FINAL ENVIRONMENTAL ASSESSMENT

PROPOSED
AIRPORT TRAFFIC CONTROL TOWER

Boulder City Municipal Airport

Clark County, Nevada

Prepared for:

City of Boulder City
1201 Airport Road, Suite 200
Boulder City, Nevada

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
As lead Federal Agency pursuant to the *National Environmental Policy Act of 1969*

Prepared by:

Coffman Associates, Inc.
Scottsdale, Arizona

August 2024

This environmental assessment becomes a federal document when evaluated, signed and dated by the responsible FAA Official.

MATTHEW H BILSBARROW
Digitally signed by MATTHEW H BILSBARROW
Date: 2024.08.01 08:51:45 -07'00'

Responsible FAA Official

08/01/2024

Date

GENERAL INFORMATION ABOUT THIS DOCUMENT

WHAT'S IN THIS DOCUMENT? This document is a final environmental assessment (Final EA) which has been completed under the *National Environmental Policy Act* (NEPA) for a Proposed Project at Boulder City Municipal Airport. The Federal Aviation Administration (FAA) is the lead agency for the NEPA process. This document discloses the analysis and findings of the potential impacts of the Proposed Project and the No Action alternative.

PROPOSED ACTION: The Proposed Project is the construction of an airport traffic control tower (ATCT) 90 feet north of Airport Road and 530 feet west of Paul C. Fisher Way. This site was the subject of an interdepartmental FAA site selection exercise completed in August 2022. The project site has been previously disturbed and has been used as a parachute landing area (i.e., drop zone).

The ATCT would be 94 feet above ground level with a 640-square-foot cab at the top. The tower would be rectangular in shape. A single-story, 2,350-square-foot office space would be attached to the tower. A lighted vehicular parking lot (0.2 acres) would also be constructed with access from an existing driveway/vehicular parking lot for airport businesses and hangars on the north side of the airport off Airport Road. The tower area could be enclosed with airport security fencing and a secure access gate.

WHAT SHOULD YOU DO? Read the Final EA on the Proposed Project to understand the actions that the City of Boulder City and the FAA intend to take relative to the Proposed Project. Copies of the Final EA are available for download at https://www.bcnv.org/838/Airport-Traffic-Control-Tower, and reading copies can be reviewed at the following locations:

Boulder City Municipal Airport Administration Office, 1201 Airport Road, Suite 200, Boulder City, NV (M-Th, 7:00 AM - 5:00 PM)	**City of Boulder City City Clerk's Office** 401 California Avenue, Boulder City, NV (M-Th, 7:00 AM - 6:00 PM)	**Boulder City Public Library** 701 Adams Boulevard Boulder City, NV (M-Th, 10:00 AM - 8:00 PM; F-Sun. 10:00 AM - 5:00 PM - check website for updates to hours/days @ https://bclibrary.org/)	**Federal Aviation Administration, Western-Pacific Region, Office of Airports, Phoenix Airports District Office**, 3800 N. Central Avenue, Suite 1025, Phoenix, AZ (M-F, 9:00 AM - 4:00 PM, by appointment only [602-792-1066])

WHAT HAPPENS AFTER THIS? Following review of the Final EA, the FAA will issue a finding of no significant impact (FONSI) and/or a record of decision (ROD) or decide to prepare a federal environmental impact statement.

FINAL
ENVIRONMENTAL ASSESSMENT

FOR A

PROPOSED AIRPORT TRAFFIC CONTROL TOWER

PREPARED FOR:

City of Boulder City
&
Federal Aviation Administration

PREPARED BY:

Coffman Associates
Airport Consultants

August 2024

TABLE OF CONTENTS

FINAL ENVIRONMENTAL ASSESSMENT

FOR A PROPOSED AIRPORT TRAFFIC CONTROL TOWER

BOULDER CITY MUNICIPAL AIRPORT
CLARK COUNTY, NEVADA

CHAPTER THREE – AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES (continued)

CHAPTER FOUR – COORDINATION AND PUBLIC INVOLVEMENT

APPENDICES

TABLES

EXHIBITS

Chapter One

Purpose And Need

Chapter One
PURPOSE AND NEED

The Federal Aviation Administration (FAA) supervised the preparation of this environmental assessment (EA) to meet the requirements of Section 102(2)(c) of the *National Environmental Policy Act of 1969* (NEPA) (Title 42 United States Code [U.S.C.] Section 4321 et seq.); President's Council of Environmental Quality (CEQ) Regulations (Title 40 Code of Federal Regulations [C.F.R.] Sections 1500-1508), as amended; and Section 509(b)(5) of the *Airport and Airway Improvement Act of 1982*, as amended. The FAA also followed FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures* (FAA 2015), and FAA Order 5050.4B, *National Environmental Policy Act* (NEPA) *Implementing Instructions for Airport Actions* (FAA 2006). The FAA is the lead federal agency for this environmental review; the City of Boulder City (city) is the airport sponsor and project proponent.

This chapter contains background information on the airport; describes the Proposed Project and its purpose and need; and lists associated federal actions. The EA's scoping and agency coordination materials are in **Appendix A**.

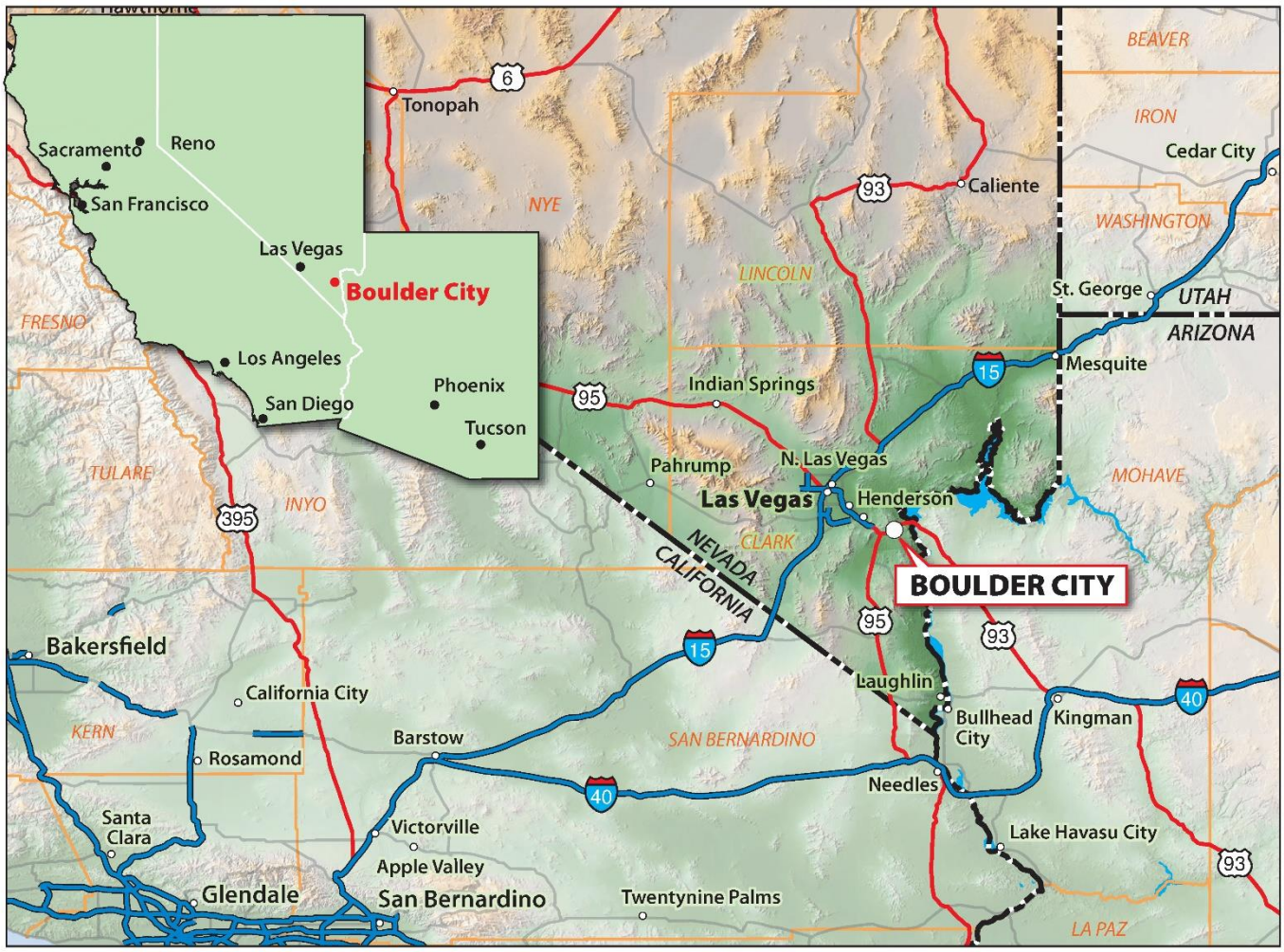
1.1 AIRPORT LOCATION AND PROJECT BACKGROUND

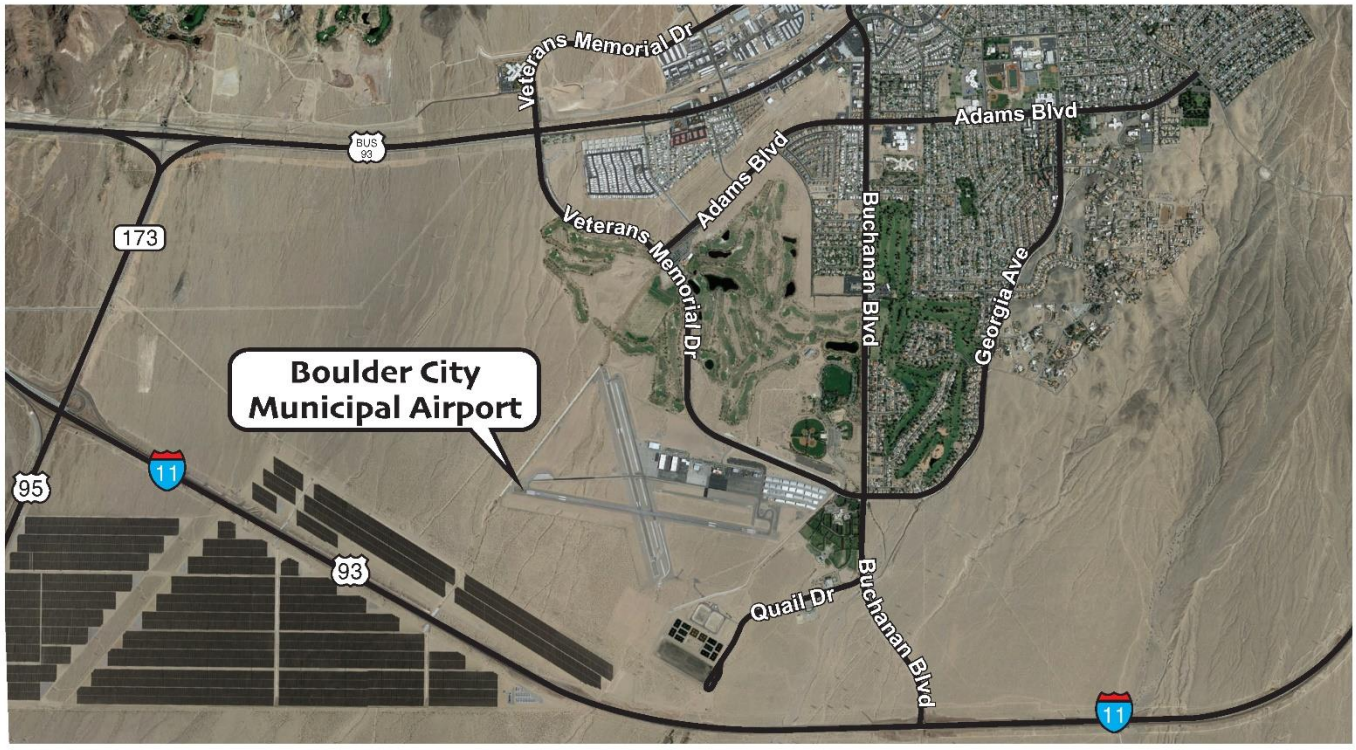
The airport lies 2.5 miles southwest of the central business district of Boulder City, Nevada. Boulder City is 22 miles southeast of Las Vegas. Regional access to Boulder City is via Interstate 11/United States (U.S.) 93 and U.S. 95/State Route 173 (**Exhibit 1A**). The primary roadway to the airport is Veterans Memorial Drive, which provides access to Airport Road, the on-airport vehicular access road. Veterans Memorial Drive connects to Business U.S. 93 and Boulder City Parkway 1.6 miles northwest of the airport entrance. (A business route shares the same number as the major [parent] route they parallel but goes through the central business district of a nearby city or town before reconnecting with the parent numbered highway.)

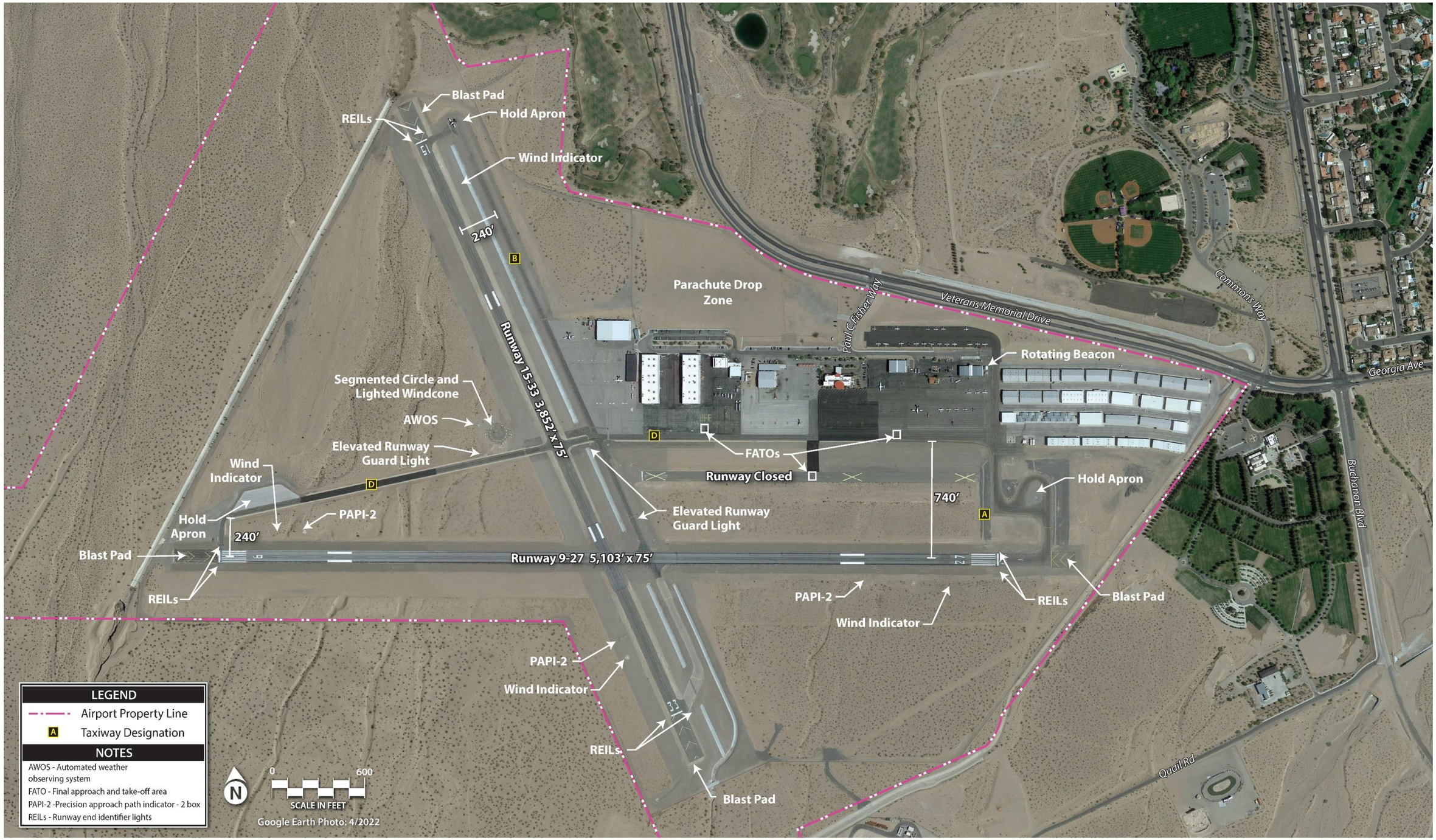
The airport is classified in the *2023-2027 National Plan of Integrated Airport Systems* (NPIAS) as a public use nonhub primary commercial service airport, with 27,984 enplanements in 2021 (FAA 2022). The airport is served regularly by air tour service providers; tours include those to Lake Mead, Hoover Dam, and the Grand Canyon. There are 252 based fixed-wing aircraft at the airport, including 32 helicopters. Operations for 12 months ending May 18, 2023, totaled 44,521 (GCR, Inc. 2023).

