

## **6 ALTERNATIVES REFINEMENT**

Based on input from Juneau International Airport staff, the Technical Advisory Committee (TAC), and comments from the public, refinements to the alternatives are needed to address issues raised or direction received during the review process. As a result, this process involves the revision of options or the combination of individual alternatives into a new preferred development plan for implementation.

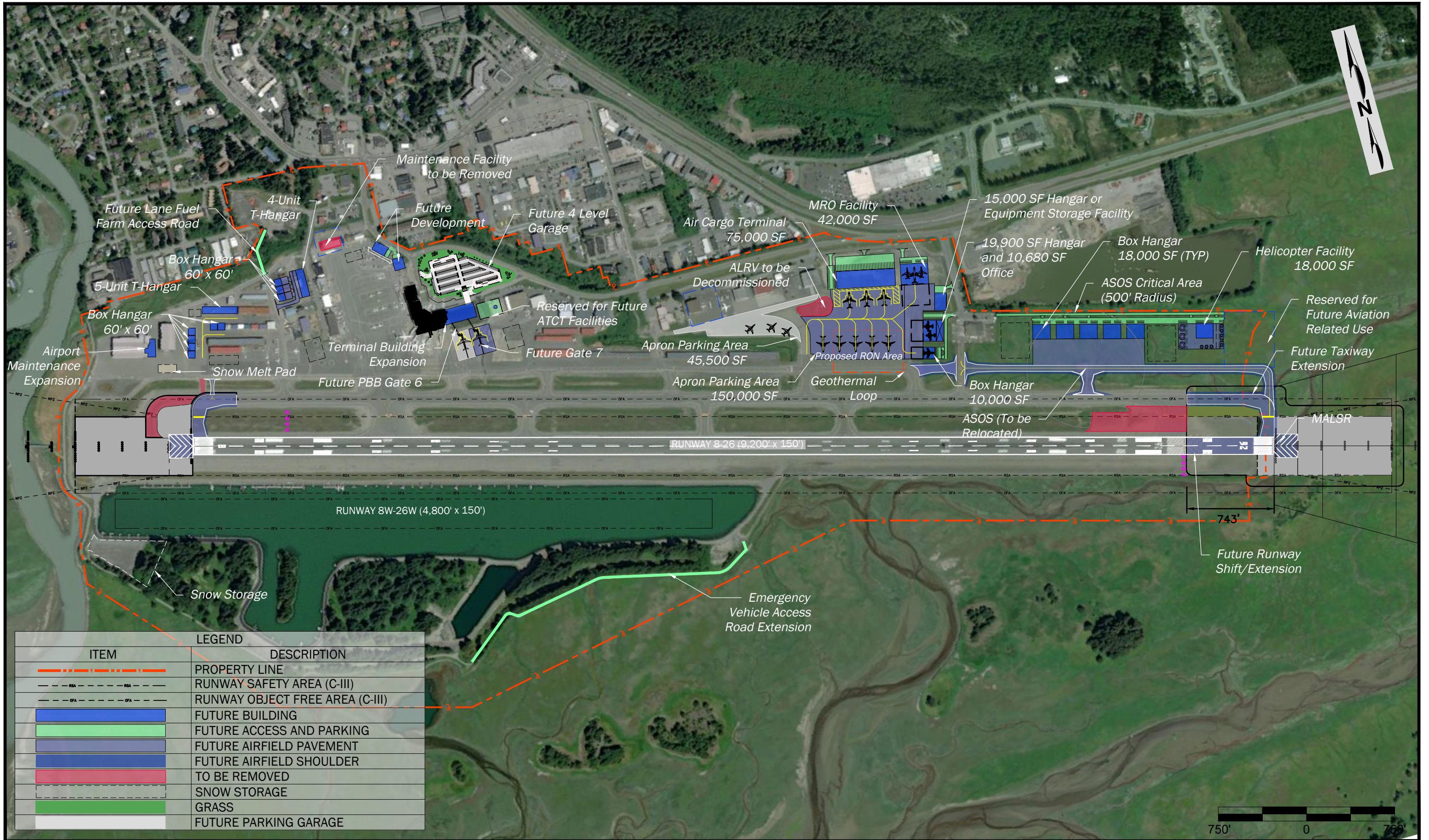
This chapter identifies and documents the rationale for the refinement of the airport alternatives. At the end of this process, the revised analysis focuses on the Master Plan's recommendations. In addition to these recommendations, a more detailed list of capital improvement projects is presented in Chapter 8, Implementation Plan. The preferred airport development plan will ultimately be utilized as the foundation for the preparation of the Airport Layout Plan drawing set.

After consulting with stakeholders and analyzing the advantages and disadvantages of each alternative presented in the previous chapter, a combination of the proposed facilities and future improvements results in a preferred airport development plan based upon its capabilities, capacity, and implementation benefits.

The preferred development plan includes the expansion of aircraft parking aprons, new hangar development, and the improvement of passenger terminal facilities, landside parking and access, and additional support facilities. Furthermore, areas dedicated to future airfield expansion are also included in the plan to account for future growth and the highest and best use of airport property.

The preferred airport development plan is depicted in **Figure 6-1**.

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## 6.1 Instrument Approach Improvements

The preferred airport development plan includes improving instrumentation designed to improve approach procedures for Runway 8-26 to support aeronautical operations at JNU.

Currently, there are short-term plans to convert the existing MALSF approach lighting system to Runway 26 to a 2400-foot long Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR). However, in the future there are long-term plans to extend the runway to the east. After Runway 8-26 is shifted and extended, the runway extension will maintain the high intensity runway lighting (HIRL); however, runway end identifier lights (REILs) and the MALSR will need to be relocated.

JNU has plans to upgrade the incandescent runway edge lights to LED in the near future. It is also recommended that the existing VASIs on Runway 8 be replaced by PAPI as part of this project. The existing VASI system was installed in 1970, with the last major upgrade occurring in 2014, and is approaching the end of its useful life.

Additionally, the airspace should be protected from vertical obstructions in accordance with 14 CFR Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*, including approach and departure surfaces and Obstacle Free Zones, to implement the recommended instrument approach procedure improvements in the future.

