action, including an analysis of any negative environmental impacts of not implementing the proposed agency action in the case of no action alternative, that are technically and economically feasible, and meet the purpose and need of the proposal
4. The relationship between local short-term uses of man’s environment and the maintenance and enhancement of long-term productivity
5. Any irreversible and irretrievable commitments of resources that would be involved in the proposed action

**TABLE C1: Summary of Potential Environmental Concerns**

Aviation Emissions and Air Quality	FAA Order 1050.1G, Significance Threshold/Factors to Consider	<i>The action would cause pollutant concentrations to exceed one or more of the National Ambient Air Quality Standards (NAAQS), as established by the United States (U.S.) Environmental Protection Agency (EPA) under the Clean Air Act, for any of the time periods analyzed, or to increase the frequency or severity of any such existing violations.</i>
Aviation Emissions and Air Quality	Potential Environmental Concerns	<p><b>Potential Impact.</b> An increase in operations could occur over the 20+ year planning horizon of the airport layout plan narrative that would likely result in additional emissions. Roosevelt County is currently in attainment for all federal criteria pollutants.</p> <p>For construction or operational emissions, project-specific qualitative or quantitative emissions inventories under the NEPA may be required, depending on the type of environmental review needed for specific projects defined on the development plan concept.</p> <p><i>Source: U.S. EPA Green Book, New Mexico Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants, accessed May 2025</i></p>
Biological Resources (including fish, wildlife, and plants)	FAA Order 1050.1G, Significance Threshold/Factors to Consider	<p><i>The U.S. Fish and Wildlife Service (USFWS) or the National Marine Fisheries Service (NMFS) determines that the action would be likely to jeopardize the continued existence of a federally listed threatened or endangered species or would result in the destruction or adverse modification of federally designated critical habitat.</i></p> <p><i>The FAA has not established a significance threshold for non-listed species; however, factors to consider include whether an action would have the potential for:</i></p> <ul style="list-style-type: none"> <li>• Long-term or permanent loss of unlisted plant or wildlife species;</li> <li>• Adverse impacts to special status species or their habitats;</li> <li>• Substantial loss, reduction, degradation, disturbance, or fragmentation of native species’ habitats or populations; or</li> <li>• Adverse impacts on a species’ reproductive rates, non-natural mortality, or ability to sustain the minimum population levels required for population maintenance.</li> </ul>
Biological Resources	Potential Environmental Concerns	<p><u>Federally Protected Species</u></p> <p><b>Potential Impact.</b> According to the USFWS <i>Information for Planning and Consultation (IPaC)</i> report, there is potential for one proposed threatened species at PRZ:</p> <ul style="list-style-type: none"> <li>• monarch butterfly (proposed threatened)</li> </ul> <p>The monarch butterfly may occur at the airport. Impacts to this species should be assessed prior to development at the airport.</p> <p style="text-align: right;"><i>(Continues on next page)</i></p>