The airport has two intersecting runways: Runway 9-27, which is 5,103 feet (ft) long, and Runway 15-33, which is 3,852 ft long. Both runways are 75 ft wide. The taxiway system includes the following (**Exhibit 1B**):

- Taxiway A is an entrance/exit taxiway that serves Runway 9-27 and provides access to the transient apron and aircraft tie-down and hangar storage areas.
- Taxiway B is a full-length parallel taxiway that serves Runway 15-33 and provides entrance/exit connectors at each end of the runway. Taxiway B also offers access to an apron serving multiple fixed-base operators (FBOs), as well as Runway 9-27 via a midpoint intersection.


Tonopah
Sacramento
Reno
San Francisco
Las Vegas
Boulder City
Los Angeles
San Diego
Phoenix
Tucson
Caliente
Cedar City
St. George
Mesquite
Indian Springs
Pahrump
N. Las Vegas
Las Vegas
Henderson
BOULDER CITY
Bakersfield
California City
Rosamond
Barstow
Laughlin
Bullhead City
Kingman
Needles
Lake Havasu City
Victorville
Apple Valley
San Bernardino
Twentynine Palms
Glendale
Santa Clara
BEAVER
IRON
WASHINGTON
UTAH
ARIZONA
NYE
LINCOLN
CLARK
MOHAVE
FRESNO
TULARE
INYO
KERN
SAN BERNARDINO
LA PAZ
NEVADA
CALIFORNIA
6
93
95
15
395
40


Veterans Memorial Dr
Adams Blvd
BUS 93
173
Buchanan Blvd
Georgia Ave
Boulder City
Municipal Airport
95
11
93
Quail Dr


Blast Pad
Hold Apron
REILs
Wind Indicator
240'
Runway 15-33 3,852' x 75'
Parachute Drop Zone
Paul C Fisher Way
Veterans Memorial Drive
Commons Way
Georgia Ave
Rotating Beacon
Segmented Circle and Lighted Windcone
AWOS
Elevated Runway Guard Light
Wind Indicator
Hold Apron
PAPI-2
240'
Blast Pad
REILs
FATOs
Runway Closed
740'
Elevated Runway Guard Light
Runway 9-27 5,103' x 75'
Hold Apron
Buchanon Blvd
PAPI-2
Wind Indicator
REILs
Blast Pad
PAPI-2
Wind Indicator
REILs
Blast Pad
Quail Rd
LEGEND
Airport Property Line
Taxiway Designation
NOTES
AWOS - Automated weather observing system
FATO - Final approach and take-off area
PAPI-2 -Precision approach path indicator - 2 box
REILs - Runway end identifier lights
N
0
600
SCALE IN FEET
Google Earth Photo: 4/2022

This page intentionally left blank

- Taxiway D is a full-length quasi-parallel taxiway to Runway 9-27 that provides access to Runway 9 via a connector taxiway. Taxiway D intersects Runway 15-33 at the midpoint and provides access to multiple FBOs, as well as the transient and locally based aircraft tie-down and hangar storage areas. Taxiway D also intersects with Taxiway A to provide access to Runway 27.Other existing facilities at the airport are also shown on Exhibit 1B. The airport does not currently have an airport traffic control tower (ATCT). The airport has an RNAV approach procedure for Runway 27 (i.e., an area navigation approach aided by the Global Positioning System [GPS]).

The airport hosts several Part 135 tour operators who provide aerial tours of the Grand Canyon using both helicopter and fixed-wing aircraft. (Footnote 1: The FAA grants authority to operate on-demand, unscheduled air service in the form of a Part 135 certificate (14 C.F.R. Part 135).) Skydiving operations have also been conducted at the airport. As part of the airport master plan, the FAA approved forecasts of airport activity through 2035 (City of Boulder City 2018: Appendix C). These forecasts show a continuing trend of growth in both annual operations (1.93 percent CAGR [compound annual growth rate]) and enplanements (2.55 percent CAGR) (City of Boulder City 2018: Table 2Q and Exhibit 2J).

In 2007, the FAA Flight Standards Office conducted an airport ramp survey and safety analysis that included the following airport operational concerns (Critchfield 2008):

- “An increasing volume of arriving and departing traffic without an operating air traffic control tower.”
- “The presence of a parachute drop zone on the airport mixed with constant fixed wing and rotary wing traffic.”
- “The arrival of opposing fixed wing tour aircraft requesting (on the Common Traffic Advisory Frequency) a straight in landing in a tailwind configuration that is in conflict with the traffic pattern established by the airport…”
- “Helicopter departures southbound from the ramp that are directly in front of fixed wing aircraft that are on a stabilized final approach to Runway 27L…”

Due to this complex and increasing mix of rotor and fixed-wing traffic at the airport, the FAA Flight Standards Office identified a need for an ATCT and recommended applying for entry into the Federal Contract Tower (FCT) Program.

The airport’s need for an ATCT was confirmed by the FAA’s Western Region Air Traffic Organization (ATO) Safety Field Operations Group - Runway Safety division when they visited the airport in 2009 to update the airport’s runway safety action plan (RSAP). At that time, the airport was strongly encouraged to seek entry into the FAA FCT Program. (Footnote 2: In November 2022, the city (as airport sponsor) formally applied for entry in the FCT.) The FAA completed a benefit-cost (B/C) ratio analysis for the airport in 2022 that identified the airport as a candidate for the FCT program. Although activity levels related to tourism at the airport have decreased because of the pandemic in 2020 and 2021, the B/C ratio for the airport is 1.07, which indicates that the benefits of an ATCT – in terms of averted collisions, other accidents, and efficiency at the airport – would outweigh the costs of the tower (**Appendix E**). Enplanements at the airport are starting to recover from pandemic levels, with a 126 percent increase from Fiscal Year (FY) 2021 to FY 2022 (FAA 2023).

1.2 DESCRIPTION OF THE PROPOSED PROJECT

The Proposed Project is to construct an ATCT at Boulder City Municipal Airport. The selected site is shown on **Exhibit 1C** and was the subject of an interdepartmental FAA site selection exercise completed in May 2022 (FAA and City of Boulder City, Nevada 2022). The project site has been previously disturbed and has been used as a parachute landing area (i.e., drop zone).The ATCT would be 94 ft above ground level (AGL) with a 640-square-foot (sf) cab at the top. The tower would be octagonal in shape. **Exhibit 1D** shows several examples of a sample tower; however, architectural details for the Boulder City ATCT have not yet been determined. A single-story, 2,350-sf office space would be attached to the tower. A lighted vehicular parking lot (0.2 acres) would also be constructed with access from an existing driveway/vehicular parking lot for businesses and hangars on the north side of the airport off Airport Road. The tower area could be enclosed with airport security fencing and a secure access gate.

The tower would have a mat footing design, which requires a compacted subgrade area of 0.07 acres with a nine-ft depth of disturbance. Laid back construction slopes would add an additional 0.27 acres of disturbed area with an average depth of 4.5 feet. Excavation for the parking lot would be less than two feet deep.

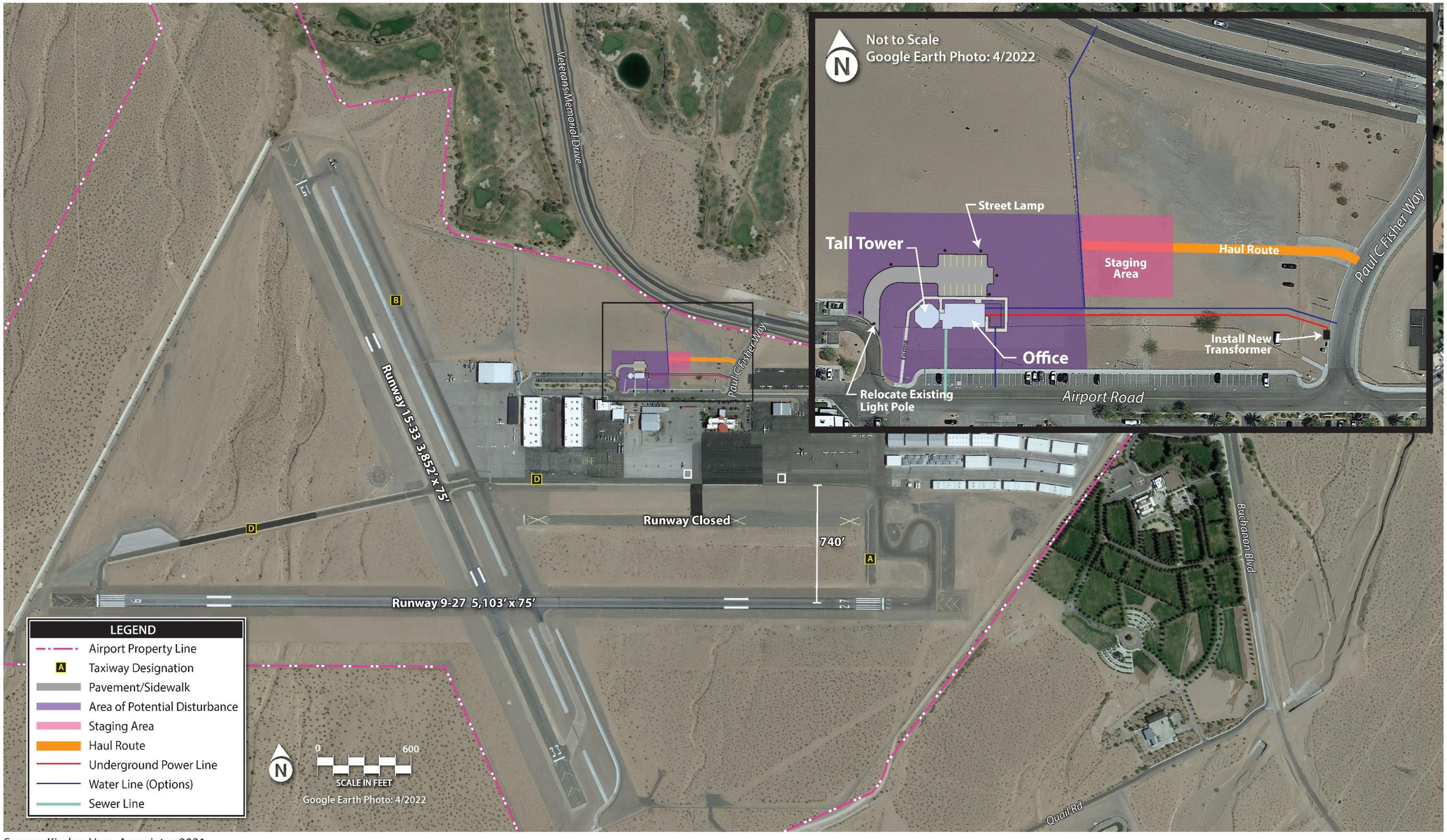
Required utility connections include water, sewer, and electricity. As shown on **Exhibit 1C**, a 90-linear-foot (lf) water line would connect to an existing water line in Airport Road; the associated trench would be four ft wide and five ft deep. (Footnote 3: Two other options for connecting to existing water lines are also under consideration in case the city requires a different looped connection. One would extend 575 lf north from the site and would connect to existing water lines in the right-of-way for Veterans Memorial Drive. The second water line option would extend 530 lf east to connect to existing water lines in Paul C. Fisher Way.) Similarly, a 90-lf sewer line would connect to an existing sewer line in Airport Road; the associated trench would be five ft wide and seven ft deep. An underground power line would extend 530 lf east to Paul C. Fisher Way; the associated trench would be four ft wide and three ft deep. A new transformer would be installed at the end of the new line adjacent to the roadway.

The total construction area for the Proposed Project would be 1.8 acres with a maximum depth of disturbance for the tower footings of nine ft and a maximum depth of disturbance for utility fixtures and trenching of seven ft. A construction staging area (0.4 acres) and haul route are planned east of the project site with construction access from Paul C. Fisher Way (**Exhibit 1C**). The total area of disturbance during construction would be 2.9 acres.

The Proposed Project would take 20 calendar months to construct, including FAA commissioning (**Table 1A**). Construction activities would occur only on weekdays; no night work is needed.

TABLE 1A | Tentative Project Phasing

CONSTRUCTION PHASE	DURATION
Demolition/Site Preparation	0.5 calendar months
Grading	0.5 calendar months
Paving	0.5 calendar months
Finishing	0.5 calendar months
Tower Construction	15 calendar months
FAA Commissioning	3 calendar months
Total Construction Duration	**20 Calendar Months**



Source: Kimley-Horn Associates 2021

This page intentionally left blank

Airport capital improvement projects are funded primarily through the federal Aviation Trust Fund, which collects airport user fees and other types of airport revenue and disburses it to airports through the Airport Improvement Program. A local match is funded through the City of Boulder City's Airport Fund, which is an enterprise fund, comprised of airport revenue streams such as fuel flowage fees, rents, and user fees. Federal grants will be requested for several consecutive years. The Proposed Project is estimated to cost between $1.2 and $1.6 million for design and $12 and $17 million for construction. The city has already included its local match in its Airport Fund budget. As a federally contracted tower, the staffing for the tower will be paid for by the federal contract tower program; the airport will only be responsible for maintenance and utility costs.

1.3 PURPOSE AND NEED

The FAA's statutory mission is to ensure the safe and efficient use of navigable airspace in the United States. With respect to the Proposed Project, the FAA will ensure that the proposed ATCT does not diminish the safety of aircraft and operations at Boulder City Municipal Airport. The role of an ATCT is to work with pilots to help effectively and efficiently direct aircraft movements (https://www.faa.gov/air_traffic/publications/atpubs/aim_html/chap5_section_5.html).

The purpose of the Proposed Project is to construct and operate an ATCT – and the necessary infrastructure – at the airport that will allow airport traffic control personnel to see (visually), communicate with, observe (remotely or otherwise), direct, and control operations within the areas of the airport designated as the control (movement) area.

Due to the complex mix of rotor and fixed-wing traffic at the airport – combined with parachuting activities – the airport has a need for an ATCT. The current mix of air traffic at the airport poses challenges in maintaining aircraft separation in the air and on the ground. Based on a project siting study, the Proposed Project would meet the need of the airport to safely direct the movements of the types and levels of activity currently occurring at the airport.