## 6.2 Airfield System Development

The preferred airfield development shown in **Figure 6-2** includes the shift and extension of Runway 8-26. The runway will continue to be categorized as a D-III runway with an extension of 343 feet to reach a total length of 9,200 feet. The runway thresholds are to be relocated to meet runway safety area (RSA) and future runway length requirements. The runway extension also requires that parallel Taxiway A be extended to connect with the future thresholds. The extension of Taxiway A will maintain a taxiway centerline to runway centerline separation of 400 feet. However, the new parallel taxiway will require the relocation of existing weather observation facilities impacted by the future taxiway construction. These weather facilities will be relocated to the south side of the runway in accordance with FAA design standards.

Existing Taxiway B1 will need to be relocated to avoid direct access between the Northwest Development Area and the runway. The preferred airport development plan also recommends that all taxiway connections to Runway 8-26 are constructed in accordance with TDG-3 design standards. Moreover, the preferred airport development plan incorporates paved shoulders, as recommended for taxiways, taxilanes, and aprons accommodating ADG-III and higher aircraft.

All navigational aids, markings, and signs should be modified accordingly as a result of the recommended runway development.

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LEGEND	
ITEM	DESCRIPTION
	PROPERTY LINE
	RUNWAY SAFETY AREA (C-III)
	RUNWAY OBJECT FREE AREA (C-III)
	RUNWAY PROTECTION ZONE
	FUTURE PAPI-4
	PAVEMENT TO BE DEMOLISHED
	FUTURE AIRFIELD PAVEMENT
	FUTURE AIRFIELD SHOULDER

## 6.3 Terminal Area

As discussed in Chapter 5, Airport Alternatives, various terminal area developments were evaluated and discussed with the airport staff, TAC, and the public to obtain a refined and preferred development option that optimizes airport operations without impacting aeronautical activity present at the airport. The following sections describe the main aspects of the terminal area's preferred outcome over the next twenty years as shown in **Figure 6-3**.

### 6.3.1 Passenger Terminal

The preferred airport development plan incorporates the following passenger terminal improvements recommended during the alternatives analysis to support forecasted demand over the 20-year planning period.

- Conduct a Terminal Area Planning Study within the next five years to better determine the development triggers and phasing associated with the future expansion of the passenger terminal. The terminal expansion would satisfy the long-term needs associated with the passenger departure lounge and gate area, security screening, ticketing, baggage make-up and screening, baggage claim, concessions, and support functions.
- Reconfigure the ticketing area to accommodate the expansion of the existing baggage induction belt to serve Delta Air Lines. This improvement will enhance baggage security and streamline the processing of baggage by providing direct access to TSA outbound baggage screening facilities. The proposed improvement will require reconfiguring access to airline offices as shown in **Figure 6-4**.
- Multiple security checkpoint queuing options were evaluated to improve the overall efficiency of the security screening checkpoint. However, during the alternative's evaluation process members of the TAC requested an option that would improve both the efficiency and throughput capacity of the security screening checkpoint. The option proposed in **Figure 6-5** includes an additional security screening lane and reconfigured passenger queue to achieve this goal. It is important to note that the expansion of this area will require the relocation of existing concessions to the east side of the terminal, currently occupied by the Alaska Meeting Room.
- Expand the passenger departure lounge to accommodate up to 528 seats. This development option will also require the relocation of concession space located within the secure area as shown in **Figure 6-5**. This improvement is recommended to accommodate future passenger demand during the 20-year planning period.

### 6.3.2 Aircraft Parking

The preferred terminal area development plan shown in **Figure 6-3** maintains the existing Part 121 Apron configuration and proposes an additional aircraft parking position (Gate 7) east of existing Gate 6. An initial phase of development will include providing a passenger boarding bridge (PBB) connection between Gate 6 and the east side of the departure lounge area. As future passenger terminal expansion is warranted, PBBs capable of accommodating up to a Boeing 737 MAX 10 aircraft will be provided to access aircraft

parked at Gates 6 and 7. The preferred development also considers the replacement of passenger boarding bridges as they near the limits of their useful service life.

The Part 135 Apron will be maintained to support Part 135 and air cargo carrier aircraft movements (Alaska Airlines excluded). Landside facilities in support of Part 135 operations are proposed in the northeast corner of the apron, requiring a small portion of the Airport Service Road (ASR) to be relocated. Approximately 10,840 square feet is also reserved for snow storage. As the SREF is expanded in the future to better consolidate airport maintenance operations, it is recommended that the existing airport maintenance facility be demolished to preserve the area for additional aviation-related development in the future.

With the potential of a cargo operation to the Northeast Development Area, it is anticipated that the existing cargo facility and all-cargo aircraft parking position will continue to be used in support of air cargo activities in the future.

### **6.3.3 Vehicular Parking and Rental Car Facilities**

The capacity analysis of this Master Plan Update confirmed that the existing vehicular parking facilities do not meet the airport's future needs. Also, the proposed long-term expansion of the passenger terminal will impact the existing rental car parking area, requiring its future relocation. As a result, the multi-level parking structure shown in **Figure 6-3** is recommended over the existing parking lot to accommodate future public, employee, and rental car parking needs.

Therefore, the following actions are proposed:

- Construct a four-level parking garage facility capable of accommodating 992 parking spaces (248 spaces/level)
- Provide garage access via Shell Simmons Drive.
- Provide an automated parking gate management system
- Implement technological solutions to segregate the car rental parking facilities (return lot and ready lot) and prohibit the entrance of non-rental vehicles to those facilities.