**TABLE C1 (continued): Summary of Potential Environmental Concerns**

<p>Biological Resources</p>	<p>Potential Environmental Concerns (continued)</p>	<p><u>Designated Critical Habitat</u> <b>No Impact.</b> There are no designated critical habitats within airport boundaries.</p> <p><u>Non-Listed Species</u> <b>Potential Impact.</b> Non-listed species of concern include those protected by the <i>Migratory Bird Treaty Act</i> (MBTA) and the <i>Bald and Golden Eagle Protection Act</i>. No eagles are expected to use the airport environs. Bird species protected by the MBTA could be adversely affected if construction occurs during the nesting and breeding seasons (March to September).</p> <p>Pre-construction surveys of vegetated areas at the airport are recommended for projects that involve ground-clearing unless such projects occur outside the nesting and breeding seasons (March to September). Projects related to future acquisitions of land that contain vegetation may also be areas of concern.</p> <p><i>Source: USFWS, IPaC, accessed May 2025</i></p>
<p>Coastal Resources</p>	<p>FAA Order 1050.1G, Significance Threshold/Factors to Consider</p>	<p><i>The FAA has not established a significance threshold for Coastal Resources. Factors to consider include whether an action would have the potential to:</i></p> <ul style="list-style-type: none"> <li>• <i>Be inconsistent with the relevant state coastal zone management plan(s);</i></li> <li>• <i>Impact a coastal barrier resources system unit;</i></li> <li>• <i>Pose an impact on coral reef ecosystems;</i></li> <li>• <i>Cause an unacceptable risk to human safety or property; or</i></li> <li>• <i>Cause adverse impacts on the coastal environment that cannot be satisfactorily mitigated.</i></li> </ul>
<p>Coastal Resources</p>	<p>Potential Environmental Concerns</p>	<p><b>No Impact.</b> The airport is not located within a coastal zone. The closest National Marine Sanctuary is the Flower Garden Banks National Marine Sanctuary, which is located 680 miles from PRZ.</p> <p><i>Source: National Oceanic and Atmospheric Administration, National Marine Sanctuaries, accessed May 2025</i></p>
<p><i>Department of Transportation Act, Section 4(f) (now codified in Title 49 United States Code § 303)</i></p>	<p>FAA Order 1050.1G, Significance Threshold/Factors to Consider</p>	<p><i>The action involves more than a minimal physical use of a Section 4(f) resource or constitutes a “constructive use” based on an FAA determination that the aviation project would substantially impair the Section 4(f) resource. Resources that are protected by Section 4(f) are publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance and publicly or privately owned land from a historic site of national, state, or local significance. Substantial impairment occurs when the activities, features, or attributes of the resource that contribute to its significance or enjoyment are substantially diminished.</i></p>
<p><i>Department of Transportation Act, Section 4(f)</i></p>	<p>Potential Environmental Concerns</p>	<p><b>No Impact.</b> No wilderness areas, public recreational facilities, or National Register of Historic Places (NRHP)-listed resources would be impacted by the proposed development outlined on <b>Exhibit 4A</b>.</p>
<p>Farmlands</p>	<p>FAA Order 1050.1G, Significance Threshold/Factors to Consider</p>	<p><i>The total combined score on Form AD-1006, Farmland Conversion Impact Rating, ranges between 200 and 260. Form AD-1006 is used by the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) to assess impacts under the Farmland Protection Policy Act (FPPA).</i></p> <p><i>The FPPA applies when airport activities meet the following conditions:</i></p> <ul style="list-style-type: none"> <li>• <i>Federal funds are involved;</i></li> <li>• <i>The action involves the potential for the irreversible conversion of important farmlands to non-agricultural uses (important farmlands include pastureland, cropland, and forest considered to be prime, unique, or statewide or locally important land); or</i></li> </ul> <p style="text-align: right;"><i>(Continues on next page)</i></p>

**TABLE C1 (continued): Summary of Potential Environmental Concerns**

Farmlands	FAA Order 1050.1G, Significance Threshold/Factors to Consider (continued)	<ul style="list-style-type: none"> <li>• None of the exemptions to the FPPA apply. These exemptions include:               <ul style="list-style-type: none"> <li>○ Land that is not considered “farmland” under the FPPA, such as land that is already developed or already irreversibly converted (these instances include when land is designated as an urban area by the U.S. Census Bureau or the existing footprint includes rights-of-way);</li> <li>○ Land that is already committed to urban development;</li> <li>○ Land that is committed to water storage;</li> <li>○ Construction of non-farm structures necessary to support farming operations; and</li> <li>○ Construction/land development for national defense purposes.</li> </ul> </li> </ul>
Farmlands	Potential Environmental Concerns	<p><b>Potential Impact.</b> Based on the USDA–NRCS Web Soil Survey (WSS), the airport is comprised of armarillo fine sandy loam, arvana fine sandy loam, gomez loamy fine sand, levelland soils, posey fine sandy loam, and sharvana fine sandy loam soils. These soils have been classified as farmland of statewide importance and not prime farmland.</p>
Hazardous Materials, Solid Waste, and Pollution Prevention	FAA Order 1050.1G, Significance Threshold/Factors to Consider	<p><i>The FAA has not established a significance threshold for Hazardous Materials, Solid Waste, and Pollution Prevention; however, factors to consider include whether an action would have the potential to:</i></p> <ul style="list-style-type: none"> <li>• Violate applicable federal, state, tribal, or local laws or regulations regarding hazardous materials and/or solid waste management;</li> <li>• Involve a contaminated site;</li> <li>• Produce an appreciably different quantity or type of hazardous waste;</li> <li>• Generate an appreciably different quantity or type of solid waste or use a different method of collection or disposal and/or would exceed local capacity;</li> <li>• Use a different method of waste collection, treatment, storage, or disposal that, as an action, would adversely impact the site, surroundings, or affected community and/or would exceed state, tribal, or local capacity; or</li> <li>• Adversely affect human health and the environment.</li> </ul>
Hazardous Materials, Solid Waste, and Pollution Prevention	Potential Environmental Concerns	<p><b>Potential Impact.</b> There are no identified brownfields or Superfund sites within a one-mile buffer of the airport. Prior to any proposed land acquisition for the protection of the runway protection zones (RPZs), a Phase I site assessment should be conducted to provide a more detailed understanding of what hazardous materials may be located on the land to be purchased.</p> <p>Due to existing regulatory environmental management regarding hazardous materials and waste and stormwater management, no impacts related to ultimate airport development are anticipated.</p> <p>The construction of proposed hangars on the east side of the airport would increase the amount of solid waste generated at the airport; however, no long-term impacts related to solid waste disposal are expected.</p>
Historical, Architectural, Archaeological, and Cultural Resources	FAA Order 1050.1G, Significance Threshold/Factors to Consider	<p><i>The FAA has not established a significance threshold for Historical, Architectural, Archaeological, and Cultural Resources. Factors to consider include whether an action would result in a finding of adverse effect through the Section 106 process; however, an adverse effect finding does not automatically trigger the preparation of an EIS (i.e., a significant impact).</i></p>