1.4 REQUESTED FEDERAL ACTIONS

The specific federal actions requested are:

- Unconditional approval of the portion of the airport layout plan that depicts the Proposed Project, 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.
- FAA determination of the Proposed Project's effects on the "safe and efficient use of navigable airspace" (49 U.S.C. 44718).

1.5 EA DOCUMENT ORGANIZATION

This EA evaluates the Proposed Project by organizing the information as follows:

- **Chapter 1: Purpose and Need** – provides background information on the airport and the project site; describes the Proposed Project and its timeframe; identifies the purpose and need for the Proposed Project; and lists requested federal actions.

- **Chapter 2: Alternatives** – provides an overview of the identification and screening of alternatives considered as part of the environmental evaluation process.

- **Chapter 3: Affected Environment and Environmental Consequences** – describes the regulatory setting and existing environmental conditions within the study areas; discusses and compares the environmental impacts associated with the Proposed Project, the No Action alternative, and other alternatives considered for analysis (if any); and provides avoidance or mitigation measures, where applicable.

- **Chapter 4: Coordination and Public Involvement** – discusses the coordination and public involvement associated with the EA process. This section also presents a list of federal, state, and local agencies and other interested parties that have been involved in the EA coordination efforts. (Also see **Appendix A**.)

- **Chapter 5: List of Preparers**

- **Chapter 6: References**

The appendices contain a record of agency and public coordination activities and other technical information.

Chapter Two

Alternatives

Chapter Two ALTERNATIVES

The objective of this alternatives analysis is to identify reasonable alternatives that meet the purpose and need for the Proposed Project identified in Section 1.3. Once identified, each alternative is evaluated in terms of its ability to satisfy the purpose and need for the Proposed Project and other applicable criteria. This evaluation determines which alternatives are considered reasonable and practicable, thereby warranting further consideration. Any alternatives retained for further consideration are more closely evaluated in Chapter Three of this document.

Council on Environmental Quality (CEQ) regulations (Title 40 Code of Federal Regulations [40 C.F.R.] 1502.14) regarding the treatment of alternatives to a proposed action require that federal agencies perform the following tasks:

"a) Evaluate reasonable alternatives to the proposed action and, for alternatives that the agency eliminated from detailed study, briefly discuss the reasons for their elimination.

b) Discuss each alternative considered in detail, including the proposed action, so that reviewers may evaluate their comparative merits.

c) Include the no action alternative.

d) Identify the agency's preferred alternative or alternatives, if one or more exists, in the draft statement and identify such alternative in the final statement unless another law prohibits the expression of such a preference.

e) Include appropriate mitigation measures not already included in the proposed action or alternatives.

f) Limit their consideration to a reasonable number of alternatives."

An alternative can be eliminated from further consideration when the alternative has been judged "not reasonable." (Footnote 1: FAA Order 5050.4B, paragraph 706 (d)(7).) Whether a proposed alternative is reasonable largely depends on the extent to which it meets the purpose and need for the proposed action. (Footnote 2: FAA Order 1050.1F, paragraph 7-1.1[e].) An EA may "limit the range of alternatives to the proposed action and no action when there are no unresolved conflicts concerning alternative uses of available resources." (Footnote 3: FAA Order 1050.1F, paragraph 6-2.1[d]; FAA Order 5050.4B, paragraph 706[d][5].) 40 C.F.R. 1502.14(c) requires the evaluation of the no action alternative, regardless of whether it meets the stated purpose and need or is reasonable to implement.

2.1 ALTERNATIVES SCREENING AND EVALUATION

The alternatives evaluation of the Proposed Project involves a two-step screening process. The first step addresses whether the alternatives are "reasonable." An alternative is considered reasonable if it meets the purpose and need identified in Section 1.3.

If an alternative is deemed reasonable, the second step determines if the alternative is "feasible." The feasibility of an alternative is established by considering other important factors, such as logistical, technical, or cost considerations.

Step 1: Reasonable

The following criterion was used to determine if proposed alternatives are reasonable based on the stated purpose and need:

- Would the alternative allow airport traffic control personnel 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?

Step 2: Feasible

If an alternative is considered reasonable, it is then evaluated in terms of feasibility. The following criterion was used to determine if proposed alternatives are feasible:

- Is the necessary infrastructure to operate an ATCT available at the site without extensive costs to provide utility hook-ups when compared to alternate sites?

2.2 ALTERNATIVES CONSIDERED BUT ELIMINATED

On December 1, 2021, a siting team comprised of the city's planning, engineering, and environmental consultants; local air traffic control personnel; and representatives of various FAA lines of business reviewed several 3-D models following an FAA Virtual Immersive Siting Tower Assessment (VISTA) siting process. As a result, sites that were originally considered were eliminated from further consideration by the siting team.

Site 1 was eliminated due to airfield visibility restrictions. Site 2 was eliminated because Site 3 (the preferred site) had better visibility of the airfield and better proximity to existing utilities and infrastructure (FAA and City of Boulder City, Nevada 2022).

Figure 1 – Alternative Site Locations
Source: FAA and City of Boulder City, Nevada 2022

2.3 ALTERNATIVES RETAINED FOR FURTHER CONSIDERATION

2.3.1 Proposed Project (Preferred Alternative)

The preferred alternative for the Proposed Project is to construct an ATCT 90 ft north of Airport Road and 530 ft west of Paul C. Fisher Way. This preferred site is shown on Exhibit 1C (see Chapter One) and was the subject of an interdepartmental FAA site selection exercise completed in December 2021. The project site has been previously disturbed and has been used as a parachute landing area (i.e., drop zone).

The ATCT would be 94 ft above ground level (AGL) with a 640-sf cab at the top. The tower would be octagonal in shape. A single-story, 2,350-sf office space would be attached to the tower. A lighted vehicular parking lot (0.2 acres) would also be constructed with access from an existing driveway/vehicular parking lot for airport businesses and hangars on the north side of the airport off Airport Road. The tower area could be enclosed with airport security fencing and a secure access gate.

New water and sewer lines would connect to an existing line in Airport Road. (See Section 1.2, footnote 3 for other utility connection options.) An underground power line would extend east to Paul C. Fisher Way. A new transformer would be installed at the end of the new power line adjacent to the roadway.

2.3.2 No Action Alternative

The No Action alternative would not construct an ATCT on the airport. This alternative does not meet the purpose and need for the Proposed Project but is retained for comparison purposes for the analysis in Chapter Three.

Under the No Action alternative, the airport would continue to operate as an uncontrolled airfield, utilizing current airfield safety practices found in Federal Aviation Regulations/Aeronautical Information Manual (FAR/AIM) Part 19, such as the use of Automatic Dependent Surveillance – Broadcast (ADS-B), pilot communication over the UNICOM frequency, and using "see and avoid" practices. ADS-B Out works by broadcasting information about an aircraft's global positioning system (GPS) location, altitude, ground speed, and other data to other aircraft; ADS-B In provides operators of properly equipped aircraft with weather and traffic position information delivered directly to the cockpit. Thus, no additional costs for tower construction, maintenance, or operation would be incurred (see Section 1.3).

2.4 ALTERNATIVES SCREENING PROCESS SUMMARY

Table 2A identifies the alternatives discussed in the preceding sections and summarizes the alternatives screening process. Only the Proposed Project satisfies both criteria contained in the screening process; therefore, it is carried forward for evaluation in Chapter Three.

TABLE 2A-1: Alternatives Evaluation Summary

EVALUATION CRITERIA, Step 1: Reasonable? If YES, go to Step 2.	ALTERNATE SITE 1	ALTERNATE SITE 2	ALTERNATE SITE 3 (Preferred Alternative)	NO ACTION ALTERNATIVE
Would the alternative allow airport traffic control personnel 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?	NO	YES	YES	NO

* The No Action alternative is retained for comparison purposes per 40 C.F.R. §1502.14(c).

TABLE 2A-2: Alternatives Evaluation Summary

EVALUATION CRITERIA, Step 2: Feasible? If YES, retain for analysis.	ALTERNATE SITE 1	ALTERNATE SITE 2	ALTERNATE SITE 3 (Preferred Alternative)	NO ACTION ALTERNATIVE
Is the necessary infrastructure to operate an ATCT available at the site without extensive costs to provide utility hook-ups when compared to alternate sites?	Not applicable	NO	YES	Not applicable
RETAIN FOR ANALYIS?	**NO**	**NO**	**YES**	**YES***

* The No Action alternative is retained for comparison purposes per 40 C.F.R. §1502.14(c).

2.5 PERMITS, LICENSES, AND APPROVALS REQUIRED

Grading and building permits to allow for the construction of the ATCT are required from the City of Boulder City.

In addition, Clark County requires a Dust Control Operating Permit for soil disturbing or construction activities 0.25 acres or greater in overall area, or mechanized trenching 100 ft or greater in length (Clark County Dust Control Permitting Portal 2023).

2.6 LISTING OF FEDERAL LAWS AND REGULATIONS CONSIDERED

Table 2B includes a list of federal laws and statutes; U.S. Department of Transportation (DOT) orders; Executive Orders; and FAA orders and/or advisory circulars considered in the evaluation of the Proposed Project alternatives and throughout the preparation of this EA.

TABLE 2B-1: List of Applicable Federal Laws and Regulations

Federal Laws and Statutes
Airport and Airway Improvement Act of 1982, as amended (P.L. 97-248; 43 C.F.R. §2640)
Airport and Airway Revenue Act of 1987 (P.L. 100-223, Title IV)
Archeological and Historic Preservation Act of 1974 (P.L. 93-291, 16 U.S.C. §469)
Aviation Safety and Capacity Expansion Act of 1990 (P.L. 101-508, as amended)
Clean Air Act of 1977, as amended (42 U.S.C. §§7409 et seq.)
Comprehensive Environmental Response, Compensation, and Liability Act (42 U.S.C. §9601; P.L. 96-510)
Endangered Species Act of 1973 (P.L. 85-624; 16 U.S.C. §§661, 664 note, 1008 note)
Federal Aviation Administration Reauthorization Act of 2018 (P.L. 115-254)
Federal Water Pollution Control Act Amendments for 1972, Section 404 (33 U.S.C. §1344; P.L. 92-500), as amended by the Clean Water Act of 1977 (33 U.S.C. §1251; P.L. 95-217)
Migratory Bird Treaty Act (16 U.S.C. §703 et seq.)
National Environmental Policy Act of 1969 (NEPA) (P.L. 91-190; 42 U.S.C. §§4321 et seq.)
National Historic Preservation Act of 1966, Section 106 (16 U.S.C. §470[f]; P.L. 89-665)
Noise Control Act of 1972 (P.L. 92-574; 42 U.S.C. §4901)
Pollution Prevention Act (42 U.S.C. §§13101-13109)
Resource Conservation and Recovery Act of 1976 (42 U.S.C. §§6901, et seq.; P.L. 94-580, as amended by the *Solid Waste Disposal Act of 1980* [P.L. 96-482]; and the *1984 Hazardous and Solid Waste Amendments* [P.L. 98-616])
Title VI of the *Civil Rights Act of 1964*, as amended (42 U.S.C. §§2000d-2000d-7)
U.S. Department of Transportation Act of 1966 – Section 4(f) (as amended by 49 U.S.C. §303, *Policy on lands, wildlife and waterfowl refuges, and historic sites* [P.L. 97-449])
14 C.F.R. Part 150, *Airport Noise Compatibility Planning*
36 C.F.R. Part 800, *Protection of Historic Properties*
40 C.F.R. Parts 1500-1508, *CEQ implementation of NEPA procedural provisions, establishes uniform procedures, terminology, and standards for implementing the procedural requirements of NEPA's section 102(2)*
50 C.F.R. Part 17, *Endangered and Threatened Wildlife and Plants*
50 C.F.R. Part 21, *Migratory Bird Permits*
50 C.F.R. Part 402, *Interagency Cooperation - Endangered Species Act of 1973*, as amended

TABLE 2B-2: List of Applicable Federal Laws and Regulations

Executive Orders
Executive Order 11514, Protection and Enhancement of Environmental Quality (March 4, 1970)
Executive Order 11593, Protection and Enhancement of the Cultural Environment (May 13, 1971)
Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (February 11, 1994)
Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks (April 21, 1997)
Executive Order 13112, Invasive Species (February 3, 1999)
Executive Order 13175, Consultation and Coordination with Indian Tribal Governments (November 9, 2000)
Executive Order 13186, Responsibilities of Federal Agencies to Protect Migratory Birds (January 17, 2001)
Executive Order 13690, Federal Flood Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input (reinstated May 20, 2021)
Executive Order 14030, Climate-Related Financial Risk (May 20, 2021)
Executive Order 14057, Catalyzing Clean Energy Industries and Jobs through Federal Sustainability (December 8, 2021)

TABLE 2B-3: List of Applicable Federal Laws and Regulations

DOT and FAA Orders
DOT Order 5301.1, Department of Transportation Programs, Policies, and Procedures Affecting American Indians, Alaskan Natives, and Tribes (November 16, 1999)
DOT Order 5610.2C, Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (May 16, 2021)
DOT Order 5650.1, Protection and Enhancement of the Cultural Environment (November 20, 1972)
FAA Order 1050.1F, Environmental Impacts: Policies and Procedures (July 16, 2015)
FAA Order 1210.20, American Indian and Alaskan Native Tribal Consultation Policy and Procedures (January 28, 2004)
FAA Order 5050.4B, National Environmental Policy Act Implementing Instructions for Airport Actions (April 28, 2006)

Notes for Tables 2B-1 through 2B-3:

CEQ stands for "Council on Environmental Quality"
C.F.R. stands for "Code of Federal Regulations"
DOT stands for "U.S. Department of Transportation"
FAA stands for "Federal Aviation Administration"
NEPA stands for "*National Environmental Policy Act*"
P.L. stands for "Public Law"
U.S.C. stands for "United States Code"

Chapter Three

Affected Environment and Environmental Consequences

Chapter Three
AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

This chapter describes the existing environment at Boulder City Municipal Airport, specifically in the project and general study areas for each resource category. Per FAA Order 1050. 1F, paragraph 6-2.1e and FAA Order 5050.4B, paragraph 706(e), this chapter will be "no longer than is necessary to understand the impacts of the alternatives; data and analyses should be presented in detail commensurate with the importance of the impact." In addition, this chapter describes the potential impacts that could result from the Proposed Project and No Action alternative, as well as avoidance or mitigation measures where needed. A significant impact considers the difference between the effects of the Proposed Project when compared to the effects of the No Action alternative.

3.1 PROJECT AND GENERAL STUDY AREAS

The project study area is defined as the area where potential environmental impacts resulting from the Proposed Project may occur. For this EA, the project study area is comprised of the project disturbance area associated with the Proposed Project, as depicted on Exhibit 1C in Chapter One. The airport is within disturbed areas of the Mojave Desert. The project site itself is almost completely denude of vegetation.

Google Earth Street View (Looking Southwest Towards Project Site)

A general study area is also defined for the purpose of identifying potential cumulative impacts and encompasses the rest of the airport property. In certain cases, the general study area may include areas outside the airport boundaries; for example, air quality and greenhouse gas impacts are discussed in the context of the Clark County air basin.

3.2 ENVIRONMENTAL RESOURCES NOT WITHIN STUDY AREAS

Sections within this chapter are based on environmental impact categories required to be addressed in Order 1050. 1F. **Table 3A** lists impact categories that are not discussed further because they do not occur within the project or general study areas.