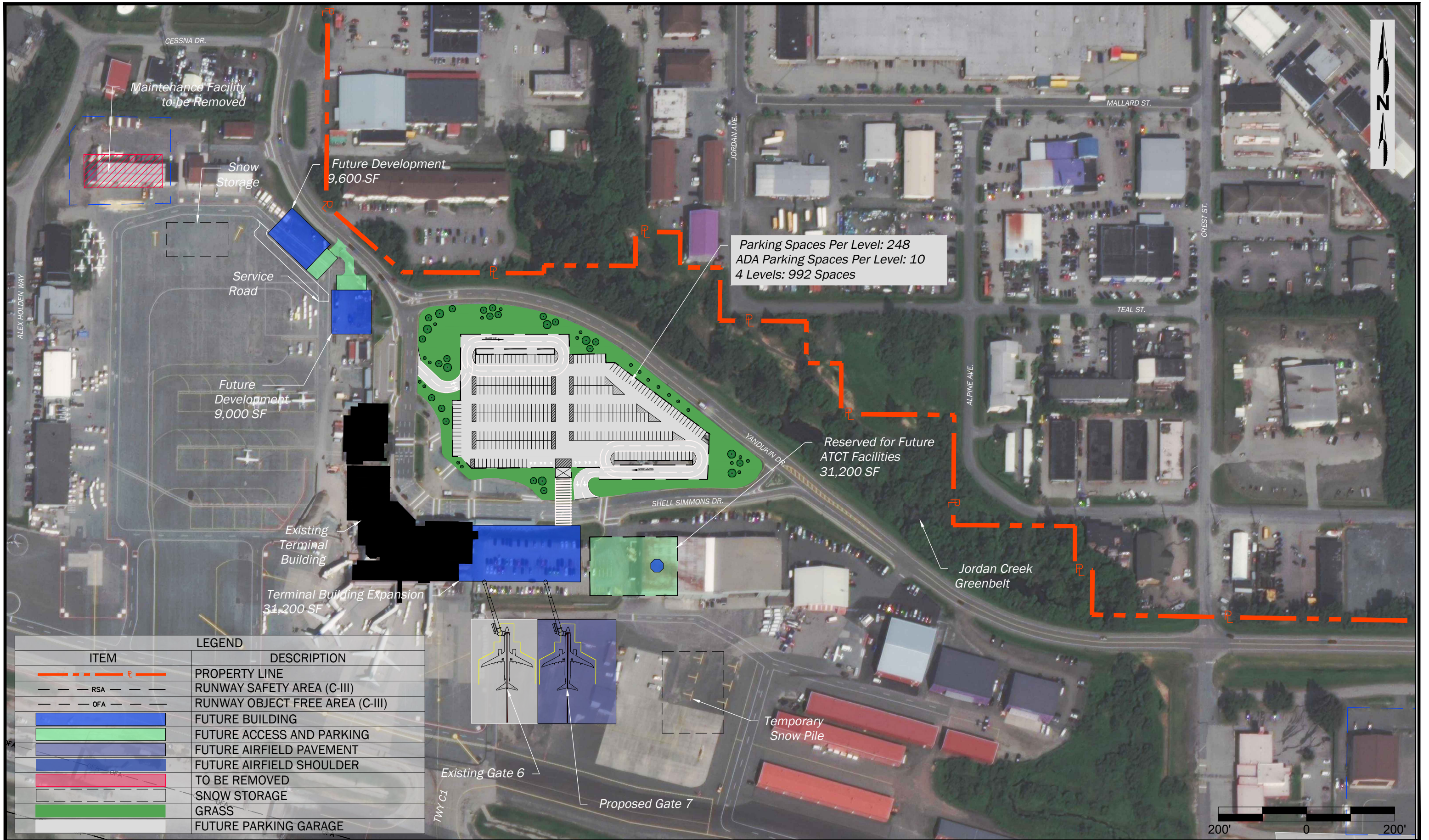
A comprehensive traffic study is recommended to determine the necessary access improvements and identify actions required for an efficient transition from the existing car rental facilities to their planned location in the future parking garage. This study should analyze both peak and off-peak season traffic volumes, assess the level of service, and review pedestrian circulation patterns. Additionally, the study should include a detailed evaluation of potential improvements at the intersection of Shell Simmons Drive and Yandukin Drive.

### **6.3.4 Airport Traffic Control Tower**

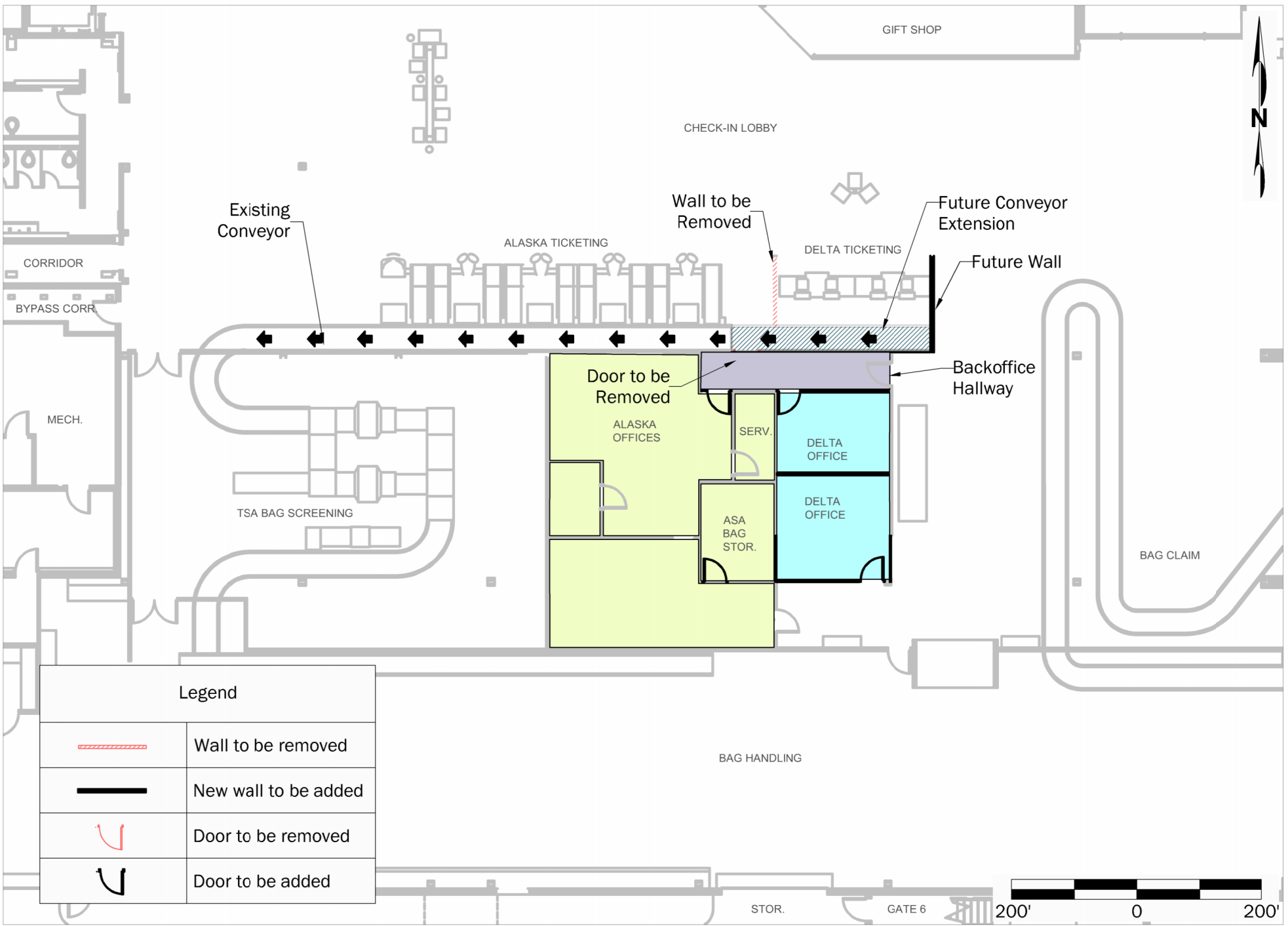
Considering the future development options proposed in this study, the 31,200 square-foot ATCT site proposed east of the passenger terminal was reaffirmed to meet line of sight design criteria, support good aircraft recognition, and meet the requirements associated with airspace, utilities, and access considerations. This location will continue to be preserved as part of this Master Plan Update, pending validation by the FAA.





