

CHAPTER 1. ORDER OBJECTIVES AND DEFINITIONS

1. THE NATIONAL ENVIRONMENTAL POLICY ACT. The National Environmental Policy Act of 1969 (NEPA) is one of the Federal laws passed to protect the nation's environment. As 40 CFR 1500.1(a) notes:

“The National Environmental Policy Act (NEPA) is our basic national charter for protecting the environment. It establishes policy, sets goals (section 101), and provides means (section 102) for carrying out the policy. Section 102(2) contains ‘action-forcing’ provisions to make sure that federal agencies act according to the letter and spirit of the Act.”

2. NEPA'S OBJECTIVES. NEPA requires each Federal agency to disclose to the interested public a clear, accurate description of potential environmental impacts that proposed Federal actions and reasonable alternatives to those actions would cause. Through NEPA, Congress directed Federal agencies to integrate environmental factors in their planning and decision making processes. This provides the public with a fair, open opportunity to review and comment on those alternatives and impacts and other important environmental matters related to a proposed Federal action. In approving the Federal actions necessary to support an airport development proposal, the approving FAA official must consider environmental effects as fully and as fairly as it does technical, economic, and other non-environmental considerations.

3. COUNCIL ON ENVIRONMENTAL QUALITY REGULATIONS. NEPA created the President’s Council on Environmental Quality (CEQ). CEQ’s responsibilities include developing national policies to foster and promote improving environmental quality and oversight of the Federal government's NEPA activities. CEQ has issued regulations at 40 CFR, Part 1500 *et. seq.* providing directions on how to comply with NEPA. This Order uses CEQ terms in 1500 *et. seq.* when possible and cites the applicable CEQ regulation as, "40 CFR 1508," "40 CFR 1508.9," etc.

4. FAA’S ENVIRONMENTAL OBJECTIVES. Provisions in 49 USC section 40101 describe FAA’s multiple missions. In proposing actions to carry out its mission to maintain safety and efficiency in air commerce and to consider the requirements of national defense and commercial and general aviation, FAA must comply with NEPA. To do this, FAA must consider ways to enhance environmental quality and avoid or minimize adverse environmental impacts resulting from proposed FAA actions and their reasonable alternatives.

5. THE PURPOSE OF THIS ORDER. FAA’s Office of Airports (ARP) has prepared this Order to ensure ARP personnel and others interested or involved in ARP actions are able to prepare accurate, timely, and high quality environmental documents that comply with NEPA.

a. Instructions to FAA personnel. This Order directs ARP personnel to carefully consider and weigh the environmental impacts of Federal actions and their reasonable alternatives. The evaluation used to do so must employ an interdisciplinary approach and occur in a timely, efficient, and comprehensive manner. This Order directs FAA personnel to involve other Federal agencies, State and local agencies, agencies and officials having expertise on environmental resources and the affected or interested public in this process. When appropriate, FAA should also involve Tribal officials having jurisdiction by law.

b. Relationship of this Order to FAA Order 1050.1E. Users of this Order must interpret it in a manner that is consistent with FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*. Order 1050.1E describes FAA's agency-wide environmental policy and how FAA will comply with NEPA. Order 5050.4B supplements FAA Order 1050.1E by providing NEPA instructions prepared especially for proposed Federal actions to support airport development projects. Therefore, Order 5050.4B:

(1) Cross-references the paragraphs in Order 1050.1E identifying actions associated with airport projects that normally qualify for categorical exclusions and provides a table listing those actions for convenience.

(2) Incorporates the extraordinary circumstances described in Order 1050.1E that ARP must consider when determining if proposed FAA actions qualify as categorical exclusions.

(3) Applies the impact thresholds in Order 1050.1E, Appendix A, to determine if a proposed FAA action and its reasonable alternatives would cause significant environmental impacts. This Order also provides factors specific to resources to help the responsible FAA official determine impact significance.

(4) Defines the term, "special purpose laws" and provides information about their relation to the NEPA process.

(5) Explains how to include resource agencies and the public in the environmental process for major Federal actions involving airport projects.

(6) Provides information to ARP personnel and other interested parties about airport-related:

(a) Categorical exclusions.

(b) Environmental assessments (EAs) and Findings of No Significant Impact (FONSIs) and Records of Decision for FONSIs.

(c) Environmental impact statements (EISs) and EIS Records of Decision (RODs).