TABLE 3A: Environmental Resources Not Affected by Proposed Project

Environmental Impact Category	Effect/Impact	Rationale for No Further Discussion
Biological Resources (federally listed species and critical habitat)	No Effect	The FAA has made a finding of no effect under Section 7 of the Endangered Species Act (ESA) for the Proposed Project. The project site is almost completely denuded of vegetation and does not contain habitat to support federally listed species. There is no proposed or designated critical habitat within or near the airport property. Within Clark County, the Mojave Desert tortoise is a keystone species of Clark County's Multiple Species Habitat Conservation Plan. The United States Fish and Wildlife Service (USFWS) has issued Clark County an incidental take permit under Section 10 of the ESA. Developers of projects on non-federal land are required to pay a disturbance fee under the permitting program.
Biological Resources (migratory birds)	No Impact	Migratory birds would not be adversely affected during construction activities – even if construction occurs during the nesting season – due to the lack of vegetation and nesting habitat within the project study area.
Coastal Resources	No Impact	No coastal resources are within the project study area. The airport is 230 miles from the nearest coastline.
Farmlands	No Impact	No farmlands are within the project study area. On-site soils (map unit symbol 128 – Bluepoint gravelly loamy fine sand, two to four percent slopes) are rated as not prime farmland by the U.S. Department of Agriculture's Web Soil Survey.
Solid Waste	No Impact	The Proposed Project would generate incidental solid waste from its tower operations, which would not be an appreciably different quantity or type of solid waste than other non-residential land uses would create. The Proposed Project would not use a different method of collection or disposal, nor would it cause exceedances of Boulder City Landfill's capacity. The landfill's most recent expansion in 2017 increased its capacity by more than 9 million cubic yards (cy); its current overall capacity is almost 11.5 million cy.
Land Use	No Impact	The project study area is within airport property, which is zoned by the city as S – Interim Study Area within an Airport Overlay zone. The Boulder City Future Land Use Map identifies the airport as "Airport". No zoning or land use map changes are necessary for the Proposed Project. The project study area has been used as a parachute drop zone in the past although no skydive operations currently occur at the airport. If skydivers use the airport in the future, the parachute drop zone will be shifted slightly to the west to accommodate this aviation land use. Land use impacts off the airport would not occur from the Proposed Project.
Noise and Noise Compatible Land Use	No Impact	No change in aircraft operations, fleet mix, or runway use would occur due to the use of an ATCT. There would be a temporary increase in noise due to construction and construction vehicles. The nearest noise-sensitive land uses are residential areas 0.75 miles from the project study area. Noise from construction activity would not disrupt residential areas or other noise-sensitive land uses at this distance.
Socioeconomics	No Impact	The Proposed Project would be located on a vacant parcel at the airport. No changes to the community tax base or economic activity would occur. There would be no shift in population, and residential or business relocations would not be needed. There would be no disruption of established communities. During construction, there would be a temporary increase in construction jobs and existing local streets would be used for construction activities, which is a temporary effect and would not reduce the level of service on any roadways or result in any road closures. Upon operation, the new ATCT would employ an estimated five to 10 personnel.

Continues on next page

TABLE 3A: Environmental Resources Not Affected by Proposed Project, continued

Environmental Impact Category	Effect/Impact	Rationale for No Further Discussion
Environmental Justice	No Impact	People of color comprise 29 percent of the population living within one mile of the airport, and households below the poverty level comprise 10 percent; however, the closest residential neighborhoods are 0.75 miles away and are separated from the project study area by Veterans Memorial Drive, Veterans Memorial Park, and the Boulder Creek Golf Club. No significant environmental impacts have been identified that would cause disproportionate health and safety risks to environmental justice populations (such as air or water pollution).
Children's Environmental Health and Safety Risk	No Impact	An estimated 35 children (ages 0-18) live within one mile of the airport; there are no schools within this area. The closest public park or recreation area used frequently by children is Veterans Memorial Park, located 0.2 miles to the northeast of the project study area. The nearest school, Martha P King Elementary School, is 1.7 miles northeast. No significant environmental impacts have been identified that would cause disproportionate environmental health and safety risks to children (such as air or water pollution).
Water Resources - Wetlands	No Impact	No wetlands or other waters of the U.S. have been identified within or near the project study area. In addition, the on-site soils are not hydric (i.e., the soils are not wet enough to support wetland vegetation).
Water Resources - Floodplains	No Impact	No flood hazards are shown on the project site or within the airport boundaries according to the Federal Emergency Management Agency's (FEMA) Flood Hazard Layer Map No. 32003C2980E. The project study area is not within a 100-year or 500-year floodplain.
Water Resources - Surface Waters	No Impact	There are no lakes and rivers, natural streams, or ponds within the project study area, nor are there impaired water bodies or streams within the watershed containing the project study area (i.e., Quail Wash watershed). Stormwater flows at the airport are contained on the property via a Clark County Regional Flood Control District (CCRFCD) concrete channel on the west side; a CCRFCD soil cement channel on the east side; and a berm on the northwest border. The airport's stormwater flows into the desert south of the airport and eventually into a dry lakebed southwest of the airport on the west side of U.S. 95.
Water Resources: Groundwater	No Impact	There are no sole source aquifers within 200 miles of the project study area and the project study area is not a significant source of groundwater recharge. See discussion above under Surface Waters for a description of on-site stormwater flows.
Water Resources: Wild and Scenic Rivers	No Impact	No wild and scenic river segments or rivers on the *Nationwide Rivers Inventory* (NRI) are within or near the project study area. The closest wild and scenic river is the Amargosa River, which is 75 miles west of the airport in California. There are no designated wild and scenic rivers within Nevada. The closest river segments on the NRI are 53 miles northeast and east of the airport (i.e., on the Virgin River and Colorado River, respectively).

Sources for Table 3A:

- Biological Resources: USFWS 2023 a, b, c; Clark County Desert Conservation Program website 2023
- Coastal Resources: Google Earth Aerial Imagery 2022, 2023
- Farmlands: U.S. Department of Agriculture, Natural Resources Conservation Service (USDA-NRCS) 2023
- Solid Waste: Boulder City Review 2017
- Land Use: City of Boulder City 2020, 2021
- Environmental Justice/Children's Environmental Health and Safety Risk: U.S. Environmental Protection Agency (EPA) 2023b
- Water Resources - Wetlands: USFWS 2023c; USDA-NRCS 2023
- Water Resources - Floodplains: FEMA 2002
- Water Resources - Surface Waters: U.S. EPA 2023f; Boulder City Municipal Airport 2011
- Water Resources - Groundwater: U.S. EPA 2023h
- Water Resources - Wild and Scenic Rivers: National Wild and Scenic Rivers System website 2023; U.S Department of the Interior, National Park Service website 2023b

Discussions of the remaining environmental impact categories listed within Exhibit 4-1 of FAA Order 1050.1F are presented in the following sections:

- Air Quality
- Climate
- *Department of Transportation Act*, Section 4(f)
- Hazardous Materials and Pollution Prevention
- Historical, Architectural, Archeological, and Cultural Resources
- Natural Resources and Energy Supply
- Visual Effects (Light Emissions and Visual Resources/Visual Character)

3.3 AIR QUALITY

Under the *Clean Air Act* (42 U.S.C. §§7409 et seq.), the U.S. EPA established National Ambient Air Quality Standards (NAAQS) based on health risks for the following pollutants:

- Carbon monoxide (CO)
- Nitrogen dioxide (NO_2)
- Sulfur dioxide (SO_2)
- Lead (Pb)
- Ozone (O_3)
- Respirable particulate matter (PM_{10}) (i.e., "inhalable coarse" PM with an aerodynamic diameter of 10 microns or less)
- Fine particulate matter ($PM_{2.5}$) (i.e., with an aerodynamic diameter of 2.5 microns or less)

The concentration of various pollutants in the atmosphere defines the local air quality. The significance of a pollution concentration is determined by comparing it to the state and/or federal air quality standards. In 1971, the U.S. EPA established standards that specify the maximum permissible short- and long-term concentrations of various air contaminants.

Based on federal air quality standards, a specific geographic area can be classified as an attainment, maintenance, or nonattainment area for each pollutant. Each nonattainment area is required to have an applicable state implementation plan (SIP) that prescribes measures to bring the levels of nonconforming pollutants into conformance with the NAAQS. The threshold for nonattainment designation varies by pollutant.

Federal actions planned to occur within a nonattainment or maintenance area must conform to the conditions of the applicable SIP, which is known as General Conformity. Federal actions planned to occur within a nonattainment or maintenance area that do not fall under a *Clean Air Act* exemption or are not listed on FAA's approved "presumed to conform" list must undergo a *de minimis* comparison to determine whether a formal General Conformity Determination is required.

3.3.1 Affected Environment

Portions of Clark County (Las Vegas) are in nonattainment for the 8-hour O_3 standard (moderate) and are maintenance areas for PM_{10} and CO; however, the Boulder City area – including the airport – is outside the nonattainment and maintenance boundaries within Clark County (U.S. EPA 2023c; U.S. EPA 2023d). The county is in attainment for all other criteria pollutants.

Topography and Meteorology

The airport is on a flat expansive plain with mountains bordering it to the north, east, and west. Boulder City offers a mild, high-desert climate. Climates such as this tend to support short and scrubby vegetation, with semi-arid areas dominated by either grasses or shrubs. Summers are hot, with infrequent showers and thunderstorms usually occurring through September. The spring and fall are typically drier, and winters are usually mild with little rain. Southern Nevada experiences winter weather primarily in the form of rainfall, which usually occurs in the January through March timeframe (City of Boulder City 2018: Chapter One, pp. 3, 5).

Locations of the weather monitoring stations in Clark County are selected using U.S. EPA guidance and are generally established near populous areas. Data from the network is used to demonstrate compliance with and/or progress towards meeting ambient air quality standards and to identify pollution trends. Air monitoring stations may also be set up for special studies for limited time periods to address specific issues with air quality in areas where there are numerous complaints, or where the air quality in a small area is affected by a localized activity.

There is one air monitoring station in the Boulder City area at Garrett Junior High School in downtown Boulder City. This station collects data on O_3, $PM_{2.5}$, and PM_{10}. **Table 3B** shows annual data for the years 2021 through 2023 from this monitoring site. Average air quality for these three criteria pollutants is below the pollutant standards.

TABLE 3B: Local Monitoring Station Data (O_3, $PM_{2.5}$, and PM_{10}), Boulder City Air Quality Monitoring Station

Monitoring Station	Monitoring Station Number	Address	Distance from Project Study Area	Pollutant Standard	Arithmetic Mean (µg/m³) 2021	Arithmetic Mean (µg/m³) 2022	Arithmetic Mean (µg/m³) 2023
Downtown Boulder City	32-003-0602	1200 Ave G Boulder City, NV	1.7 miles southwest	O_3 – 8-hour Average (0.075 ppm)	0.051	0.047	0.052
Downtown Boulder City	32-003-0602	1200 Ave G Boulder City, NV	1.7 miles southwest	$PM_{2.5}$ - Annual Primary (12 µg/m³)	5.80	4.57	4.21
Downtown Boulder City	32-003-0602	1200 Ave G Boulder City, NV	1.7 miles southwest	PM_{10} – 24-Hour Average (150 µg/m³)	23.70	22.96	18.51

- *The arithmetic mean is the averages in the yearly data set divided by the number of values in the yearly data set (U.S. EPA website 2023a).*
- *µg/m3 = micrograms per cubic meter*

Source: U.S. EPA 2023i

3.3.2 Significance Threshold and Analysis Methodology

FAA Order 1050.1F Significance Threshold: The action would cause pollutant concentrations to exceed one or more of the NAAQS, as established by the U.S. 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.

Because the Boulder City area is in attainment for all federal criteria pollutants, a General Conformity Determination under the *Clean Air Act* is not required for this project. However, for purposes of disclosure in a NEPA document, a construction emissions inventory for the Proposed Project was prepared using the U.S. EPA's MOtor Vehicle Emission Simulator (MOVES4). This methodology is identified in the FAA's *Air Emissions and Air Quality Handbook* as the "current EPA-approved model used to compute motor vehicle emissions rates representative of various types of vehicles and activities." The MOVES4 model produces emissions factors which are used to calculate emissions expressed in tons per year based on miles driven for on-road vehicles (such as dump trucks or passenger cars) and hours of activity for off-road equipment (such as bulldozers or loaders). For the purposes of modeling construction equipment activity, preliminary estimates of grading and construction activities provided by the engineer were used.

Operational emissions related to vehicular traffic associated with the Proposed Project can also be modeled using the MOVES4 model but were evaluated qualitatively in this EA because operation of an ATCT generates minimal vehicular traffic.

The FAA's Aviation Environmental Design Tool (AEDT) is the preferable method of determining operational emissions inventories for aircraft and related aviation projects; however, no change in aircraft operations, fleet mix, or runway use would occur due to the use of an ATCT and AEDT modeling was not necessary.

3.3.3 Proposed Project

Construction activities have the potential to generate temporary air pollution due to fugitive dust, as well as construction equipment and worker vehicle emissions. Clark County requires a Dust Control Operating Permit for soil disturbing or construction activities that are 0.25 acres or greater in overall area or mechanized trenching 100 ft or greater in length (Clark County Dust Control Permitting Portal 2023). Since the total construction area for the ATCT would be 1.8 acres, a permit will be required.

Table 3C summarizes the emissions inventory for the Proposed Project. These data are for the purpose of disclosure only. Comparison to General Conformity *de minimis* thresholds are only conducted on pollutants for which the area is classified as either maintenance or nonattainment. Since Boulder City is in attainment for all federal criteria pollutants, a General Conformity analysis *de minimis* is not applicable.

TABLE 3C | Proposed Project Emissions Inventory (Construction Only) – NAAQS (Ton/Year)

Emission Source	CO	NO_x[1]	SO_2	PM_{10}	$PM_{2.5}$	VOC[1]
Year 1 – Non-Road	0.10	0.36	<0.01	0.02	0.02	0.02
Year 1 – On-Road	5.79	8.32	<0.01	0.23	0.21	0.98
Total Year 1 Emissions	5.89	8.68	<0.01	0.25	0.23	1.00
Year 2 – Non-Road	0.02	0.07	<0.01	<0.01	<0.01	<0.01
Year 2 – On-Road	1.31	1.89	<0.01	<0.01	<0.01	0.22
Total Year 2 Emissions	1.33	1.96	<0.01	<0.01	<0.01	0.227
TOTAL PROJECT EMISSIONS	**7.22**	**10.64**	**<0.01**	**<0.26**	**<0.24**	**1.227**
De Minimis Level[2]	N/A	N/A	N/A	N/A	N/A	N/A

NAAQS = National Ambient Air Quality Standards

N/A = not applicable

[1] Ground-level ozone is not emitted directly into the air but is created by chemical reactions between NO_X and volatile organic compounds (VOC) in the presence of sunlight. As a result, NO_X and VOC emissions are used to estimate ozone emissions.

[2] Data are for the purpose of disclosure only. Comparison to a *de minimis* threshold is only conducted on pollutants for which the area is classified as either maintenance or nonattainment. Boulder City is in attainment for all federal criteria pollutants.

Source: Coffman Associates analysis

Operational emissions resulting from ongoing electrical demand and vehicular emissions related to employees of the new ATCT would be minimal. The ATCT would typically be staffed with five or fewer employees on any given day; thus, operational vehicular trips would average fewer than 10 daily trips (ADT).

3.3.4 No Action Alternative

The No Action alternative does not involve any construction or operation activities and therefore would not cause any impacts to air quality not already occurring or expected to occur due to ongoing airport activity.