During the alternative's evaluation process, members of the TAC questioned the future disposition of existing facilities that may be displaced by the ATCT development. As a result, the development of additional hangar and apron facilities is incorporated into the preferred eastside development plan to accommodate this demand.

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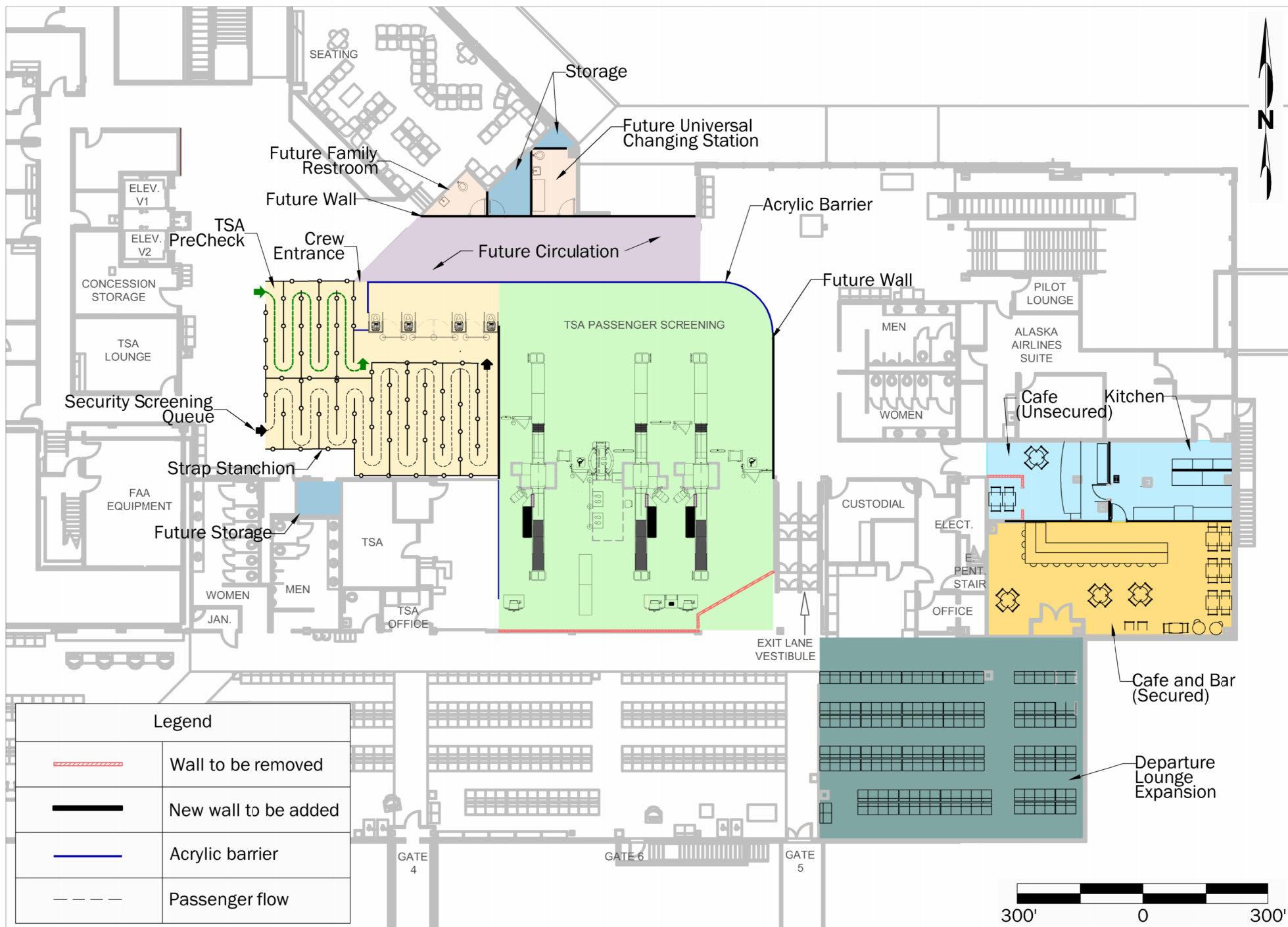


ITEM	LEGEND	DESCRIPTION
	PROPERTY LINE	
	RSA	RUNWAY SAFETY AREA (C-III)
	OFA	RUNWAY OBJECT FREE AREA (C-III)
		FUTURE BUILDING
		FUTURE ACCESS AND PARKING
		FUTURE AIRFIELD PAVEMENT
		FUTURE AIRFIELD SHOULDER
		TO BE REMOVED
		SNOW STORAGE
		GRASS
		FUTURE PARKING GARAGE



Legend	
	Wall to be removed
	New wall to be added
	Door to be removed
	Door to be added





## 6.4 Northeast Development Area

Multiple development options were previously considered for the Northeast Development Area. However, based upon feedback from airport staff and the TAC, it was determined that future Alaska Airlines cargo activities would be one of the leading considerations influencing the preferred development of this area. As shown in **Figure 6-6**, the preferred airport development plan recommends dedicating 150,000 square feet of the Northeast Apron in support of a potential cargo operation and five remain-over-night (RON) aircraft parking positions near the existing geothermal loop. A TDG-3 taxiway is provided for improved aircraft access to both areas. Approximately 45,500 square feet of existing apron parking area is provided west of Taxiway E1 for additional itinerant aircraft parking.