6. OTHER ORDER USERS. Airport sponsors, their environmental consultants, and other interested parties should use this Order for airport actions under FAA's purview and those under the purviews of state aviation agencies participating in FAA's State Block Grant Program. Instructions in this Order should help those parties complete the environmental review process efficiently and facilitate FAA decisions on proposed airport actions. The Order provides information:

(a) To airport sponsors on proposed projects that may be categorically excluded.

(b) To airport sponsors, their environmental consultants, and other interested parties about preparing EAs for proposed airport projects and how FAA will determine if the EAs are acceptable and if FONSI's are appropriate for those projects.

(c) About the process ARP must complete for airport projects having impacts that require FAA (ARP) to prepare EISs and issue Records of Decision.

7. DISTRIBUTION. ARP provides this Order to personnel in these locations:

a. Headquarters. Division and Branch levels in the Offices of Airport Planning and Programming; Airport Standards; the Chief Counsel; and Environment and Energy:

b. Regions.

(1) Airports Division offices and their associated levels.

(2) Airports District Offices (ADO) and Airports field offices.

(3) Regional Counsels.

c. Aeronautical Center, Airports and Logistics Branch.

d. Other interested parties. Other interested parties may get a copy of this from ARP's internet site (http://www.faa.gov/airports_airtraffic/airports/).

(1) **Interested parties without internet access.** Interested parties may request a computer disk containing this Order by writing to:

Federal Aviation Administration
Office of Airport Planning and Programming
Airport Planning and Environment Division (APP-400)

April 2006

ORDER 5050.4B

800 Independence Avenue, S.W.
Washington, D.C. 20591

(2) Interested parties without computers. Interested parties may obtain a photocopy of the Order, for a fee, by contacting FAA Rules Docket at:

Federal Aviation Administration
Office of the Chief Counsel
ATTN: Rules Docket (AGC-200)
Docket No. FAA/2004/19058
800 Independence Avenue, S.W.
Washington, D.C. 20591

8. CANCELLATION. This Order cancels FAA Order 5050.4A, *Airport Environmental Handbook* dated October 8, 1985.

9. DEFINITIONS: To address terms specific to the airport program, this Order supplements some of the definitions in FAA Order 1050.1E as noted here.

a. Advisory actions. Some Federal actions are advisory and are not considered Federal actions under NEPA. Categorical exclusions, environmental assessments, or environmental impact statements are not required for these actions. If ARP personnel know or anticipate that an advisory action includes a subsequent Federal action, they must note that Federal action in the advisory action. Examples of airport-related advisory actions include:

(1) Determinations under 14 CFR, Part 77, *Objects Affecting Navigable Airspace*.

(2) Determinations under 14 CFR, Part 157, *Notice of Construction, Alteration, Activation, and Deactivation of Airports, and Marking and Lighting Recommendations*.

b. Airport Improvement Program. Chapter 471 of Title 49 USC establishes the general requirements and conditions for federally financing the Airport Improvement Program (AIP) that ARP administers on FAA's behalf. AIP funding is used to develop a nationwide public-use airport system to meet the country's current and projected civil aviation needs. The airports comprising that system make up the National Plan of Integrated Airport Systems (NPIAS). The AIP also provides funding for noise compatibility programs (NCPs) and implementing FAA-reviewed and approved recommendations comprising an NCP. FAA Order 5100.38, *Airport Improvement Program Handbook*, provides details on administering the AIP.

c. Approving FAA official. For purposes of this Order, this is the FAA official having the authority to decide on one or more of the actions listed in paragraph 9.g or other activities connected to those actions. FAA Order 1100.154A, *Delegation of Authority*, provides more information on this official's duties.

d. Cooperating agency. This is a Federal agency or Tribe having special expertise regarding environmental resources or having jurisdiction by law over a resource or activity associated with a Federal action. At a lead agency's request, a cooperating agency helps the lead agency prepare an environmental document. Occasionally, FAA may act as a cooperating agency. In those cases, FAA reviewers should focus on the technical and aeronautical issues associated with civil aviation and the environmental impacts resulting from aviation-related actions under FAA's jurisdiction.¹ The following web address provides CEQ information on Tribes and their cooperating agency activities.