(Table continues)

**TABLE C1 (continued): Summary of Potential Environmental Concerns**

<p>Historical, Architectural, Archaeological, and Cultural Resources</p>	<p>Potential Environmental Concerns</p>	<p><b>No Impact.</b> There are no National Register Historic Places-listed resources within one mile of the airport. The airport was initially opened in August 1989; based on historic aerial photography, there are no historic-age structures (i.e., 50 years or older) on airport property.</p> <p>An airport-wide cultural resources survey should be completed to evaluate any other cultural resources at the airport. The FAA would then determine the level of effect airport projects would have on these historic properties under the NEPA and through the <i>National Historic Preservation Act</i> Section 106 process. If previously undocumented buried cultural resources are identified during ground-disturbing activities for ultimate airport development, all work must immediately cease within 30 meters (100 feet) until a qualified archaeologist has documented the discovery and evaluated its eligibility for the NRHP, as appropriate. Work must not resume in the area without FAA approval.</p> <p><i>Sources: Historic Aerials Viewer, accessed May 2025; U.S. EPA, NEPAassist, accessed May 2025</i></p>
<p>Land Use</p>	<p>FAA Order 1050.1G, Significance Threshold/Factors to Consider</p>	<p><i>The FAA has not established a significance threshold for Land Use and there are no specific independent factors to consider. The determination that significant impacts exist is normally dependent on the significance of other impacts.</i></p>
<p>Land Use</p>	<p>Potential Environmental Concerns</p>	<p><b>No Impact.</b> Proposed airport improvements include new hangars throughout the airport, new roads, parking, a terminal expansion, the 545-foot extension of Runway 8, the 1,100-foot extension of Runway 1, and fee simple acquisitions in the RPZs.</p> <p>The properties to be obtained as a fee simple acquisitions are in the RPZs for Runway 1 and Runway 8. Properties obtained through fee simple acquisitions in or near the RPZs would reduce the possibility of natural growth or human-made obstructions. These areas proposed for fee simple acquisition are currently vacant and would not relocate businesses or residences.</p>
<p>Natural Resources and Energy Supply</p>	<p>FAA Order 1050.1G, Significance Threshold/Factors to Consider</p>	<p><i>The FAA has not established a significance threshold for Natural Resources and Energy Supply; however, factors to consider include whether the action would have the potential to cause demand to exceed available or future supplies of these resources.</i></p>
<p>Natural Resources and Energy Supply</p>	<p>Potential Environmental Concerns</p>	<p><b>No Impact.</b> Planned development projects at the airport could increase demands on energy utilities, water supplies and treatment, and other natural resources during construction; however, significant long-term impacts are not anticipated. If long-term impacts become a concern, coordination with local service providers is recommended.</p>
<p>Noise and Noise-Compatible Land Use</p>	<p>FAA Order 1050.1G, Significance Threshold/Factors to Consider</p>	<p><i>The significance threshold applies to all civil aviation activities, including aircraft and airports, unmanned aircraft systems (UAS) and hubs, advanced air mobility (AAM) and vertiports, and commercial space vehicles and launch and reentry sites.</i></p> <p><i>The action would result in noise exposure from impulsive noise sources (e.g., sonic booms) that meet or exceed a 60-decibel (dB) CDNL (C-weighted day-night sound level; equivalent to a day-night average sound level [DNL] of 65 dBA [A-weighted decibels]).</i></p>