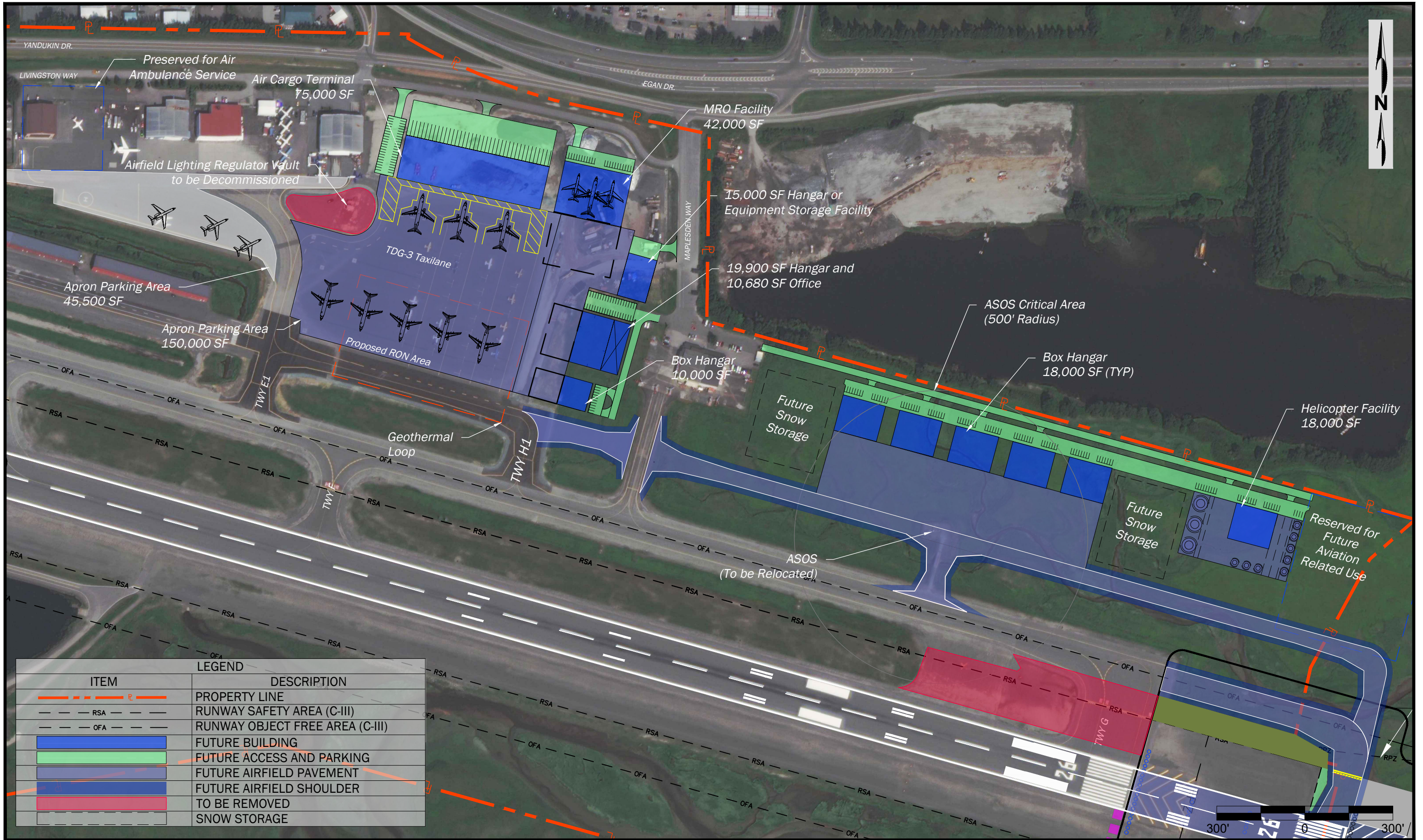
On the north side of the apron, a 75,000-square-foot Air Cargo Terminal is provided with an adjacent aircraft parking area capable of accommodating up to three Boeing 737-900 cargo aircraft. A 42,000 square foot maintenance, repair and overhaul (MRO) facility capable of accommodating ADG-II and III aircraft is also proposed east of the cargo terminal. Vehicular parking and landside access from Livingston Way is provided.

Along the east side of the apron, three additional hangars (totaling 44,900 square feet) are provided to support the needs of ADG-II aircraft storage. Additional apron area is included in front of each hangar for aircraft parking. Vehicular parking and landside access from Maplesden Way is provided.

During the alternative's evaluation process, airport management and TAC members indicated a preference to develop the area east of the current TEMSCO helicopter operation to accommodate future demand and the activities displaced by the proposed terminal area development. As a result, an additional six hangars (18,000 square feet each) are proposed to support a mixture of fixed-wing (ADG-III) and helicopter aircraft activities.

Approximately 240,000 square feet of apron area is provided to accommodate the parking and movement of aircraft between Taxiway A and this development area. Approximately 75,900 square feet of area is also provided for future snow storage. Also, approximately 8 acres of area east of this development is preserved for long-term aviation-related development associated with the future extension of Runway 8-26 and Taxiway A.

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## 6.5 Northwest Development Area

As evaluated in the airport alternatives analysis, the Northwest Development Area (NWDA) was confirmed to be the preferred area for general aviation and other airport support activities. Based upon input received from airport staff and members of the TAC, the existing area was refined, as shown in **Figure 6-7**, to maximize the development of general aviation hangars, aircraft parking aprons/tie-downs, and to facilitate the movement of aircraft. The remaining useful service life of some of the older pavement and hangar facilities was also considered as part of the planning process.

Several existing hangars located in the northeast corner of this area are nearing the end of their useful service life. As a result, three 3,600 square-foot box hangars (10,800 square feet) and four T-hangars (15,600 square feet) are proposed to replace the aging hangars as warranted. A new taxilane capable of accommodating TDG-1/ADG-I aircraft is provided in support of this development. Reconstruction of the existing taxilane leading to this area is also recommended due to poor pavement conditions.

The area just east of Float Plane Access Road will be reconfigured to accommodate additional hangars and taxilane improvements. A more efficient layout of four 3,600 square-foot box hangars (60 feet x 60 feet) is proposed in place of the Civil Air Patrol hangar which is also nearing the end of its useful service life. Two additional 3,600 square-foot box hangars are proposed along Taxilane J, and five T-hangar units (18,000 square feet) are proposed along Taxilane K.

Just south of the SREF, approximately 84,000 square-feet of existing apron area will continue to be used for general aviation itinerant parking during peak periods. Other apron areas within the NWDA will continue to support leased aircraft tie-downs and the parking of aircraft serviced by the fixed base operator (FBO).

