

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WESTERN-PACIFIC REGION
PHOENIX AIRPORTS DISTRICT OFFICE

Finding of No Significant Impact

**for the
Proposed Airport Traffic Control Tower at
Boulder City Municipal Airport in
Clark County, Nevada**



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GENERAL INFORMATION ABOUT THIS DOCUMENT

WHAT'S IN THIS DOCUMENT? This document is the Federal Aviation Administration's (FAA) Finding of No Significant Impact (FONSI) for the proposed airport traffic control tower at Boulder City Municipal Airport located in Boulder City, Clark County, Nevada. This document includes the FAA's environmental determinations for the proposed federal action described in the Final Environmental Assessment (Final EA) dated August 1, 2024. This document discusses the alternatives considered by the FAA in reaching its decision and briefly summarizes the potential environmental consequences of the Proposed Action and the No Action Alternative, which were evaluated in detail in the Final EA.

WHAT'S HAPPENED TO DATE? The City of Boulder City published a Notice of Availability for the Draft Environmental Assessment (Draft EA) on March 27 and 28, 2024. The Draft EA was available for public review from March 27 to May 2, 2024. They received six responses on the Draft EA. The FAA considered the public's comments and prepared a Final EA.

WHAT SHOULD YOU DO? Read this FONSI to understand the actions that FAA intends to take in connection with the proposed airport traffic control tower at Boulder City Municipal Airport.

WHAT MAY HAPPEN NEXT? The FAA may unconditionally approve the City of Boulder City's request to change the airport layout plan to show the airport traffic control tower and may provide funding for the tower's construction and operation.

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

Finding of No Significant Impact

Proposed Airport Traffic Control Tower
Boulder City Municipal Airport
Clark County, Nevada

1. Introduction

The Federal Aviation Administration (FAA) provides this document as its issuance of a Finding of No Significant Impact (FONSI) associated with a proposed airport traffic control tower (ATCT) at Boulder City Municipal Airport located in Clark County, Nevada. The FAA based this decision on information and analysis presented in the Final Environmental Assessment (Final EA), dated August 1, 2024, which the FAA incorporates by reference.

2. Purpose and Need

The Final EA in Section 1.3 states that the FAA's statutory mission is to ensure the safe and efficient use of navigable airspace in the United States. The proposed ATCT's role at Boulder City Municipal Airport is for controllers to work with pilots to effectively and efficiently direct aircraft movements (See FAA Aeronautical Information Manual, dated March 21, 2024, Section 5 Pilot/Controller Roles and Responsibilities, which is available on-line at https://www.faa.gov/air_traffic/publications/atpubs/aim_html/chap5_section_5.html).

The Final EA in Section 1.3 identifies the FAA's purpose as to construct and operate an ATCT, and the necessary infrastructure, at the airport that would allow controllers to see, contact, observe, direct, and control operations within designated movement areas. The FAA found that the airport needs an ATCT because of its complex mix of rotor and fixed-wing aircraft traffic as well as parachuting activities.

3. Proposed Action and Requested FAA Actions

The Final EA's Section 1.2 describes the Proposed Action that is also called the proposed project or preferred alternative. The Proposed Action is to construct an ATCT 90 feet north of Airport Road and 530 feet west of Paul C. Fisher Way. The ATCT would stand 94 feet above ground level. The cab on top would measure 640 square feet. A single-story, 2,350-square-foot office building would be attached to the tower's base. A lighted vehicular parking lot would also be constructed, as well as water, sewer, and electricity utility connections. A construction staging area and haul route are planned east of the project site with construction access from Paul C. Fisher Way. The total area of disturbance during construction would be 2.9 acres.

The Final EA's Section 1.4 lists the specific federal actions requested of the FAA. They are:

- Unconditional approval of the portion of the airport layout plan that depicts the Proposed Action, pursuant to 49 U.S.C. 40103(b), 44718, and 47107(a)(16) and 14 C.F.R. Part 77 and Part 157;
- FAA determination of project eligibility for federal funding; and
- FAA determination of the Proposed Action’s effects on the “safe and efficient use of navigable airspace” (49 U.S.C. 44718).