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**TABLE C1 (continued): Summary of Potential Environmental Concerns**

<p>Noise and Noise-Compatible Land Use</p>	<p>FAA Order 1050.1G, Significance Threshold/Factors to Consider (continued)</p>	<p><i>The action would increase noise by a DNL of 1.5 dB or more for a noise-sensitive area that is exposed to noise at or above the 65-dB DNL noise exposure level, or that will be exposed at or above the 65-dB level due to a 1.5-dB DNL or greater increase, when compared to the no action alternative for the same timeframe.</i></p> <p><i>Another factor to consider is that special consideration should be given to the evaluation of the significance of noise impacts on noise-sensitive areas within Section 4(f) properties where the land use compatibility guidelines in Title 14 Code of Federal Regulations (CFR) Part 150 are not relevant to the value, significance, and enjoyment of the area in question.</i></p>
<p>Noise and Noise-Compatible Land Use</p>	<p>Potential Environmental Concerns</p>	<p><b>Potential Impact.</b> Ultimate development at the airport is not expected to change the overall noise environment by more than the 1.5-dB threshold; however, this should be confirmed prior to implementing runway extensions on ultimate Runway 1 and Runway 8.</p>
<p>Socioeconomics</p>	<p>FAA Order 1050.1G, Significance Threshold/Factors to Consider</p>	<p><i>The FAA has not established a significance threshold for Socioeconomics; however, factors to consider include whether an action would have the potential to:</i></p> <ul style="list-style-type: none"> <li>• <i>Disrupt or divide the physical arrangement of an established community;</i></li> <li>• <i>Cause extensive relocation when sufficient replacement housing is unavailable;</i></li> <li>• <i>Cause extensive relocation of community businesses that would cause severe economic hardship for affected communities;</i></li> <li>• <i>Disrupt local traffic patterns and substantially reduce the levels of service of roads serving the airport and its surrounding communities; or</i></li> <li>• <i>Produce a substantial change in the community tax base.</i></li> </ul>
<p>Socioeconomics</p>	<p>Potential Environmental Concerns</p>	<p><b>No Impact.</b> Proposed development would not relocate or disrupt existing businesses or residents. No division of existing neighborhoods or housing/business relocations would occur due to the proposed development on the airport.</p> <p>Ultimate airport projects would result in temporary disruption of local traffic patterns along U.S. Highway 70 during construction. New land use facilities, such as the proposed hangars, are not expected to generate a significant increase in vehicular traffic.</p>
<p>Children’s Environmental Health and Safety Risks</p>	<p>FAA Order 1050.1G, Significance Threshold/Factors to Consider</p>	<p><i>The FAA has not established a significance threshold for Children’s Environmental Health and Safety Risks; however, factors to consider include whether an action would have the potential to lead to a disproportionate health or safety risk to children.</i></p>
<p>Children’s Environmental Health and Safety Risks</p>	<p>Potential Environmental Concerns</p>	<p><b>No Impact.</b> No disproportionately high or adverse impacts are anticipated to affect children living, playing, or attending school near the airport because of the proposed ultimate development. The closest residential areas are 0.10 miles east of the airport. The airport is an access-controlled facility and children are not allowed within the fenced portions of the airport without adult supervision. All construction areas should be controlled to prevent unauthorized access.</p>

(Table continues)