3.3.5 Mitigation (or Avoidance) Measures

No mitigation measures are needed since the project area is in attainment for all NAAQS and new emissions resulting from the Proposed Project would primarily be temporary (i.e., during construction only).

The contractor shall follow Clark County Operating Dust Control Permit conditions, as well as FAA Advisory Circular (AC) 150/5370-10H, *Standard Specifications for Construction of Airports, Item C-102 (Temporary Air and Water Pollution, Soil Erosion, and Siltation Control)*. Best management practices (BMPs) – such as those listed below – would be required, as appropriate.

Site Preparation and Construction

- Minimize land disturbance.
- Suppress dust on traveled paths that are not paved through wetting; use of watering trucks; chemical dust suppressants; or other reasonable precautions to prevent dust entering ambient air.
- Cover trucks when hauling soil.
- Minimize soil track-out by washing and cleaning truck wheels before leaving the construction site.
- Stabilize the surfaces of soil piles.

Site Restoration

- Revegetate any disturbed land not used for purposes of erosion control.
- Remove unused material.
- Remove soil piles via covered trucks.

3.4 CLIMATE

NEPA requires federal agencies to consider the environmental impacts of proposed major federal actions significantly affecting the quality of the human environment. Executive Order (E.O.) 13990, *Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis*, was issued on January 20, 2021, and highlights the use of science to reduce greenhouse gases (GHGs); bolster resilience to the impacts of climate change; and prioritize environmental justice as it relates to climate change. E.O. 14057 – more commonly referred to as the *Federal Sustainability Plan* – sets out a range of goals to aid in reducing U.S. GHG emissions by 65 percent from 2008 federal operation levels by 2030.

3.4.1 Affected Environment

Increasing concentrations of GHGs can affect global climate by trapping heat in Earth's atmosphere. Scientific measurements have shown that Earth's climate is warming with concurrent impacts, including warmer air temperatures, rising sea levels, increased storm activity, and greater intensity in precipitation events. Climate change is a global phenomenon that can also have local impacts. GHGs – such as water vapor (H_2O), carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and ozone (O_3) – are both naturally occurring and anthropogenic (human made). Research has established a direct correlation between fuel combustion and GHG emissions. GHGs from anthropogenic sources include CO_2, CH_4, N_2O, hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF_6). CO_2 is the most important anthropogenic GHG because it is a long lived gas that remains in the atmosphere for up to 100 years (Intergovernmental Panel on Climate Change [IPCC] 2014).

The U.S. EPA's *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2021* shows a 2.3 percent decrease in total U.S. emissions from 1990 to 2021, down from a high 15.8 percent above 1990 levels in 2007. From 2020 to 2021, the U.S. experienced an increase in economic activity driven by businesses and persons rebounding after the COVID-19 pandemic. This resulted in an increase in total U.S. GHG emissions, of which CO_2 emissions accounted for the majority (U.S. EPA 2023g: p. ES-4).

The transportation sector and power generation accounted for 79.3 percent of total CO_2 emissions in 2021; however, the overall aviation industry (excluding international bunkers) has shown a decrease in CO_2 emissions by 18 percent between 1990 and 2021. Commercial aircraft emissions have highly fluctuated over the past 30 years, with a 27 percent increase between 1990 and 2007; a two percent decrease from 2007 to 2019; and a 33 percent decrease from 2019 to 2020, followed by a 23 percent increase from 2020 to 2021. Overall, this represents an eight percent decrease between 1990 and 2021 commercial aircraft emissions. Between 1990 and 2021, emissions from military aircraft decreased 65 percent (U.S. EPA 2023g: pp. 3-25 and 26).

The general study area for climate in this EA is Clark County. Clark County's GHG reduction goal is a 32 percent reduction in GHG emissions by 2030 from a 2019 baseline (Clark County 2023: p. 19). There are no specific policies related to Boulder City Municipal Airport within the *All-In Clark County Community Sustainability and Climate Action Plan* (although electrification of the ground support equipment at Henry Reid International Airport is listed as a strategy). Aviation within the county's local airspace contributes to 5.5 percent of the area's emissions (Clark County 2023: pp. 9-10).

3.4.2 Significance Threshold and Analysis Methodology

FAA Order 1050.1F Significance Threshold: The FAA has not established a significance threshold for Climate.

As described previously in Section 3.3.2, a construction GHG inventory for the Proposed Project was prepared using the U.S. EPA's MOVES4 emissions model. The following GHGs were calculated in terms of metric tons per year: CO_2, CH_4, and N_2O. The outputs of CO_2, CH_4, and N_2O were then converted to a carbon dioxide equivalent (CO_2e) using global warming potentials of 1, 30, and 273, respectively (U.S. EPA 2023e).

Operational GHGs related to vehicular traffic associated with the Proposed Project were evaluated qualitatively because operation of an ATCT generates minimal vehicular traffic. Because no change in aircraft operations, fleet mix, or runway use would occur due to the Proposed Project, AEDT modeling of GHG aircraft emissions was not performed.

3.4.3 Proposed Project

Implementation of the Proposed Project would temporarily increase GHGs related to construction activities for approximately 17 months (see Chapter One, Table 1A). **Table 3D** summarizes the GHG inventory for the Proposed Project. These data are for the purpose of disclosure only since there are no federal significance thresholds related to GHGs.

TABLE 3D | Proposed Project GHG Inventory (Construction Only) - Greenhouse Gases (Metric Tons/Year)

Emission Source	CO_2	CH_4	N_2O	Total CO2e[1]
Year 1 – Non-Road	233.62	0.02	-[2]	233.09
Year 1 – On-Road	764.06	0.03	0.05	777.43
Total Year 1 GHGs	*997.68*	*0.05*	*0.05*	*1010.52*
Year 2 – Non-Road	50.87	<0.01	-[2]	50.97
Year 2 – On-Road	173.61	<0.01	0.02	176.80
Total Year 2 GHGs	*224.48*	*<0.01*	*0.02*	*227.77*
TOTAL PROJECT GHGs	**1222.16**	**<0.06**	**0.07**	**1238.29**

CO_2e = carbon dioxide equivalent

[1] Emissions totals for CO_2e are reported in metric tons. Emissions of CO_2, CH_4, and N_2O were converted to CO_2e using global warming potentials of 1, 30, and 273, respectively (IPCC 2021).

[2] MOVES4 does not output nitrous oxide (N_2O) for non-road vehicles.

Source: Coffman Associates analysis

Operational GHGs resulting from ongoing electrical demand and vehicular emissions related to employees of the new ATCT would be minimal. (See Sections 3.3.3 and 3.8.3.) No change in aircraft operations, fleet mix, or runway use would occur due to the use of an ATCT.

3.4.4 No Action Alternative

The No Action alternative does not involve any construction activities and therefore would not cause any impacts to climate not already occurring or expected to occur. No direct GHG emissions would occur under the No Action alternative.

3.4.5 Mitigation (or Avoidance) Measures

No avoidance or mitigation measures are necessary.

3.5 DEPARTMENT OF TRANSPORTATION ACT, SECTION 4(F)

Section 4(f) of the *Department of Transportation Act* (DOT Act) – which was recodified and renumbered as 49 U.S.C. 303(c) – provides that the Secretary of Transportation will not approve any program or project that requires the use of publicly or privately owned historic sites; public parks or recreation areas; or waterfowl and wildlife refuges of national, state, regional, or local importance unless there is no feasible and prudent alternative to the use of such land, and the project includes all possible planning to minimize harm resulting from the use.

3.5.1 Affected Environment

There are two nearby properties listed on the National Register of Historic Places (NRHP): the Boulder Dam Hotel and the Boulder City Historic District. These are 2.5 miles and 2 miles away, respectively. (The Boulder City Historic District encompasses 408 contributing buildings, including the Boulder Dam Hotel [U.S. Department of the Interior, National Park Service, NRHP website 2023a]).

Table 3E lists public parks or recreational areas within one mile of the project study area. There are no wildlife or waterfowl refuges near the project study area.

TABLE 3E | Recreational Facilities Within One Mile of the Project Study Area

Facility	Distance from Project Study Area (at closest point)	Direction from Airport
Boulder Creek Golf Course	0.2 miles	North
Veterans Memorial Park	0.4 miles	Northeast
Boulder City Golf Course	0.8 miles	Northeast

Source: Google Earth Aerial Imagery 2022

Veterans Memorial Park is comprised of 25 acres of land and includes four lighted multi-use ballfields; two beach volleyball courts; a three-acre fishing pond; a model boat pond; soccer fields; a skateboard and bike park; a splash park; playgrounds; gazebos; an overlook; horseshoe pits; and picnic/grilling areas.

There are no other Section 4(f) resources within the vicinity of the airport. The nearest wilderness areas, wildlife refuges, national recreation areas, and national conservation areas are listed below:

- Nearest wilderness area: Eldorado Wilderness - 4.6 miles from the airport
- Nearest wildlife refuge: Desert National Wildlife Range - 27 miles from the airport
- Nearest national recreation area: Lake Mead National Recreation Area - 3 miles from the airport
- Nearest national conservation area: Sloan Canyon National Conservation Area - 10 miles from the airport

3.5.2 Significance Threshold and Analysis Methodology

***FAA Order 1050.1F Significance Threshold**: 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 contributes to its significance or enjoyment are substantially diminished.*

3.5.3 Proposed Project

The closest Section 4(f) resource to the project study area is the Boulder Creek Golf Course, located north of the ATCT site and adjacent to the airport property line. This golf course is a public course owned and operated by the City of Boulder City. A second public course, Boulder City Municipal Golf Course, is 0.8 miles northeast from the airport at its closest points. Veterans Memorial Park is also to the northeast of the airport. Portions of the park have views of landside development along the north side of the airfield, including from a public access overlook (**Exhibit 3A**).

No physical use of these nearby Section 4(f) resources would occur because of the Proposed Project. In addition, constructive use of these recreational resources would not result as the ATCT would not cause substantial impairment of the golf courses or park. In March 2023, the city's Parks and Recreation manager provided a letter addressing the new ATCT's proximity to Veterans Memorial Park (**Appendix B**). The letter states that although the proposed ATCT would be visible from the park, there is no concern that it would have adverse effects on park patrons (Calloway, J., City of Boulder City, Parks and Recreation Manager 2023). Similarly, although users of the golf courses may see the ATCT from certain viewpoints, most of the fairways are screened from the airport by vegetation, roadways, and topography. The addition of a new ATCT would not be a significant generator of air pollutants or noise that could cause substantial impairment of public recreation activities.

The airport and project site were not purchased or improved using Section 6(f) – *Land and Water Conservation Fund Act* (16 U.S.C. 4601-8[f]) – funds.

3.5.4 No Action Alternative

The No Action alternative does not involve any construction activities and therefore would not cause either physical or constructive use of a Section 4(f) resource.

3.5.5 Mitigation (or Avoidance) Measures

No avoidance or mitigation measures are necessary.

3.6 HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION

Federal, state, and local laws regulate hazardous materials use, storage, transport, and disposal. The two statutes of most importance to airport projects are the *Resource Conservation Recovery Act* (RCRA) (as amended by the *Federal Facilities Compliance Act of 1992*) (42 U.S.C. 6901 et seq.) and the *Comprehensive Environmental Response, Compensation, and Liability Act* (CERCLA), as amended (also known as Superfund) (42 U.S.C. 9601). RCRA governs the generation, treatment, storage, and disposal of hazardous wastes; CERCLA provides for cleanup of any release of a hazardous substance into the environment. These laws may extend to past and future landowners of properties containing these materials.

The U.S. EPA also regulates household, industrial, and manufacturing solid waste under RCRA. See **Table 3A** for a discussion of solid waste, which has been dismissed from further consideration in this EA.


LEGEND
Airport Property Line
Great Basin Hwy/U.S. Hwy 93
Adams Blvd
Boulder City Municipal Golf Club
Boulder Creek Golf Club
Proposed Airport Traffic Control Tower
Runway 15-33 3,852' x 75'
Runway 9-27 5,103' x 75'
Veterans Memorial Park
Veterans Memorial Drive
Quail Dr.
Boulder City Bypass
N
0
1,500
SCALE IN FEET
Google Earth Photo: 4/2022

Section 402 of the *Clean Water Act* (CWA) created the National Pollutant Discharge Elimination System (NPDES) program to authorize point source discharges of pollutants to water of the U.S., consistent with the CWA. In terms of water pollution, a point source is a single discharge source, such as a pipe coming from a wastewater treatment plant; however, the federal *Water Quality Control Act of 1987* amended the CWA to include regulation of certain discharges of pollutants in stormwater runoff under the NPDES program. Federal regulations require certain industrial facility owners and/or operators to obtain stormwater discharge permits (40 C.F.R. 122.26). The specific types of facilities that need coverage are dependent upon the facility's Standard Industrial Classification Code. The Nevada Department of Transportation (NDOT) has developed a stormwater management program to comply with the NPDES requirements and address stormwater pollution.

Section 208 of the CWA requires that activities associated with water pollution be planned and managed through a 20-year planning document. Clark County is the master agency for water quality management within the county. Boulder City is within Planning Area 6: Ivanpah – Pahrump Valleys of the *Clark County 208 Area-Wide Water Quality Management Plan* (WQMP) (Clark County Department of Air Quality & Environmental Management 2009: Figure ES-1).

3.6.1 Affected Environment

The general study area for hazardous materials and pollution prevention is the airport property. The Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) database contains information on all aspects of hazardous waste sites and is maintained by the U.S. EPA. There are no hazardous sites, such as Superfund sites or brownfields, near the airport; the closest active sites are in Henderson, Nevada (U.S. EPA 2023c). There are several archived Superfund sites five miles from the project area. These sites – Intermountain Exploration, Boulder Beach Landfill, and Boulder Cy Engineering Lab – are registered as archived Superfund sites by the U.S. EPA and do not require any cleanup action or further investigation (U.S. EPA 2016). (*Footnote: A Superfund site is any land in the United States that has been contaminated by hazardous waste and identified by the U.S. EPA as a candidate for cleanup because it poses a risk to human health and/or the environment. Superfunds can be subclassified as:*

- *Active: A non-archived Superfund site at which site assessment, removal, remedial, enforcement, cost recovery, or oversight activities are being planned or conducted under the Superfund/CERCLIS program.*
- *Archived: A Superfund site that has no further interest under the Federal Superfund Program, based on available information, and is no longer part of the CERCLIS inventory. End footnote.)*

There is currently one fuel farm located east of the transient aircraft apron. The airport implements aviation dispensing, handling, and storage standards that include a requirement for a spill prevention countermeasure and control (SPCC) plan (Boulder City Municipal Airport 2021). The most current SPCC plan was approved October 22, 2023.

The airport implements a stormwater pollution prevention plan (SWPPP); however, because stormwater flows from the airport to a dry lakebed, these discharges are not subject to effluent guidelines (Boulder City Municipal Airport 2011: p. 3).

3.6.2 Significance Threshold and Analysis Methodology

FAA Order 1050.1F Significance Threshold: The FAA has not established a significance threshold for Hazardous Materials, Solid Waste, and Pollution Prevention; however, factors to be considered are if an action would have the potential to:

- ***Violate applicable federal, state, tribal, or local laws or regulations regarding hazardous materials and/or solid waste management;***
- ***Involve a contaminated site;***
- ***Produce an appreciably different quantity or type of hazardous waste;***
- ***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; or***
- ***Adversely affect human health and the environment.***

The analysis examines the existing regulatory environment for the handling of hazardous materials and pollutant prevention procedures in relation to the Proposed Project.