<http://ceq.eh.doe.gov/nepa/tribes.htm>

e. Environmental Management System (EMS). This is a set of processes and practices designed to provide an organization with information about environmental impacts of its operations. An EMS monitors and reports on an organization's environmental practices and tracks measures used to mitigate environmental impacts due to organizational actions. For example, an EMS may provide valuable information about airport facility designs and mitigation measures that have helped prevent or minimize significant environmental impacts. An EMS may be used to track the status of environmental activities and to highlight those activities that may require change.

f. Expertise agency. A Federal, State, local, or Tribal government agency with specialized skill or technical knowledge on a particular environmental resource. Examples include, but are not limited to, the U.S. Environmental Protection Agency, the U.S. Fish and Wildlife Service, a State Department of Environmental Quality, a Tribal Historic Preservation Officer, or a similar entity. Many times, expertise agencies serve as cooperating agencies during the NEPA process.

g. Federal action. For ARP, a Federal action may include one or more of the following:

(1) Conditional, unconditional, or mixed approval² of Federal funding for airport planning and development projects, including separate funding of plans and specifications for those projects.

¹ CEQ Memorandum entitled *Designating Non-Federal Agencies to be Cooperating Agencies in Implementing the Procedural Requirements of the National Environmental Policy Act* (July 28, 1999) and the CEQ Memorandum for heads of Federal Agencies entitled, *Cooperating Agencies in Implementing the Procedural Requirements of the National Environmental Policy Act* (January 30, 2002) are useful references.

² See paragraph 202.c of this Order for information on these approvals.

(2) Conditional, unconditional, or mixed approval a location for a new, public use airport.

(3) Conditional, unconditional, or mixed approval of a first-time or changed airport layout plan (ALP).

(4) Authorizing an airport sponsor to impose and use Passenger Facility Charges (PFC).

(5) Conditional, unconditional, or mixed approval of an airport sponsor's request under 49 USC, section 47125, to use or transfer Federally-owned land to carry out an action under 49 USC Chapter 471, Subchapter I, at a public-use airport or to support the airport's operations.

(6) Conditional, unconditional, or mixed approval an airport sponsor's request to release airport land from a Federally-obligated, public-use airport when the land would be used for non-aeronautical purposes.

(7) Conditional, unconditional, or mixed approval of the use of a facility as public-use airport when the facility becomes available under the Surplus Property Act.

(8) Approving noise compatibility programs under 14 CFR, Part 150.

(9) Approving an airport sponsor to restrict the use of Stage 3 aircraft at public-use airports under 14 CFR Part 161.

(10) Issuing a Part 139 certification. and

(11) Conditional, unconditional, or mixed approval of funding for measures in an FAA-approved Wildlife Hazard Management Plan or approving ALP changes to accommodate those measures.

h. Federal environmental approval. This is the approving FAA official's determination that FAA's Finding of No Significant Impact (FONSI) or final EIS (FEIS) satisfies the applicable environmental statutes and regulations. Note that these environmental approvals do not constitute FAA decisions or approvals of Federal actions. For projects addressed in EISs, the FAA approving official will not issue a decision concerning the proposed Federal actions (Record of Decision) until 30 days have passed from the date EPA announces the availability of the FEIS in the *Federal Register*.

i. Highly controversial action. This is when the effects of a proposed Federal action on the quality of the human environment are likely to be highly controversial on environmental grounds. The term "controversial" means that a substantial dispute exists

concerning the size, nature, or effect of a proposed Federal action. Effects are considered highly controversial when reasonable disagreement exists over a project's risks of causing environmental harm. Opposition on environmental grounds by a Federal, State, or local government agency or by a Tribe or by a substantial number of people the action would affect should be considered in determining whether reasonable disagreement regarding a proposed action's environmental effects exists. If in doubt about a proposed action's controversy, consult ARP's Airports Planning and Environmental Division (APP-400), Regional Counsel, or Office of the Chief Counsel (AGC-600) for assistance.

j. Joint lead agency. This is a Federal, State, local, or Tribal governmental agency that may work with at least one Federal agency to prepare an EIS. To reduce duplicating NEPA, State, or local requirements, 40 CFR 1506.2 promotes joint lead agency arrangements when possible, unless an agency is prohibited from doing so. Joint lead agency planning, environmental research, public hearings, and environmental analyses should occur with the intent of preparing one environmental document that will satisfy the NEPA requirements for each Federal agency involved in a proposed action.

k. Lead agency. See FAA Order 1050.1E, paragraph 207. For most airport actions, FAA will be the lead agency.

l. Major runway extension. A major runway extension involves at least one of the conditions mentioned in paragraphs 9.l(1) or (2) of this Order. ARP notes that removing a displaced threshold is not a runway extension.