**TABLE C1 (continued): Summary of Potential Environmental Concerns**

<p>Visual Effects: Light Emissions</p>	<p>FAA Order 1050.1G, Significance Threshold/Factors to Consider</p>	<p><i>The FAA has not established a significance threshold for Light Emissions; however, a factor to consider is the degree to which an action would have the potential to:</i></p> <ul style="list-style-type: none"> <li>• <i>Create annoyance or interfere with normal activities from light emissions; or</i></li> <li>• <i>Affect the nature of the visual character of the area due to light emissions, including the importance, uniqueness, and aesthetic value of the affected visual resources.</i></li> </ul>
<p>Visual Effects: Light Emissions</p>	<p>Potential Environmental Concerns</p>	<p><b>No Impact.</b> Existing lights at the airport include a rotating beacon, medium intensity runway lighting (MIRL) on Runway 1-19 and Runway 8-26, and edge reflectors along the taxiways. Proposed lighting at the airport includes the installation of runway end identifier lights (REILs) at the end of each runway, as well as the installation of medium intensity taxiway lights (MITL) for Taxiways A and B.</p> <p>Runway extensions are proposed for Runway 1 and Runway 8. Night lighting during construction phases within the runway environment is typically directed downward to the construction work area to prevent light spilling outside airport boundaries. There are no incompatible land uses located near Runway 1 and Runway 8, which are surrounded by vacant land. Other ultimate projects, such as the proposed hangars on the eastern portion of the airport, would include new light fixtures that would remain illuminated during the operation of the new facilities. Building security lights would be directed downward and would not create glare issues for users on the nearby highway.</p>
<p>Visual Effects: Visual Resources/ Visual Character</p>	<p>FAA Order 1050.1G, Significance Threshold/Factors to Consider</p>	<p><i>The FAA has not established a significance threshold for Visual Resources/ Visual Character; however, a factor to consider is the extent to which an action would have the potential to:</i></p> <ul style="list-style-type: none"> <li>• <i>Affect the nature of the visual character of the area, including the importance, uniqueness, and aesthetic value of the affected visual resources;</i></li> <li>• <i>Contrast with the visual resources and/or visual character in the study area; and</i></li> <li>• <i>Block or obstruct the views of the visual resources, including whether these resources would still be viewable from other locations.</i></li> </ul>
<p>Visual Effects: Visual Resources/ Visual Character</p>	<p>Potential Environmental Concerns</p>	<p><b>No Impact.</b> The proposed runway extensions would extend the approach end of Runway 1 by 1,100 feet and Runway 8 by 545 feet. These runway extensions are not anticipated to visually alter the line of sight for other land uses, as the parcels of land bordering the runway extensions are vacant. Other future developments, such as the proposed hangars on the east side of the airport and other airside improvements, are similarly adjacent to vacant parcels of land and are not anticipated to impact land uses within a mile of the airport.</p>
<p>Water Resources: Wetlands</p>	<p>FAA Order 1050.1G, Significance Threshold/Factors to Consider</p>	<p><i>The action would:</i></p> <ul style="list-style-type: none"> <li>• <i>Adversely affect a wetland's function to protect the quality or quantity of municipal water supplies, including surface waters and sole source and other aquifers;</i></li> <li>• <i>Substantially alter the hydrology needed to sustain the affected wetland system's values and functions or those of a wetland to which it is connected;</i></li> </ul>

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**TABLE C1 (continued): Summary of Potential Environmental Concerns**

<p>Water Resources: Wetlands</p>	<p>FAA Order 1050.1G, Significance Threshold/Factors to Consider (continued)</p>	<ul style="list-style-type: none"> <li>Substantially reduce the affected wetland’s ability to retain floodwaters or storm runoff, thereby threatening public health, safety, or welfare (the term welfare includes cultural, recreational, and scientific resources or property important to the public);</li> <li>Adversely affect the maintenance of natural systems that support wildlife and fish habitat or economically important timber, food, or fiber resources of the affected or surrounding wetlands;</li> <li>Promote the development of secondary activities or services that would cause the circumstances listed above to occur; or</li> <li>Be inconsistent with applicable state wetland strategies.</li> </ul>
<p>Water Resources: Wetlands</p>	<p>Potential Environmental Concerns</p>	<p><b>No Impact.</b> According to the National Wetlands Inventory (NWI), there are no mapped wetlands on the airport or the land proposed for acquisition or an aviation easement.</p> <p><i>Source: National Wetlands Inventory, accessed May 2025</i></p>
<p>Water Resources: Floodplains</p>	<p>FAA Order 1050.1G, Significance Threshold/Factors to Consider</p>	<p>The action would cause notable adverse impacts on natural and beneficial floodplain values. Natural and beneficial floodplain values are defined in Paragraph 4.k of U.S. Department of Transportation (DOT) Order 5650.2, Floodplain Management and Protection.</p>
<p>Water Resources: Floodplains</p>	<p>Potential Environmental Concerns</p>	<p><b>Potential Impact.</b> Based on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), the majority of the airport is located in Zone X, which is identified as an area of minimal flood hazard. A small portion of the airport to the east of the existing T-hangars is located in Zone A, a 100-year floodplain. This area has been slated for a non-aeronautical reserve on <b>Exhibit 4A</b>.</p>
<p>Water Resources: Surface Waters</p>	<p>FAA Order 1050.1G, Significance Threshold/Factors to Consider</p>	<p>The action would:</p> <ul style="list-style-type: none"> <li>Exceed water quality standards established by federal, state, local, and tribal regulatory agencies; or</li> <li>Contaminate public drinking water supply such that public health may be adversely affected.</li> </ul> <p>Factors to consider include whether a project would have the potential to:</p> <ul style="list-style-type: none"> <li>Adversely affect natural and beneficial water resource values to a degree that substantially diminishes or destroys such values;</li> <li>Adversely affect surface waters such that the beneficial uses and values of the waters are appreciably diminished or can no longer be maintained and such impairment cannot be avoided or satisfactorily mitigated; or</li> <li>Present difficulties based on water quality impacts when obtaining a permit or authorization.</li> </ul>
<p>Water Resources: Surface Waters</p>	<p>Potential Environmental Concerns</p>	<p><b>No Impact.</b> The airport is located in the Town of Yerba watershed. There are no impaired waterbodies in this watershed. A project-specific stormwater pollution prevention plan (SWPPP) would be applied during the construction of the proposed projects outlined on <b>Exhibit 4A</b> if the individual project disturbs more than one acre.</p> <p><i>Source: U.S. EPA, How’s My Waterway, accessed May 2025</i></p>

