

# FEDERAL AVIATION ADMINISTRATION CENTRAL REGION AIRPORTS DIVISION

## ENVIRONMENTAL ASSESSMENT (EA) TEMPLATE (December 2011)

This template follows guidance in FAA Order 5050.4B (Paragraph 706). The format that follows is suggested, but not mandatory. Other formats that follow the guidance in the FAA Order are also acceptable.

This template also follows NEPA Implementing Regulations by the Council of Environmental Quality (CEQ) under 40 CFR Part 1500.4. This includes the following guiding principles for EAs:

- Preparing analytic rather than encyclopedic EAs (15 page maximum plus appendices recommended)
- Discussing only briefly issues other than significant ones
- Emphasizing the portions of the EA that are useful to decision makers and the public
- Reducing emphasis on background material
- Incorporating by reference (including web links)

[Items in brackets such as this sentence are explanatory and should not be included in the EA.]

Items in “less than” or “more than” brackets such as <DATE> should be filled in with the correct indicated information.

Where no text is provided for a section in the template, it is up to the preparer to develop the text per FAA guidance. [FAA Order 5050.4B](#) should be your primary reference. [FAA Order 1050.1E, CHG 1](#) and the [FAA Environmental Desk Reference for Airport Actions](#) should also be consulted as necessary.

Questions or suggestions for improvement may be forwarded to Glenn Helm at [glenn.helm@faa.gov](mailto:glenn.helm@faa.gov) or 816-329-2617.

[The Cover Sheet contains the information below:]

**<AIRPORT NAME AND IDENTIFIER>**

**< CITY, STATE>**

**<if applicable, AIP Project Number>**

## **ENVIRONMENTAL ASSESSMENT (EA)**

**FOR**

<List and clearly describe all components of proposed action including obstruction removal. For land, specify runway/runway end; RPZ, BRL, etc.; and number of acres in fee and easement.>

**Prepared by:** <Usually the consulting firm.  
Sometimes the airport sponsor, state agency or FAA official.>

**For:** <Name of Airport Sponsor>

This environmental assessment becomes a Federal document when evaluated, signed, and dated by the Responsible Federal Aviation Administration (FAA) Official.

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Responsible FAA Official

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Date

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[Continue in like manner for remaining categories from the Airports Desk Reference. Note that section 4 does not need to include items listed in "Section 4.2 - Resources Not Affected. If these items are included, only a brief mention should be made of the item including what kind of review was done to exclude it as a factor.]	
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[Appendices A through E should be in every EA. Appendices F through K are optional depending on circumstances.]	

## 1. Purpose and Need [See Order 5050.4B, Para. 706.b. & c.]

- 1.1. Introduction - This EA has been prepared per [FAA Order 5050.4B](#), [FAA Order 1050.1E, CHG 1](#) and the [FAA Environmental Desk Reference for Airport Actions](#).

[Note: Sections 1.2 and 1.3 below may be combined in order to directly relate the purpose to each need]

- 1.2. Statutory Objectives (Need) – <Include the problems to be corrected and the specific standards that are unmet (e.g. RPZ and BRLs don't meet AC 150/5300-13; runway length insufficient for C-II aircraft, etc.)>
- 1.3. Proposed Action (Purpose) – <Provide bulleted list of proposed action(s) to meet need. Include all projects that might begin within the next 5 years. You may also include projects out to 10 years, particularly if they are follow-ons to the 5-year projects. Provide timeframe(s) for action(s) (e.g. The Sponsor proposes to extend Runway 17-35 500 feet north in the year 2013. This will meet standards for C-II aircraft.)> This proposed action is included in the Sponsors latest Airport Layout Plan (ALP) which was conditionally approved on <DATE>.
- 1.4. Aviation Forecast Data – Current, 5-year, and 10-year forecast data to support the proposed action will be found in Appendix E. [As a minimum, include tables for 1) No. of Based Aircraft and 2) Total Annual & Itinerant Ops. Optional tables include 1) Operational Mix, 2) Instrument Ops., and 3) Peak Hour Ops.]