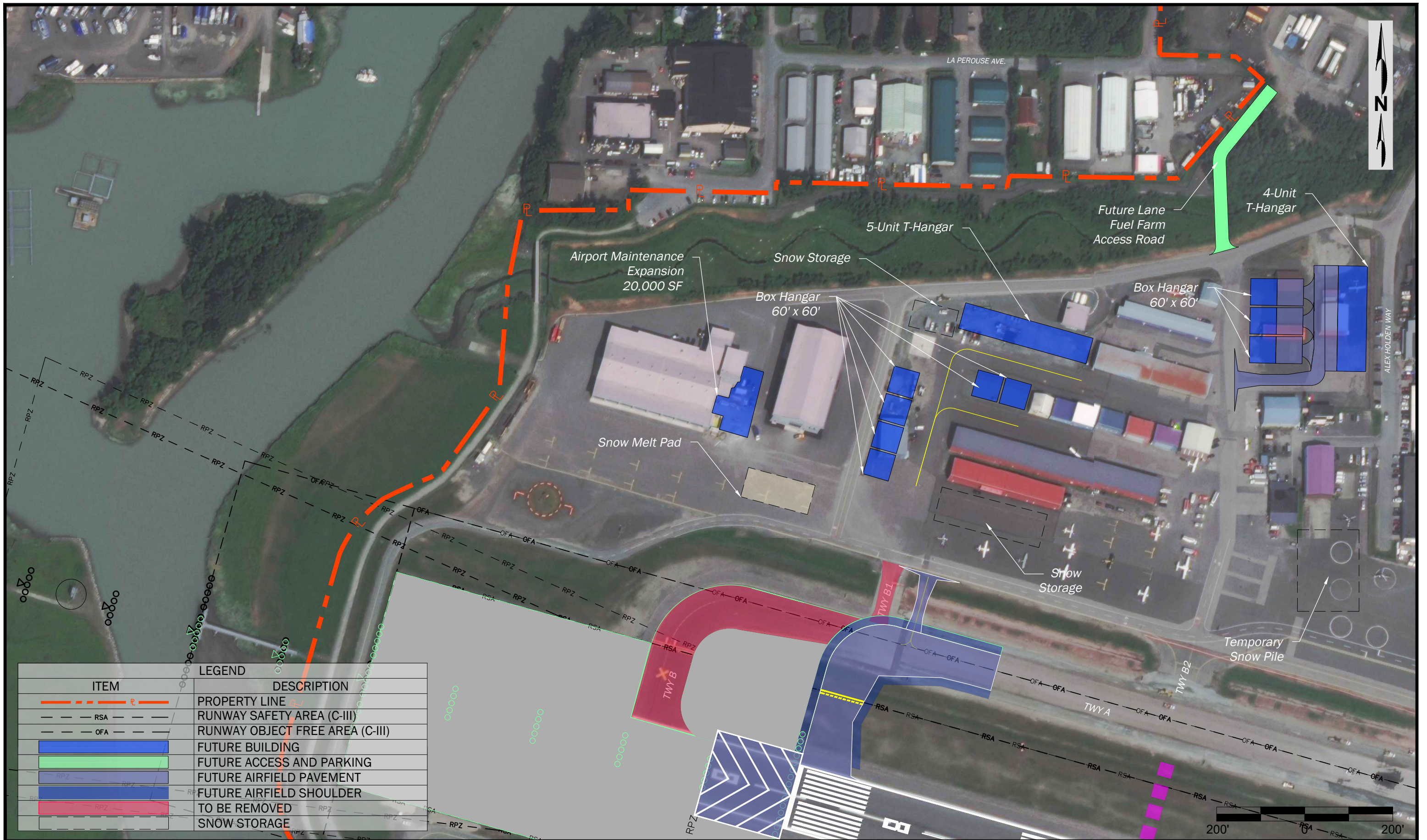
To enable all future proposed development, it is recommended that the airport evaluate the parcels' lease terms and renewals to coordinate their interactions with the implementation plan.

## 6.6 Airport Support Facilities

As described in earlier chapters of the Study, support facilities include a wide range of functions intended to ensure the smooth, efficient, and safe operation of the airport. The FAA provides design guidelines for these facilities in the Advisory Circulars and ACRP reports. However, the requirements for these facilities were also based on interviews with airport staff, and users which facilitated a better understanding of the existing and future facility requirements.

### 6.6.1 Fuel Farm

The preferred airport development option reserves an area south of the existing fuel farm to provide direct access to airport facilities without requiring heavy fuel trucks to leave airport property. A 350-foot-long two-lane road connecting the fuel farm to Float Plane Access Road is proposed. The roadway includes a bridge crossing of Duck Creek.



## **6.6.2 Airport Maintenance**

Consistent with the airport's plans to consolidate airport maintenance facilities, a future 20,000 square-foot expansion of the SREF is incorporated into the preferred development plan.

## **6.6.3 Snow Removal/Storage**

During the alternatives evaluation process, the need for a snow melt pad was discussed with airport staff for the purpose of reducing snow storage areas on the airport. As a result, a 10,800 square-foot snow melt pad is proposed in a convenient location south of the SREF/Sand Chemical Building area.

Considering the overall development proposed in the preferred development plan, areas suitable for snow storage are identified and incorporated into the plan. Snow storage areas are located in the Northwest Development Area (6,284 Square feet), Terminal Area (10,840 square feet), Northeast side Development Area (75,900 square feet), and an area southwest of the Float Pond (95,000 square feet).

## **6.6.4 Emergency Vehicle Access**

Improved emergency vehicle access is needed to serve the area southeast of the Float Pond. The airport's current plan to extend the Emergency Vehicle Access Road (EVAR) from Gate X to Gate V was validated as part of this Study and is incorporated into the preferred airport development plan.

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## **7 ENVIRONMENTAL OVERVIEW**

### **7.1 Summary of Potential NEPA Documentation and Anticipated Environmental Permits**

The following paragraphs detail the anticipated level of documentation associated with the preferred development plan and its projects, in accordance with the National Environmental Policy Act (NEPA). This section will discuss:

- Anticipated NEPA Class of Action,
- Potential environmental impacts anticipated from the implementation of each construction project, and
- State and federal permit and approval processes that may be necessary to support the project components of the preferred alternative.