(Table continues)

**TABLE C1 (continued): Summary of Potential Environmental Concerns**

<p>Water Resources: Groundwater</p>	<p>FAA Order 1050.1G, Significance Threshold/Factors to Consider</p>	<p><i>The action would:</i></p> <ul style="list-style-type: none"> <li>• Exceed groundwater quality standards established by federal, state, local, and tribal regulatory agencies; or</li> <li>• Contaminate an aquifer used for public water supply such that public health may be adversely affected.</li> </ul> <p><i>Factors to consider include whether a project would have the potential to:</i></p> <ul style="list-style-type: none"> <li>• Adversely affect natural and beneficial groundwater values to a degree that substantially diminishes or destroys such values;</li> <li>• Adversely affect groundwater quantities such that the beneficial uses and values of the groundwater are appreciably diminished or can no longer be maintained and such impairment cannot be avoided or satisfactorily mitigated; or</li> <li>• Present difficulties based on water quality impacts when obtaining a permit or authorization.</li> </ul>
<p>Water Resources: Groundwater</p>	<p>Potential Environmental Concerns</p>	<p><b>No Impact.</b> There are no groundwater resources at the airport. The airport property is not located over a sole source aquifer. The closest sole source aquifer is the Espanola Basin Aquifer System SSA, which is located 165 miles northwest of the airport.</p> <p><i>Source: U.S. EPA, Sole Source Aquifers, accessed May 2025</i></p>
<p>Water Resources: Wild and Scenic Rivers</p>	<p>FAA Order 1050.1G, Significance Threshold/Factors to Consider</p>	<p><i>The FAA has not established a significance threshold for Wild and Scenic Rivers. Factors to consider include whether an action would have an adverse impact on the values for which a river was designated (or considered for designation) through:</i></p> <ul style="list-style-type: none"> <li>• Destroying or altering a river’s free-flowing nature;</li> <li>• A direct and adverse effect on the values for which a river was designated (or is under study for designation);</li> <li>• Introducing a visual, audible, or other type of intrusion that is out of character with the river or would alter outstanding features of the river’s setting;</li> <li>• Causing the river’s water quality to deteriorate;</li> <li>• Allowing the transfer or sale of property interests without restrictions needed to protect the river or the river corridor; or</li> <li>• Any of the above impacts preventing a river on the Nationwide Rivers Inventory (NRI) or a Section 5(d) river that is not included in the NRI from being included in the Wild and Scenic River System or causing a downgrade in its classification (e.g., from wild to recreational).</li> </ul>
<p>Water Resources: Wild and Scenic Rivers</p>	<p>Potential Environmental Concerns</p>	<p><b>No Impact.</b> The closest designated national wild and scenic river identified is the Pecos River, which is located 194 miles from the airport. The nearest NRI feature is the San Pedro River East, which is located nine miles from the airport.</p> <p>Projects delineated on the proposed development concept would not have adverse effects on the outstanding remarkable values of these water resources (i.e., scenery, recreation, geology, fish, wildlife, and history).</p> <p><i>Sources: National Wild and Scenic Rivers Map, accessed May 2025; Nationwide Rivers Inventory, accessed May 2025</i></p>