## 2. Alternatives [See Para. 706.d.]

- 2.1. Introduction – This section compares the no action, the proposed action, and reasonable alternatives <if any> and each alternative's expected environmental effects. [Discussion of environmental effects should be brief as more detail is provided in the Environmental Consequences & Mitigation section. Including a table comparing the alternatives is useful, but not required. It is suggested that the Sponsor/Consultant discuss alternatives with the FAA Regional Airports Division. Alternatives can include type of facility; alternate mode of transportation; level of service; alternate site; alternate layout, configuration, or size. Refer to the latest Master Plan alternatives for additional ideas.]
- 2.2. No Action Alternative
- 2.3. Reasonable Alternative A
- 2.4. Reasonable Alternative B
- 2.5. Proposed Action

## 3. Affected Environment [see Para. 706.e.]

- 3.1. Introduction – This section describes the existing environmental conditions of the potentially affected geographical area.
- 3.2. Previous & Reasonably Foreseeable Actions [if relevant]
- 3.3. Location Map, Vicinity Map, ALP, Photographs
- 3.4. Existing/Planned Land Uses & Zoning

- 3.4.1. Industrial/Commercial Activities
- 3.4.2. Residential Areas, Schools, Churches, & Hospitals
- 3.4.3. Publicly-owned Parks, Recreational Areas, Wildlife & Waterfowl Refuges
- 3.4.4. National/State Forests, Wilderness Areas, Wild & Scenic Rivers, Nationwide Rivers Inventory
- 3.4.5. Federally-listed/State-listed Threatened & Endangered Species/Habitat
- 3.4.6. Wetlands, Floodplains, Floodways, Coastal Zones, & Coastal Barriers
- 3.4.7. Historic, Archeological, or Cultural Resources
- 3.5. Affected Political Jurisdiction
- 3.6. Demographic Information/Bureau of Census Map [if relevant]

## 4. Environmental Consequences & Mitigation

[see Para. 706.f. & g.]

- 4.1. Introduction – This section is organized by resource topics, with the impacts of all alternatives combined under resource headings. It provides concise analysis only for resources affected by at least one of the alternatives. [The “Air Quality” and “Biotic Resources” examples shown are for illustrative purposes only. Only affected resources need to be shown in this section.]
- 4.2. Resources Not Affected – The no action, proposed action, and reasonable alternatives would not affect <list resources not affected from the Desk Reference which may include – Air Quality; Biotic Resources; Coastal Barriers; Coastal Zone Management; Construction; Section 4(f); Federally-listed Endangered and Threatened Species; Energy Supplies, Natural Resources, and Sustainable Design; Environmental Justice; Farmlands; Floodplains; Hazardous Materials; Historic and Archeological; Induced Socioeconomic; Light Emissions & Visual Effects; Noise; Social Impacts; Solid Waste; Water Quality; Wetlands; Wild & Scenic Rivers>
- 4.3. Air Quality
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- 4.4. Biotic Resources
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  - 4.4.2.3. Reasonable Alternative B [If carried forward for analysis]
  - 4.4.2.4. Proposed Action

[Continue in like manner for remaining affected categories from the Airports Desk Reference. Note that section 4 does not need to include items listed in “Section 4.2 - Resources Not Affected. If the preparer wishes to discuss these items, only a brief mention should be made of the item including what kind of review was done to exclude it as a factor. An alternate example for “Air Quality” illustrating this is shown here.]

4.3 Air Quality – The Anywhere, Kansas airport has less than the minimum 180,000 GA and air taxi operations that trigger a NEPA analysis. The airport is in an attainment area and is not subject to General Conformity requirements. No air quality analysis is required.

[Special Note for Construction Section: To avoid repeating discussions, make a brief reference to other sections if resources affecting construction are already discussed in those other sections (e.g. sections on air quality, biotic resources, noise, water quality, etc.)]

Table - Summary of Impact Category Mitigation [Optional}

**5. Cumulative Impact Analysis** [see Para. 706.h.] [If there are no cumulative impacts, a statement similar to the following should be used:] A review of the proposed action’s effects on resources when combined with other past, present, and reasonably foreseeable actions has determined that there are no significant impacts.

## Appendices

- A. Preparer & Qualifications
- B. Agencies Consulted (Includes list of agencies consulted, example of agency coordination letter & attachments, and responses from agencies)
- C. People Consulted (Includes Public Hearing Information)
- D. Sponsor Land Use Letter [reference this letter under Compatible Land Use in Section 4]
- E. Aviation Forecasts [Include tables of Based Aircraft, Operations, and Instrument Operations, if available]
- F. Historic (Section 106)
- G. Biological Study - Threatened and Endangered Species
- H. Wetland Delineation Report
- I. Farmlands (Form AD-1006)
- J. Road Relocation Approval Letters [from local govt. and EMS]