#### **7.1.1 Potential NEPA Documentation and Class of Action**

FAA Order 1050.1F serves as the FAA guidance on compliance with NEPA requirements with regards to all activities or projects approved or funded by FAA. As projects are implemented, FAA Order 1050.1F or any subsequent and overriding orders should be followed. The order indicates the three NEPA Classes of Action (COA), and what types of projects typically fall under each COA. The COAs are as follows:

- **Categorical Exclusion:** This level of NEPA documentation is reserved for standard, frequent and typically very minimal efforts that FAA has determined, based on multiple prior iterations and reviews, will have no significant impacts on the human environment or relevant resources, unless unusual or extraordinary circumstances are present.
- **Environmental Assessment:** This level of NEPA document is typically applied when FAA or other agencies require further analysis and review to determine whether any of the potential impacts from the proposed action will be significant.
- **Environmental Impact Statement:** This category of NEPA document applies to those actions that are expected to have significant impacts to resources within the human environment.

Order 1050.1F, Section 5-2 describes ‘Extraordinary Circumstances’. These are factors or circumstances in which a normally categorically excluded action may have significant environmental impacts. There are twelve such circumstances listed to assist in identifying that situation. Several of these circumstances refer to special purpose laws that may require screening, analysis and/or consultations, and may be relevant to the JNU project area. The potential presence of historic or cultural resources (1050.1F, 5-2b.1), properties protected by Section 4(f) (1050.1F, 5-2b.2), and wetlands (1050.1F, 5-2b.4) may influence the necessary level of NEPA documentation to address proposed projects. Implementing multiple projects at once may have a cumulative effect requiring a review or elevation of the anticipated COA.

### **7.1.2 Potential Regulatory Permits**

Local, state, and Federal regulations may apply to specific resources in the project area and may require permitting for the projects proposed under the preferred alternative. The permits and regulated resources listed below include those that may be required for some of the proposed projects:

- US Army Corps of Engineers (USACE) Section 404 Clean Water Act permit for Fill in Waters of the United States. This USACE permit covers fill in wetlands and other waters. A wetland delineation may be required to determine precise wetland presence and boundaries within the project area; however, the National Wetlands Inventory and initial aerial photo interpretation indicate that wetlands are present around JNU.
- AK State Historic Preservation Office (SHPO) review and concurrence under Section 106 of the National Historic Preservation Act. There are known historic resources within the project area, although none of the six resources identified to date in the Alaska Historic Resources Survey database have been determined eligible for listing on the National Register of Historic Places (NRHP). Further review by a qualified professional may be required prior to a determination of eligibility in association with future projects.
- US Department of Transportation Act Section 4(f) review. This law requires FAA to pay additional attention to wildlife and waterfowl refuges; public parks and recreational areas, and cultural or historic sites on or eligible for listing on the NRHP and sites of cultural significance. There is at least one such site, Mendenhall State Game Refuge, immediately adjacent to JNU on the east and south sides. Should this resource potentially be affected by the proposed project development, FAA is required to identify any feasible and prudent alternative(s) to avoid the Section 4(f) property. If no such avoidance alternatives exist, then FAA must ensure that the project includes all possible planning to minimize potential effects to the Section 4(f) property.
- AK Department of Fish & Game (ADFG), Title 16 Fish Habitat Permit. ADFG regulates impacts to waterways that host anadromous ('salmon-bearing') or resident fish populations. According to the ADFG Freshwater Fish Inventory, there are numerous anadromous waterways within the JNU area.
- Alaska Pollutant Discharge Elimination System (APDES) Alaska General Permit for storm water discharge during construction; applies to all projects impacting more than one acre. These permits are issued by Alaska Department of Environmental Conservation (ADEC).
- ADEC Section 401 (Clean Water Act) Water Quality Certification. Updates to the EPA rule in 2020 require coordination with ADEC.
- Recommended consultation with ADEC Contaminated Sites to determine whether a Contaminated Soils & Water Management Plan is necessary and/or sufficient in the event of encountering contaminants during construction. There are known, active contaminated sites on and adjacent to the JNU property.

The following regulatory permits and authorizations have been considered for applicability to the projects proposed under the preferred alternative, and determined to be non-applicable:

- US Fish & Wildlife Service (FWS) consultation under Section 7 of the Endangered Species Act
- USACE Section 10 (Rivers & Harbors Act) permitting (assuming no runway expansion to the west)

### **7.1.3 Preferred Alternative Projects**

The projects proposed under the preferred alternative have been reviewed using geographic information systems (GIS) software with recent aerial photo imagery to indicate the degree to which each project might impact previously disturbed or developed areas, undisturbed lands, wetlands, waterways, potential historic properties, contaminated sites and other regulated resources or resources of concern. **Table 7-1** describes each Master Plan project proposed for the preferred alternative, identifies the anticipated COA applicable for each alternative, and lists the potential or expected regulatory agency permitting or approval that may be required. Permitting approvals that are anticipated to be addressed by standard design measures, construction timing or best management practices (BMPs) are not included in the list.

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**Table 7-1: Potential Environmental Impacts Associated with the Preferred Airport Development**