4. Reasonable Alternatives Considered

The Final EA’s Section 2 identified two alternatives for analysis: the Proposed Action and the No Action. The screening criteria used were:

- Would the alternative allow air traffic controllers to see (visually), communicate with, observe (remotely or otherwise), direct, and control operations within the areas of the airport designated as the control (movement) areas, and
- Is the necessary infrastructure to operate an ATCT available at the site without extensive costs to provide utility hook-up when compared to alternative sites.

Other alternative locations within the airport were considered during an FAA siting study and were eliminated because of airfield visibility restrictions, less favorable airfield visibility or less favorable proximity to existing utilities. Therefore, these alternate locations weren’t carried forward for further analysis in the Final EA. The FAA didn’t examine other alternatives besides the Proposed Action and the No Action alternatives because the Proposed Action doesn’t involve any unresolved resource conflicts.

5. Assessment

The FAA considered the Proposed Action and the No Action alternative’s potential environmental impacts, which were identified and evaluated in the Final EA. The FAA didn’t analyze in detail the following environmental impact categories, or portions of categories, listed in the Final EA’s Table 3A, because the associated resources were absent, or impacts were negligible:

- Biological Resources (including Federally Listed Species, Critical Habitat, and Migratory Birds);
- Coastal Resources;
- Farmlands;
- Solid Waste;
- Land Use;
- Noise and Noise Compatible Land Use;
- Socioeconomics, Environmental Justice, and Children’s Environmental Health and Safety Risk; and
- Water Resources (including Wetlands, Floodplains, Surface Waters, Groundwater, and Wild and Scenic Rivers).

The FAA analyzed the following environmental impact categories in detail in the Final EA's Section 3. A summary of the Proposed Action's impacts is provided below.

- A. **Air Quality.** The Final EA's Section 3.3 states that the Proposed Action's construction activities would generate fugitive dust, and construction equipment and workers' vehicles would emit air pollution, which is quantified in the Final EA's Table 3C. The City of Boulder City would ensure that the construction contractor would obtain a Clark County Dust Control Operating Permit and follow its conditions to minimize fugitive dust. The Proposed Action's operations would entail electrical use that would have the potential to generate off-site emissions, and workers' vehicles would entail air pollution associated with 10 or less average daily trips. The Boulder City area is in attainment for all federal criteria air pollutants, so avoidance or mitigation measures aren't necessary. Therefore, the Proposed Action wouldn't have significant impacts to air quality.
- B. **Climate.** The Final EA's Section 3.4 states that the Proposed Action's construction activities and workers' vehicles would emit greenhouse gases (GHGs) during an approximately 17-month-long period, which is quantified in the Final EA's Table 3D. The Proposed Action's operations would entail electrical use that would have the potential to generate off-site GHG emissions and workers' vehicles would also emit GHGs. Avoidance or mitigation measures aren't necessary. The FAA conducted this analysis for disclosure purposes only, because the FAA hasn't established significance thresholds or factors to consider for GHG emissions.
- C. **Department of Transportation Act, Section 4(f).** The Final EA's Section 3.5 states that the Proposed Action wouldn't physically or constructively use three Section 4(f) resources located within one mile of the airport, which are:
- Boulder Creek Golf Course;
 - Veterans Memorial Park; and
 - Boulder City Golf Course.

Furthermore, avoidance or mitigation measures aren't necessary. Therefore, the Proposed Action wouldn't have significant impacts to resources protected by Section 4(f) of the Department of Transportation Act.

- D. **Hazardous Materials, Solid Waste, and Pollution Prevention.** The Final EA's Section 3.6 states that the Proposed Action's construction activities would use hazardous materials and generate solid waste. However, the City of Boulder City would ensure that the construction contractor would follow applicable federal, state, and local regulatory requirements and implement best management practices regarding a discovery of hazardous materials and treatment of inadvertent spills. The Proposed Action's operations wouldn't use hazardous materials. Therefore, the Proposed Action wouldn't have significant impacts to hazardous materials, solid waste, and pollution prevention.
- E. **Historical, Architectural, Archaeological, and Cultural Resources.** The Final EA's Section 3.7 states that the Proposed Action's construction and operations wouldn't impact cultural resources. The FAA found "no historic properties affected" for this undertaking. Historic properties aren't present within the construction footprint and any visual effects to any resources located outside the construction footprint wouldn't be noticeable given

existing development. The Nevada State Historic Preservation Officer and the Boulder City Historic Preservation Committee concurred with the FAA's finding. Avoidance or mitigation measures aren't necessary. Therefore, the Proposed Action wouldn't have significant impacts to historical, architectural, archaeological, and cultural resources.