(1) The action causes a significant adverse environmental impact to any affected environmental resource (e.g., wetland, floodplain, historic property, etc.). This, includes but is not limited to causing noise sensitive areas in the DNL 65 dB contour to experience at least a DNL 1.5 dB noise increase when compared to the no action alternative for the same time frame.³ Note that this threshold includes exposing noise sensitive land uses in the DNL 63.5 dB to DNL 65 dB noise levels or greater.

(2) Removing a relocated threshold, if an ALP indicates the removal results in a permanent, new threshold.

m. "NEPA-like" State or agency. According to 40 CFR, Part 1506.2(c), this is a State or agency that is subject to state or local requirements comparable to NEPA

³ Under 49 U.S.C. section 47501 – 47510 (formerly, the Aviation Safety and Noise Abatement Act of 1979), FAA must use one system for measuring aircraft noise. FAA (and other Federal agencies) chose DNL due to its reliable relationship between projected noise exposures and how surveyed communities and people react to noise. In 1992, the Federal Interagency Committee on Noise (FICON) evaluated and re-affirmed the DNL metric as the principal means for describing long-term noise exposures for civilian and military aircraft operations. FICON noted that DNL is the government's primary cumulative noise exposure descriptor because it accounts for all noise events (including aircraft noise) over a period of time. FICON noted that DNL also provides information on intensity and duration of that noise.

requirements for environmental impact statements. These entities, unless specifically barred by other law, shall, to the fullest extent possible, jointly prepare EISs and are considered joint lead agencies with FAA. As joint leads, these states or agencies may share the responsibilities with FAA for scoping or preparing EISs, and selecting contractors to prepare EISs or perform studies. In all cases, FAA remains responsible for taking the lead in scoping, providing guidance in preparing an EIS, participating in EIS preparation, independently evaluating EISs, and approving them. Information on “NEPA-like” states is available at:

<http://ceq/eh.doe.gov/nepa/states.html>

n. Noise sensitive area. This is an area where noise interferes with the area’s typical activities or its uses. Normally, noise sensitive areas include residential, educational, health, and religious structures and sites, and parks, recreational areas (including areas having wilderness characteristics), wildlife refuges, and cultural and historical sites. For example, in the context of noise from airplanes and helicopters, noise sensitive areas include such areas within the Day Night Level (DNL) 65 noise contour (in California, use the Community Noise Equivalent Level (CNEL) instead of the DNL metric). Individual, isolated, residential structures may be considered compatible within the 65 DNL noise contour where the primary use of land is agricultural and adequate noise attenuation is provided. Also, transient residential use such as motels should be considered compatible within the 65 DNL noise contour where adequate noise attenuation is provided. A site that is unacceptable for outside use may be compatible for use inside of a structure, provided adequate noise attenuation features are built into that structure. (See table 1 on land use in FAA Order 1050.1E, Appendix A, section 4; Order 1050.1E, Appendix A, section 14, Noise; and 14 CFR Part 150, Airport Noise Planning, Land Use Compatibility). FAA recognizes that there are settings where the 65 DNL standard may not apply. In these areas, the responsible FAA official will determine the appropriate noise assessment criteria based on specific uses in that area. (See also Order 1050.1E, Appendix A, section 6.2i for further guidance.) In the context of facilities and equipment, such as emergency generators but not including aircraft, noise sensitive areas may include such sites in the immediate vicinity of operations, pursuant to the Noise Control Act of 1972, (See State and local ordinances, which may be used as guidelines for evaluating noise impacts from operation of such facilities and equipment).

o. Passenger Facility Charge Program. Congress established the Passenger Facility Charge Program (PFC) in the 1990 Aviation Safety and Capacity Expansion Act (49 USC 40117). FAA manages the PFC under authority delegated to it by the Secretary of Transportation. The Program authorizes a public agency to impose a passenger facility charge on each enplaned passenger at a commercial service airport that public agency controls. PFC proceeds are used to finance eligible, FAA approved airport-related projects. PFC proceeds may be used for actions that:

(1) Preserve or enhance safety, security, or capacity of the national airport system.