Preferred Development	Proposed Action	Land Area Impacted (Acres)	Water of the US	Sec.4(f)	Contaminant Potential / Concerns	Historic Resources	Potential NEPA Class of Action	FAA Order 1050.1F Citation	Anticipated Agency Consultations/Permits/Approvals
Airfield	Construct Runway 26 MALSR	0.6	Y (I)	Y	N	N	CATEX/EA	5-6.3b Extraordinary Circumstance 5-2.b (2)	USACE: Section 404 ADFG: Title 16 ADEC: Section 401 FAA/DOT: Section 4(f)
Airfield	Extension of Taxiway H1	0.9	Y (I)	N	Y	N	CATEX	5-6.4e	USACE: Section 404 ADFG: Title 16 ADEC: Section 401
Airfield	Runway Shift/Extension	20	Y (I)	Y	Y	N	EA	5-6.4e Extraordinary Circumstance 5-2.b (2,3)	USACE: Section 404 ADFG: Title 16 ADEC: Section 401 FAA/DOT: Section 4(f)
Airfield	Taxiway B Relocation	2	N	N	Y	P	CATEX	5-6.4e	ADEC: Contaminated Sites SHPO: Section 106
Airfield	Taxiway G Relocation	2.4	Y (I)	Y	Y	P	CATEX/EA	5-6.4e Extraordinary Circumstance 5-2.b (2,3)	USACE: Section 404 ADEC: Section 401 FAA/DOT: Section 4(f) ADFG: Title 16
Northeast Side	Construction of Air Cargo Terminal (Northeast)	6.5	N	N	Y	N	CATEX	5-6.4f	ADEC: Contaminated Sites
Northeast Side	Northeast Apron Rehabilitation and Reconfiguration	8.2	N	N	Y	P	CATEX	5-6.4e	ADEC: Contaminated Sites
Northeast Side	Site-Prep northeast hangar and support facilities (19,900+10,680 SF)	1.6	Y (I)	N	Y	N	CATEX	5-6.4f	USACE: Section 404 ADEC: Section 401 ADEC: Contaminated Sites
Northeast Side	Site-Prep northeast hangar and facilities (10,000 SF)	0.7	Y (I)	N	Y	N	CATEX	5-6.4f	USACE: Section 404 ADEC: Section 401 ADEC: Contaminated Sites
Northeast Side	Site-Prep Aviation Related Facilities - Northeast (15,000 SF)	0.5	Y (N)	N	Y	N	CATEX	5-6.4f	USACE: Section 404 ADEC: Section 401 ADEC: Contaminated Sites
Northeast Side	Relocation of ASOS	0.3	P (N)	N	P	P	CATEX	5-6.3b	USACE: Section 404 ADEC: Contaminated Sites
Northeast Side	Construction of Helicopter Facilities (East)	3.1	Y (I)	N	Y	N	CATEX	5-6.4f,t	USACE: Section 404 ADEC: Section 401 ADEC: Contaminated Sites ADFG: Title 16

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Northeast Side	Site-Prep for MRO and supporting Facilities	2.8	N	N	Y	N	CATEX	5-6.4h	ADEC: Contaminated Sites
Northeast Side	Construct New Eastern Apron, Site-prep for box hangars (18,000 SF) 5 units and Road	11.1	Y (I)	N	P	N	CATEX/EA	5-6.4e Extraordinary Circumstance 5-2.b (3)	USACE: Section 404 ADEC: Section 401 ADFG: Title 16
Northwest Side	Snow Melt Pad	0.2	N	N	P	N	CATEX	5-6.4f	ADEC: Contaminated Sites
Northwest Side	Site-Prep for Box Hangar (4 / 60' x 60') Northwest	0.4	N	N	P	P	CATEX	5-6.4a,f	ADEC: Contaminated Sites SHPO: Section 106
Northwest Side	Site-Prep for Box Hangar (2 / 60' x 60') Northwest	0.2	N	N	P	P	CATEX	5-6.4a,f	ADEC: Contaminated Sites SHPO: Section 106
Northwest Side	Construct T-hangar (5 units)	0.4	N	N	P	P	CATEX	5-6.4a,f	ADEC: Contaminated Sites SHPO: Section 106
Northwest Side	Northwest New Taxi Lane	0.3	N	N	P	P	CATEX	5-6.4a,f	ADEC: Contaminated Sites SHPO: Section 106
Northwest Side	Site-Prep for Box Hangar (60' x 60') 3 units - Northwest	0.6	N	N	Y	P	CATEX	5-6.4a,f	ADEC: Contaminated Sites SHPO: Section 106
Northwest Side	Construct T-hangar (4 units)	0.5	N	N	Y	P	CATEX	5-6.4a,f	ADEC: Contaminated Sites SHPO: Section 106
Northwest Side	Airport Maintenance Building Expansion (20,000 SF)	0.5	N	N	P	P	CATEX	5-6.4h	USACE: Section 404 ADEC: Section 401
Northwest Side	Construct Fuel Farm Access Rd	0.3	Y (N)	N	Y	N	CATEX	5-6.4a	USACE: Section 404 ADEC: Contaminated Sites
Passenger Terminal	Outbound Baggage Improvements	0.1	N	N	N	Y	CATEX	5-6.4h	SHPO: Section 106
Passenger Terminal	Security Checkpoint Capacity Improvements	0.1	N	N	N	Y	CATEX	5-6.4h	SHPO: Section 106
Passenger Terminal	Expansion of Departure Lounge	0.1	N	N	N	Y	CATEX	5-6.4h	SHPO: Section 106
Terminal Area	Passenger Boarding Bridge Gate 6 Install	0.8	N	N	N	Y	CATEX	5-6.4h	SHPO: Section 106
Terminal Area	Site-Prep Aviation Related Facilities - North (9,000 SF)	0.3	N	N	Y	P	CATEX	5-6.4a,f,h	SHPO: Section 106 ADEC: Contaminated Sites
Terminal Area	Site-Prep Aviation Related Facilities - North (9,600 SF)	0.3	N	N	Y	P	CATEX	5-6.4a,f,h	ADEC: Contaminated Sites SHPO: Section 106
Terminal Area	Terminal Apron New Parking Positions and PBB (Gate 7)	1	N	N	Y	Y	CATEX	5-6.4e,f,v	ADEC: Contaminated Sites SHPO: Section 106

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Preferred Development	Proposed Action	Land Area Impacted (Acres)	Water of the US	Sec.4(f)	Contaminant Potential / Concerns	Historic Resources	Potential NEPA Class of Action	FAA Order 1050.1F Citation	Anticipated Agency Consultations/Permits/Approvals
Terminal Area	Parking Garage/Relocate Rental Cars for Term Expansion	3.5	N	N	Y	P	CATEX	5-6.4h	ADEC: Contaminated Sites SHPO: Section 106
Terminal Area	Passenger Terminal Expansion Construction	0.7	N	N	Y	Y	CATEX	5-6.4h,v	ADEC: Contaminated Sites SHPO: Section 106
Terminal Area	Relocate/Construct FAA ATCT	0.6	N	N	Y	P	EA	3-1.2.b(6)	ADEC: Contaminated Sites SHPO: Section 106

Source: Michael Baker International, 2025.

Note: In cases where it is a CATEX or EA is noted: a field verification of the presence and extent of wetland disturbance and; a cultural resources survey and subsequent determination of eligibility, will determine whether these projects comply with the CATEX criteria in Section 5-6 or whether they require an EA.

**NEPA Documentation Requirements:**

CatEx indicates that the project is eligible for a CatEx.

EA indicates that the project is likely to require an EA based on the nature of the project, regardless of potential impacts.

**Abbreviations:**

Y - Yes

N - No

P - Possible

(I) - USACE Individual Permit

(N) - USACE Nationwide Permit

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