- F. **Natural Resources and Energy Supply.** The Final EA's Section 3.8 states that the Proposed Action's construction activities would use amounts of aggregate, asphalt, and concrete, and the Proposed Action's operations would use water and electrical power. However, the Proposed Action wouldn't cause demand to exceed available or future supplies. Avoidance or mitigation measures aren't necessary. Therefore, the Proposed Action wouldn't have significant impacts to natural resources and energy supply.
- G. **Visual Effects.** The Final EA's Section 3.9 states in that the Proposed Action's operations would use exterior lights visible away from the airport. The lights would be visible by users of Boulder Creek Golf Course and Veterans Memorial Park as well as travelers on Veterans Memorial Drive. However, the Proposed Action wouldn't change the overall characteristics of the viewshed. The lights wouldn't be visible from the closest residential neighborhood located 0.75 miles away due to other structures, topography, and vegetation. Avoidance or mitigation measures aren't necessary. Therefore, the Proposed Action wouldn't have significant impacts to visual effects.
- H. **Cumulative Impacts.** The Final EA's Section 3.10 discusses past, present, and reasonably foreseeable projects located within one mile of the airport. The Proposed Action's construction and operations in combination with the past, present, and reasonably foreseeable projects wouldn't result in significant incremental cumulative impacts to the environmental impact categories summarized above. Avoidance or mitigation measures aren't necessary. Therefore, the Proposed Action wouldn't result in significant cumulative impacts.

6. Public Participation

The City of Boulder City made the Draft EA available to the public for a 36-day review period from March 27 through May 2, 2024, and published a Notice of Availability in the *Las Vegas Review Journal* on March 27, 2024, and the *Boulder City Review* on March 28, 2024. The public and interested parties could download the Notice of Availability and the Draft EA at <https://www.bcnv.org/838/Airport-Traffic-Control-Tower>.

The City of Boulder City held a public open house meeting at the City Hall Council Chambers on Thursday, April 25, 2024, from 5:00 to 6:30 pm. The City received six comment letters during the public comment period, which are presented in the Final EA's Appendix D. In response to the comments, the FAA added text in the Final EA's Sections 1 and 2 and added appendices with supporting information.

7. Inter-Agency Coordination

The FAA found that further coordination with the U.S. Department of the Interior or the U.S. Environmental Protection Agency isn't necessary per 49 U.S.C. Section 47101(h). The Proposed Project doesn't involve construction of a new airport, new runway, or major runway extension that has a significant impact on:

- natural resources including fish and wildlife;
- natural, scenic, and recreational assets;
- water and air quality; or
- another factor affecting the environment.

8. Reasons for the Determination that the Proposed Project will have No Significant Impacts

In the Final EA, the FAA examined the environmental impact categories that could be present at the Proposed Action's location or impacted by the Proposed Action. The Final EA showed that Proposed Action wouldn't involve any environmental impacts that exceed the threshold of significance as defined by FAA Order 1050.1F. Based on the information contained in this FONSI and supported by the detailed discussion in the Final EA, the FAA selected the Proposed Action alternative as described in Section 3 of this FONSI.

9. Finding of No Significant Impact

I have carefully and thoroughly considered the facts contained in the Final EA. Based on that information, I find the proposed federal action is consistent with existing national environmental policies and objectives of NEPA's Section 101(a) and other applicable environmental regulations. I also find the proposed federal action wouldn't significantly affect the quality of the human environment or include any condition requiring any consultation pursuant to section 102(2)(C) of NEPA. As a result, the FAA will not prepare an Environmental Impact Statement for this action.

Finding of No Significant Impact

Proposed Airport Traffic Control Tower
Boulder City Municipal Airport
Clark County, Nevada

APPROVED:

MICHAEL N
WILLIAMS

 Digitally signed by MICHAEL N WILLIAMS
Date: 2024.08.06 12:40:11 -0700'

08/06/2024

Michael N. Williams, Manager
Phoenix Airports District Office

Date

DISAPPROVED:

Michael N. Williams, Manager
Phoenix Airports District Office

Date