(2) Reduce noise from an airport that is part of that system. or

(3) Provide opportunities for increased competition between or among air carriers.

p. Project involving an airport location. This is an action involving an airport sponsor’s proposal to build a new public-use airport, to buy land, or enter into a long-term lease (e.g., at least 20 years) for that purpose. This does not include changing the ownership of an existing airport.

q. Reasonably foreseeable action. An action on or off-airport that a proponent would likely complete and that has been developed with enough specificity to provide meaningful information to a decisionmaker and the interested public. Use the following table to help determine if an action is reasonably foreseeable.⁴

Off-airport action.	On-airport action.
The proponent has committed to completing the proposed action. As a result, the action is or will be the subject of a NEPA document, or a Federal, State, local, or Tribal government permit application or approval and would occur within the same time frames as those evaluated for the proposed airport action.	The action is included on an unconditionally approved ALP and the proponent has: 1) committed to complete the proposed action depicted on the unconditionally approved ALP; and/or 2) developed preliminary design plans for an action in an Airport Capital Improvement Plan and those plans are available for review by interested parties.
Would affect all, some, or one of the environmental resources that the proposed action would affect.	Would affect all, some, or one of the environmental resources that the proposed action would affect.
Would occur within the same time frames as the time frames analyzed for the proposed airport action.	Would occur within the same time frames as the time frames analyzed for the proposed airport action.

r. Responsible FAA official. This is the FAA employee responsible for the activities described in 9.g. (1) - (11). In doing so, the employee:

(1) Advises an airport sponsor on how to integrate environmental considerations into the airport planning process early in the planning stage.

(2) Reviews proposed airport actions to determine if a categorical exclusion applies or an EA or an EIS is needed.

⁴ Paragraph 905.c(1) and (2) provide definitions of “connected actions” and “similar actions,” respectively.

(3) Provides guidance to an airport sponsor during EA preparation and independently evaluates and takes responsibility for the scope and content of the sponsor's EA.

(4) Analyzing expected environmental impacts and determining if they meet or exceed applicable significant adverse impact thresholds used to determine impact intensity.

(5) Recommends issuance of a FONSI to approving FAA officials and prepares FONSIs when the approving FAA official concurs with that recommendation.

(6) Evaluates contractors and selects the contractor who will help FAA prepare an EIS. The official also obtains a disclosure statement from the contractor who will assist FAA prepare the EIS.

(7) Conducts scoping activities for FAA EISs.

(8) Provides guidance to the EIS contractor and participates in EIS preparation.

(9) Assures proper coordination and consultation occurs with Federal, State, Tribal, and local agencies and the public.

(10) Evaluates EISs and takes responsibility for their scopes and contents.

(11) Prepares Records of Decision (RODs).

s. Significant impact threshold. The impact level or "threshold" that the responsible FAA official uses to determine if the environmental effects of a proposed action or its reasonable alternatives would cause significant environmental effects. If FAA has established a threshold for a resource, the responsible FAA must use that threshold to determine impact severity and context.

Note: For convenience, Table 7-1 of Chapter 7 of this Order provides the verbatim text of significant impacts in FAA Order 1050.1E, Appendix A, for many environmental resources. The Table also presents information about those thresholds to help analyze airport-related environmental impacts.

t. Special purpose laws. These are Federal laws, regulations, executive orders, or departmental orders that are outside NEPA. FAA must often address special purpose law requirements in completing its environmental analyses of major Federal actions involving airports. For example, before deciding if an action qualifies as a categorical exclusion, the responsible FAA official must examine extraordinary circumstances, which are often based on these laws, regulations, or orders. FAA Order 1050.1E,

Appendix A, provides more information on these items and how to address their requirements for all FAA organizations. *An Environmental Desk Reference for Airport Actions* provides similar information, but focuses on how to analyze that information for major Federal actions involving airports. Table 1-1 lists the laws, regulations, and orders comprising the term, “special purpose laws” used in this Order.

u. Sponsor. 49 USC 47102 (19) notes this is:

(1) A public agency that submits an application to the Secretary of Transportation for financial assistance under 49 USC Subpart B, Chapter 471, Subchapter I, Airport Development. or