3.6.3 Proposed Project

Applicable federal, state, and local regulatory requirements (as discussed in Section 3.6.1) would ensure impacts related to the use of hazardous materials and pollution prevention during construction would not adversely affect human health and the environment. During construction of the Proposed Project, contractors would be held responsible for reporting any discharges of hazardous materials or other substances and BMPs would be used to minimize any potential adverse effect on the public and environment.

No long-term use of hazardous materials is likely to occur as a result of the Proposed Project, but in the event that hazardous materials are needed or hazardous wastes are produced, an appropriate small-quantity generator permit would be required.

3.6.4 No Action Alternative

Under the No Action alternative, there would be no development that would impact any sites containing hazardous materials and additional pollution prevention measures would not be needed.

3.6.5 Mitigation (or Avoidance) Measures

No avoidance or mitigation measures are necessary.

Standard BMPs include the following:

- Contractors shall follow standard hazardous materials containment procedures should an inadvertent spill occur. If previously unknown contaminants are discovered during construction or if a spill occurs during construction, work will be halted and the National Response Center will be notified.

- The Proposed Project shall comply with FAA AC 150/5371-10H, *Standards for Specifying Construction of Airports, Item C-102, Temporary Air and Water Pollution, Soil Erosion and Siltation Control*.

3.7 HISTORICAL, ARCHITECTURAL, ARCHEOLOGICAL, AND CULTURAL RESOURCES

Determination of a project's environmental impact to historic and cultural resources is made under guidance in the *National Historic Preservation Act of 1966* (NHPA), as amended (16 U.S.C. 470[f]); the *Archeological and Historic Preservation Act of 1974 (*16 U.S.C. 469); the *Archaeological Resources Protection Act* (16 U.S.C. 470aa, et seq.); and the *Native American Graves Protection and Repatriation Act of 1990* (25 U.S.C. 3001 et seq.). Section 106 of the NHPA requires federal agencies to consider the effects of their undertaking (or action) on properties listed in or eligible for listing on the NRHP. In addition, the *Antiquities Act of 1906* (54 U.S.C. 320301-320303), the *Historic Sites Act of 1935* (54 U.S.C. 320101-320106), and the *American Indian Religious Freedom Act of 1978* (42 U.S.C. 1996) also protect historical, architectural, archeological, and cultural resources. Impacts may occur when the proposed undertaking causes an adverse effect on a property that has been identified (or is unearthed during construction) as having historical, architectural, archeological, or cultural significance. Determining adverse effects on historic resources is based on criteria established in 36 C.F.R. 800 of the Advisory Council on Historic Preservation regulations.

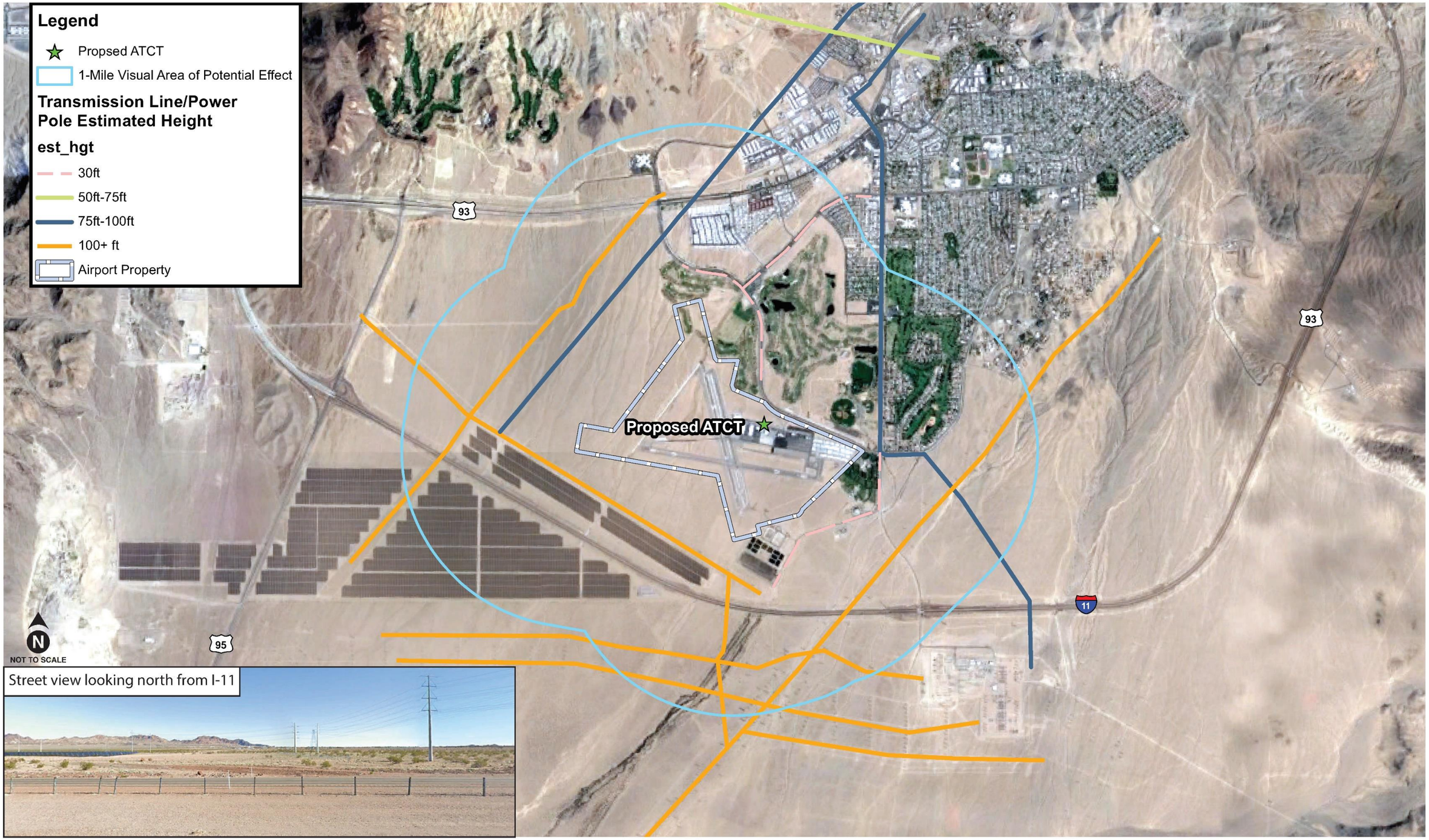
3.7.1 Affected Environment

The project and general study area for historical, architectural, archeological, and cultural resources include a 2.9-acre direct physical area of potential effect (APE) and an 8.6-square-mile visual APE, respectively (**Exhibit 3B**). Based on input from the Nevada State Historic Preservation Office (SHPO), a one-mile buffer from the airport property line was used as a visual APE for this project.

There are no recorded cultural sites within the direct physical APE for the Proposed Project, which is considered the proposed undertaking under Section 106. One historic archeological site (CK10747) and four historic isolates were documented outside the direct APE for the proposed undertaking. (*Footnote: Site CK10747 was evaluated for significance under research themes developed within the historic context for southern Nevada and was determined to be ineligible for listing on the NRHP [NewFields 2022 update]. End footnote.*) The airport was constructed in its current location in the early 1980s (City of Boulder City 2018: Chapter One, p. 6). There are no historic-age structures within the physical APE.

The visual APE encompasses surrounding off-airport resources within a line of sight extending approximately one mile from the airport property line. Long-range views of the proposed ATCT beyond the visual APE may occur to the south, southwest, and northwest; however, this area is visually characterized by multiple transmission lines and towers, as well as the airport itself (**Exhibit 3C**). Existing urban development and topography within and beyond one mile from the airport limit the visual APE to the north, east, and southeast.

Source: Kimley-Horn Associates 2021


Legend
Propsed ATCT
1-Mile Visual Area of Potential Effect
Transmission Line/Power Pole Estimated Height
est_hgt
30ft
50ft-75ft
75ft-100ft
100+ ft
Airport Property
Proposed ATCT
93
93
11
95
N
NOT TO SCALE
Street view looking north from I-11

3.7.2 Significance Threshold and Analysis Methodology

FAA Order 1050.1F Significance Threshold: The FAA has not established a significance threshold for Historical, Architectural, Archeological, and Cultural Resources. Factors to consider are if an action would result in a finding of adverse effect through the Section 106 process; however, an adverse effect finding does not automatically trigger preparation of an Environmental Impact Statement (EIS) (i.e., a significant impact).

A literature search and cultural resources survey of the airport were conducted and no cultural resources eligible for listing on the NRHP were noted in the project area (NewFields 2022 update). The survey report was reviewed by the Boulder City Historic Preservation Committee on September 28, 2022. Coordination with the Nevada SHPO under Section 106 was also conducted (**Appendix C**), as well as consultation with Native American tribes.

3.7.3 Proposed Project

There are no recorded sites within the direct physical APE, and any visual effects on historic resources resulting from the proposed undertaking would be similar or in-kind with the existing visual effects of nearby roads, transmission lines, and existing airport development. The proposed undertaking will not change the visual character of the area, especially for long-range views beyond the visual APE. There would be no auditory or atmospheric changes related to the proposed undertaking.

The FAA finds that the proposed undertaking has **no historic properties affected**. The undertaking would not impact historic properties because there are no known sites within the direct physical APE; adverse visual, auditory, or atmospheric effects would also not occur within the APE identified to consider these types of effects. On March 31, 2023, the Nevada SHPO stated that they concur with the FAA's finding of no adverse effect; a finding of no effect was also approved by the Boulder City Historic Preservation Committee (**Appendix C**).

The FAA conducted tribal consultation for the proposed undertaking in August 2023. Only clarifying questions or comments were received and tribal consultation under Section 106 was concluded.

3.7.4 No Action Alternative

Under the No Action alternative, no development or ground disturbance would occur that would impact any historical, architectural, archeological, or cultural resources.

3.7.5 Mitigation (or Avoidance) Measures

No avoidance or mitigation measures are necessary.

If any buried and/or previously unidentified resources are located during project activities, all work in the vicinity of the find will cease and the FAA will be contacted. Additional consultation with the Nevada SHPO and/or Native American tribes per 36 C.F.R. 800.13 may also be warranted.

3.8 NATURAL RESOURCES AND ENERGY SUPPLY

The *Energy Independence and Security Act* (Public Law 110-140) requires federal agencies to take action to move forward towards greater energy independence and security by increasing the energy efficiency of buildings. The State of Nevada has adopted the 2021 International Energy Conservation Code (IECC), while Clark County has adopted the 2018 IECC (Nevada Governor's Office of Energy website 2023).

Compliance with Nevada water law is required for all construction projects (Nevada Revised Statues, chapters 533 and 534; Nevada Administrative Code, chapter 534). Based on input from the Nevada Division of Water Resources, Boulder City shall ensure that any water used on a construction project for any manner of use shall be provided by an established utility – or under permit or temporary change application or waiver issued by the State Engineer's Office – with a manner of use acceptable for the suggested project's water needs (see **Appendix A**, response from Nevada Division of Natural Resources).

3.8.1 Affected Environment

Mineral Resources

There are several commercial sources of aggregate or other building materials in the Boulder City/Henderson area, including Jericho Pit, located at 12801 U.S. 95, an approximately four-mile drive from the airport. In addition, building materials and supplies are available from the greater Las Vegas area.

Water Resources

Water for the Boulder City area is managed by the Southern Nevada Water Authority (SNWA). Due to ongoing drought conditions in the Southwest, Lake Mead – which supplies the southern Nevada region with potable water – is under federally mandated water restrictions (SNWA website 2023). Water delivered to Boulder City consumers is treated surface waters from the Colorado River System, drawn from Intake No. 3 at Lake Mead (City of Boulder City Utilities Department 2023).

Energy Resources

Nevada features substantial solar development. It also has one of the nation's largest hydroelectric facilities (Hoover Dam) and ranks second in the nation in electricity generation capacity at geothermal power plants; however, natural gas is the primary fuel for electricity in Nevada. In 2022, natural gas fueled 56 percent of Nevada's total in-state electricity generation, while 37 percent came from renewable energy resources (i.e., solar, geothermal, and hydroelectric power). Nevada's electricity consumption sometimes exceeds in-state generation and is supplemented by high-voltage transmission lines from other states (U.S. Energy Information Administration [EIA] 2023).

Boulder City receives most of its power from hydroelectricity produced at Hoover Dam and Glen Canyon Dam on Lake Powell; however, the city also leases parcels of city land in the Eldorado Valley for solar development.

3.8.2 Significance Threshold and Analysis Methodology

FAA Order 1050.1F Significance Threshold: The FAA has not established a significance threshold for Natural Resources and Energy Supply; however, factors to consider are if an action would have the potential to cause demand to exceed available or future supplies of these resources.

The analysis examines the existing regulatory environment for the use of energy efficiency measures, as well as existing natural resources supplies, in relation to the Proposed Project.

3.8.3 Proposed Project

The Proposed Project would use aggregate, asphalt, and/or concrete for building foundations and parking lot pavements. These materials are available from existing suppliers in the region. The Proposed Project would not adversely affect the availability of valuable or locally important mineral resources.

Only small changes in the amount of water demand at the airport would occur due to the Proposed Project. The Proposed Project would have minimal landscaping and an estimated five employees on the premises at any one time.

All projects within Clark County are required to be constructed to a building code that incorporates energy efficiency measures. Energy demand would not exceed available or future supplies.

3.8.4 No Action Alternative

Under the No Action alternative, there would be no short- or long-term natural resources or energy demand.

3.8.5 Mitigation (or Avoidance) Measures

No avoidance or mitigation measures are necessary.

3.9 VISUAL EFFECTS

There are no special purpose laws or other federal regulations for visual effects; however, both Section 4(f) of the *DOT Act* and Section 106 of the NHPA have requirements related to visual effects on protected recreational or cultural resources. (See Sections 3.5 and 3.7 for more information.)

3.9.1 Affected Environment

The project study area and general study area for visual effects are the airport and a one-mile radius from the airport property line, respectively.

Light Emissions

Current sources of light emissions at the airport include airfield runway and taxiway edge lighting; apron and landside building security lighting; and navigational aids, such as precision approach path indicators and runway end identifier lights. The airport also has a rotating beacon, which projects two beams of light – one white and one green – 180 degrees apart and rotates when activated. The beacon, which is atop a tower east of the airport administration building, is the most prominent light source at the airport.

Land uses sensitive to light emissions are not present in or adjacent to the general study area because most adjacent land uses are only occupied during daytime hours. In addition, Veterans Memorial Park has its own lighting associated with its athletic fields when used at night. The closest residential neighborhoods to the airport are 0.75 miles away and are separated from the airport by the Boulder Creek Golf Course and Veterans Memorial Park.

Boulder City is not currently certified as a Dark Skies Community (Boulder City Nevada website 2023a).

Visual Resources/Visual Character

There are no protected scenic resources in proximity to the airport. The project site itself is flat with little to no vegetation (see Google Earth street view in Section 3.1). The scenic quality of the area surrounding the airport – while enhanced by the nearby golf course – is visually characterized by open desert traversed by multiple transmission lines/towers and a solar farm, as well as the airport itself. The most notable scenic feature in the area is the backdrop of high mountains five to 10 miles to the west, some of which are part of the Sloan Canyon National Conservation Area.