(2) A private owner of a public-use airport who submits an application for financial aid for the airport to the Secretary of Transportation under 49 USC Subpart B, Chapter 471, Subchapter I.

v. Written re-evaluation. FAA Order 1050.1E, paragraph 515, defines this term. In summary, this is a document the responsible FAA official prepares to document the validity of a previously prepared EA or EIS. Conversely, the re-evaluation may conclude that substantial changes to the project or new information pertaining to affected environmental resources require preparation of a new EA or EIS or that a supplement to an earlier-prepared EA or EIS is needed. In preparing this re-evaluation, the responsible FAA official will determine that:

(1) There are no significant new circumstances or information relevant to environmental concerns that have a bearing on the proposed action or its impacts.

(2) The EA or EIS continues to accurately describe the proposed action and that there are no substantial changes in the proposed action that have relevant environmental concerns.

(3) The EA or EIS contains data and analyses that remain substantially valid.

(4) The EA or EIS continues to support a conclusion that the current action will meet or has met the relevant conditions and requirements of FAA’s approval.

10. - 199. RESERVED.

Table 1-1. A list of statutes, regulations, and executive orders included in defining the term, “special purpose laws.”

Statute or Executive Order	Implementing Regulation or Guidance	Notes
Statutes		
49 USC. Subchapter I, section 303.c.		Formerly, Section 4(f) of the Dept. of Transportation Act.
49 USC Subpart B, Chapter 471, section 47106.(c).		Environmental Requirements for new airports, new runways, or major runway extensions.
American Indian Religious Freedom Act	43 CFR, Parts 7.32, 7.7	
Anadromous Fish Conservation Act	50 CFR, Part 401	
Archeological and Historic Preservation Act	36 CFR, Part 68	
Archeological Resources Protection Act	25 CFR, Part 262 36 CFR, Part 79 43 CFR, Parts 3, 7	
Clean Air Act	40 CFR, Part 93	See Subpart B
Coastal Barrier Resources Act		
Coastal Zone Management Act	15 CFR, Part 930	See Subparts C and D
Comprehensive Environmental Response, Conservation, and Liability Act	40 CFR, Part 307	See Subpart J for more information on various topics addressed for this law.
Endangered Species Act, Section 7	50 CFR, Parts 17, 402	Part 17 lists species.
Farmland Protection Policy Act	7 CFR, Part 657, 658	
Land and Water Conservation Act, section 6(f)	36 CFR, Part 59	
Magnuson-Stevens Act	50 CFR, Part 600	See Subpart J for Essential Fish Habitats and Subpart K for Coordination and Consultation.
Marine Mammal Protection Act	50 CFR, Part 18, 216	
Migratory Bird Treaty Act	50 CFR, Part 21	
National Historic Preservation Act	36 CFR, Parts 800 <i>et. seq.</i>	
National American Graves Repatriation Act	43 CFR, Part 10 25 CFR, Part 262.8	When airports occur on Indian reservation land or Federal lands.
Resource Conservation and Recovery Act	40 CFR, Part 256	See Subpart E.
Safe Drinking Water Act	40 CFR, Part 141	
Uniform Relocation and Real Property Acquisition Policy Act	49 CFR, Part 49 FAA Order 5100.38B	
Wild and Scenic Rivers Act	36 CFR, Part 297	

Executive Orders	Implementing Regulation or Guidance	Notes
11593, <i>Protection and Enhancement of the Cultural Environment</i>		
11593, <i>Protection and Enhancement of the Cultural Environment</i>		
11990, <i>Protection of Wetlands</i>	DOT Order, 5660.1A	
11998, <i>Floodplain Management</i>	DOT Order 5650.2	
12372, <i>Intergovernmental Review of Federal Programs</i>		
12898, <i>Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations</i>	DOT Order 5610.2	
13007, <i>Indian Sacred Sites</i>		
13045, <i>Protection of Children from Environmental Health Risks and Safety Risks</i>		
13089, <i>Coral Reef Protection</i>		
13112, <i>Invasive Species</i>		
13158, <i>Marine Protection Areas</i>		Includes Great Lakes
13175, <i>Consultation and Coordination With Indian Tribal Governments</i>	FAA Order 1210.20	
13186, <i>Responsibilities of Federal Agencies to Protect Migratory Birds</i>		
13274, <i>Environmental Stewardship and Transportation Infrastructure Projects</i>		