3.9.2 Significance Threshold and Analysis Methodology

FAA Order 1050.1F Significance Threshold: The FAA has not established a significance threshold for Light Emissions or Visual Resources/Visual Character; however, a factor to consider is the extent to which an action would have the potential for the following:

Light Emissions:

- ***Create annoyance or interfere with normal activities from light emissions; and***
- ***Affect the visual character of the area due to the light emissions, including the importance, uniqueness, and aesthetic value of the affected visual resources.***

Visual Resources/Visual Character:

- ***Affect the nature of the visual character of the area, including the importance, uniqueness, and aesthetic value of the affected visual resources;***
- ***Contrast with the visual resources and/or visual character in the study area; and***
- ***Block or obstruct the views of the visual resources, including whether these resources would still be viewable from other locations.***

The analysis used both photo simulation and line-of-sight analyses to determine the potential visual effects of the Proposed Project. The existing setting was characterized with respect to overall visual quality, existing light emissions, and scenic resources to aid in the determination of significant changes to the visual quality of the area.

3.9.3 Proposed Project

Light Emissions

The proposed ATCT would have exterior lights which would be visible from off the airport at distances affected by the intervening topography, vegetation, and other development between the ATCT and the viewer. As discussed above, the airport currently has many light sources, including the rotating beacon and exterior security lighting; the new ATCT would introduce sources of light at an already lighted facility. In addition, tall light poles are present at the nearby athletic fields in Veterans Memorial Park. As such, it is not likely that a lighted ATCT would interfere with normal nighttime activities in the surrounding area or alter the visual character of the area with respect to light emissions, especially given that lights are already present at the airport and nearby athletic fields.

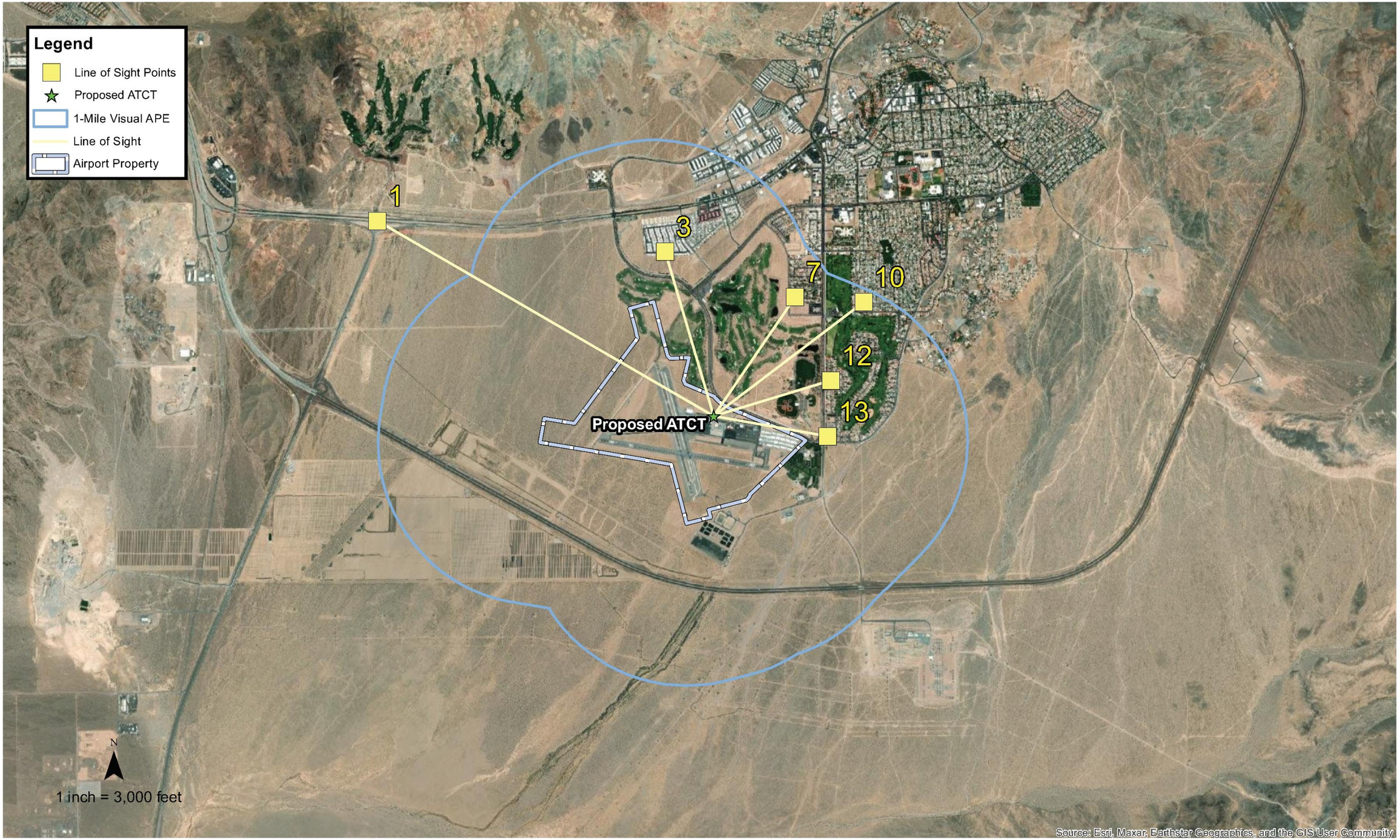
Visual Resources/Visual Character

The proposed ATCT will be highly visible to the traveling public from Veterans Memorial Drive (see Google Earth street view in Section 3.1). From this street, existing views to the south and west are of the airport in the foreground with a backdrop of high mountains in the background. The ATCT will not change these characteristics of the viewshed since the mountains will remain visible after the ATCT is constructed.

The Veterans Memorial Park overlook also has panoramic views of the airport in the foreground and high mountains in the background. Although it will be visible from the overlook, the ATCT will not change the overall characteristics of the viewshed (**Exhibit 3D**).

A line-of-sight analysis was completed to determine if the proposed ATCT would be visible to residential areas with direct lines of sight to the airport. Based on this analysis, there are several residential areas within 0.75 to 1.0 miles from the ATCT site where long-range views of the new ATCT may be available (**Exhibit 3E**). Several of these areas are higher in elevation than the proposed ATCT (between 20 to 70 feet higher) and are at distances close to a mile away. In this case, the ATCT would be part of the distant viewing landscape; the ATCT would be one of several buildings or structures visible within the airport property but would not change the overall visibility or character of the airport (Points 3, 7, and 10).

- Point 3 - Looking south from row of homes at the edge of Gingerwood Mobile Park (1.0 miles from the airport)
- Point 7 - Looking southwest from homes on Heritage Way (0.9 miles from the airport)
- Point 10 - Looking southwest from homes on Mancha Drive (1.0 miles from the airport)


Legend
Line of Sight Points
Proposed ATCT
1-Mile Visual APE
Line of Sight
Airport Property
1
3
7
10
12
13
Proposed ATCT
N
1 inch = 3,000 feet
Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

This page intentionally left blank

There are two neighborhoods less than a mile from the airport that could have views of the ATCT where the ATCT would be above the elevations of the intervening topography (Points 12 and 13). In both cases, the ATCT would be one of many tall structures visible in the viewshed, including transmission towers and the light poles at the athletic fields of Veterans Memorial Park (**Exhibit 3F**).

- Point 12 - Looking southwest from entrance to neighborhood at Broadmoor Circle (0.7 miles from the airport)
- Point 13 - Looking west from cul-de-sac in neighborhood at Hilton Head Drive (0.7 miles from the airport)

Based on the distance, topography, and intervening vegetation and structures between the proposed ATCT and these neighborhoods, no visual impacts to neighboring residential areas would occur.

3.9.4 No Action Alternative

Under the No Action alternative, there would be no development. The existing lighting and visual character of the airport and its surroundings would remain the same.

3.9.5 Mitigation (or Avoidance) Measures

No avoidance or mitigation measures are necessary.

3.10 PAST, PRESENT, AND REASONABLY FORESEEABLE FUTURE ACTIONS

FAA Order 5050. 4B states that an EA should include background information of other past, present, and reasonably foreseeable future actions that could cause cumulative impacts when considered in conjunction with the Proposed Project. For this EA, the temporal range of cumulative projects considered includes those that occurred between 2019 and 2023; are occurring in 2024; or are likely to become a reality within the next five years (2025 and 2029), such as projects that have been included in the airport's five-year capital improvement program. The spatial radius for cumulative projects considered is one mile from the project study area.

3.10.1 Airport Projects

2019-2023

- Rehabilitate fuel farm (2023)
- Rehabilitate Runway 15-33 and complete electrical improvements (2023)

Point 12

Looking west past park lighting toward proposed ATCT site.

Point 13

Looking west toward proposed ATCT site.

2024

- Reconstruct Taxiway B and complete electrical improvements (2024)

2025-2029

- Rehabilitate hangar taxilanes and vehicle access road and gate (2027)
- Replace PAPIs and complete electrical upgrades (2027)
- Construct north tie-down apron parking shade structures (2027)
- Construct wash rack (2027)
- Construct new Taxiway D and rehabilitate existing Taxiway D and apron (2027-2029)

3.10.2 City Public Works Projects, Including Regional Transportation Commission (RTC) of Southern Nevada Projects

- Signal modifications, including a raised median, signing, and pavement markings at Veterans Memorial Drive and Adams Boulevard (design completed in 2020; construction of future project unknown) (Boulder City Nevada website 2023b)

3.10.3 Proposed Project

Air Quality

The Proposed Project would generate ozone precursors (VOC), $PM_{2.5}$, and PM_{10} during construction activity; however, construction emissions would be temporary and would be minimized due to the implementation of standard BMPs (see Section 3.3.5). The Boulder City area is in attainment for all federal criteria pollutants.

In the long term, increases of operational emissions from the Proposed Project would be minimal because average daily vehicular traffic would be minor, and the building would be constructed to current building codes incorporating energy efficiency measures. The Proposed Project, in combination with other projects, would not result in significant incremental cumulative impacts to Air Quality.

Climate

Like the air quality emissions discussed above, the Proposed Project would contribute temporary GHGs during construction and minimal amounts of GHGs during operation. All projects are required to be constructed to a building code that incorporates energy efficiency measures, which also reduces the generation of related GHGs. The Proposed Project, in combination with other projects, would not result in significant incremental cumulative impacts to Climate.

Department of Transportation Act, Section 4(f)

The Proposed Project would not use Section 4(f) resources; thus, the Proposed Project, in combination with other projects, would not result in incremental cumulative impacts to Section 4(f) resources. Most of the other cumulative development would also be on airport property and would not have a physical or constructive use of nearby parks or other recreational uses.

Hazardous Materials and Pollution Prevention

Hazardous materials (such as fossil fuels) would be used by the Proposed Project during construction, as well as by other projects during their construction phases. The federal, state, and local governments have established policies and programs that require the proper disposal and handling of hazardous materials and waste products. Due to mandatory compliance with existing programs and regulations, significant incremental impacts related to Hazardous Materials and Pollution Prevention from other projects, in combination with the Proposed Project, would not occur.

Historical, Architectural, Archeological, and Cultural Resources

The Proposed Project would be contained to the airport, which has no significant historic or cultural resources identified within its boundaries; thus, the Proposed Project, in combination with other projects, would not result in significant incremental cumulative impacts to Historical, Architectural, Archeological, or Cultural Resources.

Natural Resources and Energy Supply

The Proposed Project would use natural resources and energy during both construction and operation; however, natural resources and energy usage for the Proposed Project, in combination with other projects, is not expected to exceed available natural resources or energy supplies and significant incremental cumulative impacts related to Natural Resources and Energy Supplies would not result from the Proposed Project.

Visual Effects

The Proposed Project, in combination with other airport projects, would not adversely affect the visual character of the area, either during the daytime or nighttime (due to light emissions). Other airport projects would be replacing or relocating existing airport facilities in-kind or would construct additional similar facilities (e.g., hangars); no overall changes to the airport appearance would occur. Likewise, the proposed intersection improvements would not adversely change the appearance of the affected roadways; thus, no significant incremental cumulative impacts to visual effects would result from the Proposed Project.

3.10.4 No Action Alternative

No new impacts would occur with the implementation of the No Action alternative in conjunction with other cumulative projects, as this alternative would not result in any physical change at the airport.

Chapter Four

Coordination and Public Involvement

Chapter Four
COORDINATION AND PUBLIC INVOLVEMENT

4.1 AGENCY AND PUBLIC SCOPING PROCESS

Prior to the onset of this environmental assessment (EA), letters were sent to resource agencies, local jurisdictions, and other airport stakeholders seeking input regarding potential environmental resources that could be impacted by the Proposed Project. A list of the agencies contacted, a copy of the information sent, and the responses received are included in this EA in **Appendix A**.

Responses to the scoping materials were received from the following agencies:

- Nevada Department of Transportation, Multimodal Planning – Provided background information on the airport and aviation in the region; strongly supports the installation of an airport traffic control tower (ATCT) to enhance operational safety at the airport.
- Nevada Division of Water Resources – Supports the ATCT proposal as written; provided information on compliance with Nevada water law.
- Boulder City Chamber of Commerce – Believes improved safety at the airport would override any concerns of the business community (i.e., that the ATCT could hamper business activities).
- City of Boulder City, Public Works Department – Stated that the airport should consider utilities and access by the Public Works Department in relation to the Proposed Project.
- BFE, LLC (airport tenant) – Stated that the Proposed Project will preclude skydiving operations on this part of the airport and noted that although the mix of aircraft and helicopter tour operations was increasing in the past, it has decreased; inquired about construction dust and debris effects on his leasehold; questioned if the proposed ATCT site will allow control tower personnel to see all of the ramp/taxiways; asked if there would be additional cost to airport users.
- Papillon Helicopters/Grand Canyon Airlines (airport tour operator) – Discussed if the ATCT will affect the "golf course" arrival for helicopters; inquired about construction haul routes and staging area locations; asked about impacts to the skydiving landing area.

4.2 FINAL ENVIRONMENTAL ASSESSMENT'S AVAILABILITY FOR REVIEW

The Final EA is available for download at https://www.bcnv.org/838/Airport-Traffic-Control-Tower. Reading copies of the Final EA can also be reviewed at the following physical locations:

Boulder City Municipal Airport, Administration Office	1201 Airport Road, Suite 200 Boulder City, NV
City of Boulder City, City Clerk's Office	401 California Avenue Boulder City, NV
Boulder City Public Library	701 Adams Boulevard Boulder City, NV
Federal Aviation Administration, Western-Pacific Region, Office of Airports, Phoenix Airports District Office	3800 N. Central Avenue, Suite 1025, Phoenix, AZ (by appointment only [602-792-1066])

Following review of the Final EA, the FAA will issue a finding of no significant impact (FONSI) and/or a record of decision (ROD) or decide to prepare a federal environmental impact statement.

Chapter Five

List of Preparers

Chapter Five
LIST OF PREPARERS

Persons responsible for preparation of this document and significant supporting background analysis and materials are listed below.

NAME	ROLE AND ORGANIZATION/ AGENCY	EXPERTISE	PROFESSIONAL EXPERIENCE
Denise Taylor-Sands	Federal Aviation Administration (FAA) Reviewer	Environmental Protection Specialist, Phoenix Airports District Office, Airports Division, Western Pacific Region	Doctor of Law (J.D.), Federal Indian Law. Numerous years of project management experience in legislative, regulative, environmental, and government issues. Responsible for reviewing and preparing NEPA compliance documents on airport projects.
Marissa Adou, ACE	City/Airport Reviewer	Airport Manager	Bachelor of Applied Science (B.A.Sc.), Airport Management. 20 years of experience managing and working in all aspects of the airport environment.
Alyson Hulet	EA Preparer – Coffman Associates	Air Quality and Greenhouse Gas Emission Analysis; Environmental Analysis/Documentation; Sustainability Planning	Bachelor of Science (B.S.), Urban Planning with emphasis in Sustainable Development; Bachelor of Arts (B.A.), Sustainability.
Judi Krauss, AICP	EA Preparer – Coffman Associates	Environmental Analysis/ Documentation; Land Use Planning; Socioeconomic Analysis	B.A., Environmental Studies; Master of Arts (M.A.), Economics with emphasis in Natural Resource Economics. Transportation and land use planning; socioeconomic studies; and environmental analysis/documentation. Experienced in managing complex, multi-disciplined environmental studies under NEPA.
Kory Lewis	EA Preparer – Coffman Associates	Air Quality and Greenhouse Gas Emission Analysis; Environmental Analysis/Documentation; Land Use Planning; Noise Modeling and Assessment	B.A., Geography; Master of Urban Planning. Experienced in land use management; air quality and noise assessment; preparation of environmental documentation for airport projects; and air quality, noise, and visual impact computer modeling.

Chapter Six

References

Boulder City Municipal Airport 2011. Stormwater Pollution Prevention Plan (SWPPP), Section 1.1, June.

Boulder City Municipal Airport 2021. Aviation Fuel Dispensing, Handling, and Storage Standards, effective date June 29.

Boulder City Nevada website 2023a. Dark Skies Project. Available at: https://www.bcnv.org/916/Dark-Skies-Project, accessed November.

Boulder City Nevada website 2023b. Projects in Boulder City. Available at: https://www.bcnv.org/451/Projects-in-Boulder-City, accessed November.

Boulder City Review 2017. Opinion by Rod Woodbury, Mayor of Boulder City and Board Member of Southern Nevada Health District - "City's expanding waste line worth bragging about," July 5.

Calloway, Julie, City of Boulder City, Parks and Recreation Manager 2023. Letter to Marissa Adou, Airport Manager re: proposed tower effects on Veteran's Memorial Park, March.

City of Boulder City 2018. *Boulder City Municipal Airport Master Plan* (Chapter One, Regional Climate, pp. 3-5; Chapter Two, Table 2Q, and Exhibit 2J; Appendix C), October.

City of Boulder City 2020. Future Land Use Map, last amended August 11, 2020. Available at: https://www.bcnv.org/DocumentCenter/View/3144/Master-Plan-Map--current-as-of-September-20-2020-PDF, accessed November 2023.

City of Boulder City 2021. Boulder City, Nevada Zoning Map, last updated July 13. Available at: https://www.bcnv.org/DocumentCenter/View/8379/Zoning-Map---Townsite---July-2021, accessed November 2023.

City of Boulder City Utilities Department 2023. Water Quality Consumer Confidence Report. Available at: https://www.bcnv.org/280/Water-Quality-Consumer-Confidence-Report, accessed November.

Clark County Department of Air Quality & Environmental Management 2009. *Area-Wide Water Quality Management Plan*, March, Figure ES-1. Available at: https://www.cleanwaterteam.com/Home/ShowDocument?id=304, accessed July 2022.

Clark County 2023. *All-In Clark County, Community Sustainability and Climate Action Plan*, April , pp. 9-10, 19. Available at: https://allin.clarkcountynv.gov/Resource/ResourceItem/77.

Clark County Desert Conservation Program website 2023. Development Disturbance Fees. Available at: https://www.clarkcountynv.gov/government/departments/environment_and_sustainability/desert_conservation_program/disturbance_fees.php, accessed November 2023.

Clark County Dust Control Permitting Portal 2023. Available at: https://www.clarkcountynv.gov/government/departments/environment_and_sustainability/division_of_air_quality/permitting/applications_forms/dust_permitting_forms.php, accessed November 2023.

Critchfield, W.J. 2008. Lead Airport Certification Safety Inspector (FAA, Western Pacific Region, Airports Division), Letter to Mr. Brok Armantrout, Director (City of Boulder City, Community Development Department) RE: Ramp Safety Survey and Safety Analysis, Boulder City Airport, Boulder City, Nevada, February 12.

Federal Aviation Administration (FAA) 2006. Order 5050.4B, *National Environmental Policy Act* (NEPA) *Implementing Instructions for Airport Actions*, April 28.

FAA 2015. Order 1050.1F, *Environmental Impacts: Policies and Procedures*, July 16.

FAA 2022. 2023-2027 National Plan of Integrated Airport Systems (NPIAS). Available at: https://www.faa.gov/airports/planning_capacity/npias/, September 30.

FAA 2023. *Final CY22 Enplanements at Commercial Service Airports, by Rank order*, September 1.

FAA and City of Boulder City, Nevada 2022. *Siting Analysis for a New Air Traffic Control Tower at the Boulder City Municipal Airport, Boulder City, Nevada*, May.

Federal Emergency Management Agency (FEMA) 2002. FEMA Flood Map Service Center, Panel No. 32003C2980E, Effective date September 27. Available at: https://msc.fema.gov/portal/home, accessed November 2023.

GCR, Inc. 2023. Airport Master Records and Reports, AIRPORTIQ 5010. Available at: https://www.airportiq5010.com/5010Web/, effective date November 2.

Google Earth Aerial Imagery, 2022, 2023, accessed January 2022 and November 2023.

Intergovernmental Panel on Climate Change (IPCC) 2014. *Climate Change2014: Synthesis Report Summary for Policymakers. Contribution of Working Groups I, II and III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change* [Core Writing Team, R.K. Pachauri and L.A. Meyer (eds.)]. IPCC, Geneva, Switzerland. Available at: https://www.ipcc.ch/site/assets/uploads/2018/02/AR5_SYR_FINAL_SPM.pdf, accessed July 2022.

National Wild and Scenic Rivers System website 2023. Find a River map. Available at: https://www.rivers.gov/map, accessed November.

Nevada Governor's Office of Energy website 2023. International Energy Conservation Code (IECC) state and local adoption status. Available at: https://energy.nv.gov/Programs/Building_Energy_Codes/, accessed November.

NewFields 2022 (update). *Class I Cultural Resources Background Records Search & Class III Intensive Cultural Resources Survey for the Boulder City Municipal Airport Project*, Clark County, Nevada, June 2019, updated April.

Southern Nevada Water Authority (SNWA) website 2023. Current condition: Tier two water shortage. Available at: https://www.snwa.com/, accessed November.

U.S. Department of Agriculture, Natural Resources Conservation Service (USDA-NRCS) 2023. Web Soil Survey – Las Vegas Valley Area, Nevada, Part of Clark County. Available at: https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx, accessed November.

U.S. Department of the Interior, National Park Service 2023a. National Register of Historic Places. Available at: https://www.nps.gov/maps/full.html?mapId=7ad17cc9-b808-4ff8-a2f9-a99909164466, accessed October.

U.S. Department of the Interior, National Park Service 2023b. Nationwide River Inventory. Available at: https://www.nps.gov/maps/full.html?mapId=8adbe798-0d7e-40fb-bd48-225513d64977, accessed November.

U.S. Energy Information Administration (EIA) 2023. Nevada State Energy Profile, last updated April 20. Available at: https://www.eia.gov/beta/states/states/nv/analysis, accessed November.

U.S. Environmental Protection Agency (EPA) 2016. U.S. EPA Superfund Program – Superfund Public User Database, LIST-008R Archived Site Status Report, Region 09 (Version: 1.09). Available at https://www.epa.gov/superfund/list-8r-archived-site-inventory, accessed November 2023.

U.S. EPA 2023a. Air Quality System (AQS) Data Dictionary. Available at: https://aqs.epa.gov/aqsweb/documents/AQS_Data_Dictionary.html, accessed November.

U.S. EPA 2023b. Environmental Justice Screening and Mapping Tool (EJScreen) (Version 2.2). EJScreen Community Report. Available at: https://ejscreen.epa.gov/mapper/, accessed November.

U.S. EPA 2023c. EJScreen (Version 2.2). Places, Other Environmental Data, Nonattainment Area; Places, EPA Regulated Facilities. Available at: https://ejscreen.epa.gov/mapper/, accessed November.

U.S. EPA 2023d. Green Book. Nevada Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants. Available at: https://www3.epa.gov/airquality/greenbook/anayo_nv.html, current as of October 31.

U.S. EPA 2023e. Greenhouse Gas Emissions, Understanding Global Warming Potentials. Available at: https://www.epa.gov/ghgemissions/understanding-global-warming-potentials, accessed November.

U.S. EPA 2023f. How's My Waterway? website. Quail Wash (160600151801) watershed. Available at: https://mywaterway.epa.gov/community/Boulder%20City%20Municipal%20Airport/overview, accessed November.

U.S. EPA 2023g. *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2021*, pp. ES-4, 3-25, 3-26. EPA 430-R-23-002. Available at: https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks-1990-2021.

U.S. EPA 2023h. Map of Sole Source Aquifer Locations. Available at: https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b, accessed November.

U.S. EPA 2023i. AirData Air Quality Monitors. Available at: https://www.epa.gov/outdoor-air-quality-data/interactive-map-air-quality-monitors, accessed November.

U.S. Fish and Wildlife Service (USFWS) 2023a. Critical Habitat for Threatened & Endangered Species [USFWS]. Available at: https://fws.maps.arcgis.com/home/webmap/viewer.html?webmap=9d8de5e265ad4fe09893cf75b8dbfb77, accessed November.

U.S. Fish and Wildlife Service (USFWS) 2023b. Information for Planning and Consultation (IPaC) trust resource list. Available at: https://ipac.ecosphere.fws.gov/, accessed October.

U.S. Fish and Wildlife Service (USFWS) 2023c. Wetlands Mapper website, National Wetlands Inventory. Available at: https://www.fws.gov/wetlands/Data/Mapper.html, accessed October.

Appendix A

EA Scoping Materials

BOULDER CITY MUNICIPAL AIRPORT
ENVIRONMENTAL ASSESSMENT CONTACT LIST

The following agencies were provided a scoping packet containing information on this Environmental Assessment (EA) and soliciting input regarding the Proposed Project. The scoping packet and all responses received are included within this appendix.

FEDERAL

None

STATE

Nevada Department of Conservation and Natural Resources - Division of Environmental Protection
Greg Lovato, Administrator
901 S. Stewart Street, Suite 4001
Carson City, NV 89701

Nevada Department of Transportation (NDOT), MPD – Aeronautics Group
Kurt Haukohl, State Aviation Manager
1263 S. Stewart Street, Room 320
Carson City, NV 89712
khaukohl@dot.nv.gov

LOCAL

Boulder City Economic Development Coordinator
Raffi Festekjian
401 California Avenue
Boulder City, NV 89005
RFestekjian@bcnv.org

Boulder City Economic Vitality Commission
Mike Majewski
465 Nevada Way
Boulder City, NV 89005
spatialeconc@cox.net

Praxos Aerospace
Jonathan Daniels
PO Box 23
Searchlight, NV 89046
jon.daniels@praxisaerospace.com

Southern Nevada Veterans Memorial Cemetery
1900 Veterans Memorial Drive
Boulder City, NV 89005

Boulder City Chamber of Commerce
Jill Rowland-Lagan, CEO
100 Nevada Way
Boulder City, NV 89005
jill@bouldercitychamber.com

Boulder City Parks and Recreation Department
Roger Hall, Director
401 California Avenue
Boulder City, NV 89005
rhall@bcnv.org

Boulder City Public Works
Keegan Littrell, P.E., Public Works Director
401 California Avenue
Boulder City, NV 89005
KLittrell@bcbv.org

Clark County Department of Aviation
Ben Czyzewski
5757 Wayne Newton Boulevard
Las Vegas, NV 89119
bencz@mccarran.com

OTHER STAKEHOLDERS

Aircraft Owners & Pilots Association (AOPA) - Airport Support Network
Steve Cottrell
1426 Pueblo Drive
Boulder City, NV 89005
steve@cottrell.me

BFE, LLC
Robert Fahnestock
1411 Airport Road, Suite 100
Boulder City, NV 89005
T6bob@me.com

Boulder Creek Golf Club
1501 Veteran's Memorial Drive
Boulder City, NV 89005
info@bouldercreekgc.com

Grand Canyon Airlines
Jake Tomlin
1265 Airport Road
Boulder City, NV 89005
Jake@GrandCanyonAirlines.com

National Business Aviation Association (NBAA)
Phil Derner, C.M., Western Representative
29093 Salrio Drive
Menifee, CA 92584
pderner@nbaa.org

National Business Aviation Association, Nevada Chapter
Reza Karamooz
2900 Meade Avenue, Suite 8
Las Vegas, NV 89102
reza@nvbaa.org

Papillon Helicopters
John Becker
1265 Airport Road
Boulder City, NV 89005
john@papillon.com

Papillon Helicopters
Lon Halverson
1265 Airport Road
Boulder City, NV 89005
Lon@papillon.com

Skydive Las Vegas
Brent Buckner
1401 Airport Road
Boulder City, NV 89005
brent@skydivelasvegas.com

Atlas Aircraft Center, Inc.
Frank Diglio
115 Flightline Road
Portsmouth, NH 03801
Fdiglio@planesense.com

Nevada State College
1300 Nevda State Drive
Henderson, NV 89002
Kevin.butler@nsc.edu

City of Boulder City
401 California Avenue
Boulder City, NV 89005
www.bcnv.org

October 21, 2022

Nevada Department of Conservation and Natural Resources –
Division of Environmental Protection
Greg Lovato, Administrator
901 S. Stewart Street, Suite 4001
Carson City, NV 89701

RE: Environmental Assessment for a Proposed Airport Traffic Control Tower at the Boulder City Municipal Airport

Dear Mr. Lovato:

In cooperation with the Federal Aviation Administration (FAA), the City of Boulder City is currently preparing an Environmental Assessment (EA), pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and FAA implementing orders for NEPA, for a proposed airport traffic control tower (ATCT) at Boulder City Municipal Airport. FAA is the Lead Agency for the project under NEPA. The federal action would be a revision to the airport layout plan (ALP) to reflect the proposed site plan. The City of Boulder City is the owner and grant sponsor of the Boulder City Municipal Airport.

The purpose of the proposed project is to construct and operate an ATCT to allow airport traffic control personnel to direct and control operations within the areas of the airport designated as the control (movement) area. Due to the complex and increasing mix of rotor and fixed wing traffic at the airport, combined with parachuting activities, the airport has a need for an ATCT. The current mix of air traffic at the airport poses challenges in maintaining aircraft separation in the air and on the ground.

The ATCT would be 125 feet above ground level (AGL) with an associated 600-square-foot (sf) cab at the top with a cab eye level of 95 feet AGL. Single-story office space would be attached to the tower. A lighted vehicular parking lot and driveway would also be constructed with access from an existing driveway/vehicular parking lot for businesses and hangars on the north side of the airport off Airport Road. The selected site is shown on **Exhibit 1** and was the subject of an interdepartmental FAA site selection exercise completed in May 2022. The project site has been previously disturbed.

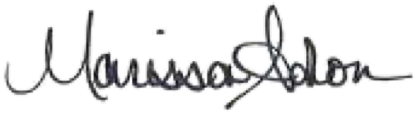
This letter is for scoping purposes. The intent of the city is to solicit your comments regarding environmental or social resources and sensitivities potentially associated with, or affected by, the proposed ATCT. We are also seeking your input regarding potential cumulative impacts that may occur upon project implementation.

Please send any written comments to my attention by **November 23, 2022**, to the mailing address or email address below:

Mailing Address: Boulder City Municipal Airport Office
1201 Airport Road, Suite 200
Boulder City, NV 89005
Email Address: MAdou@bcnv.org

Thank you for your consideration and timely response.

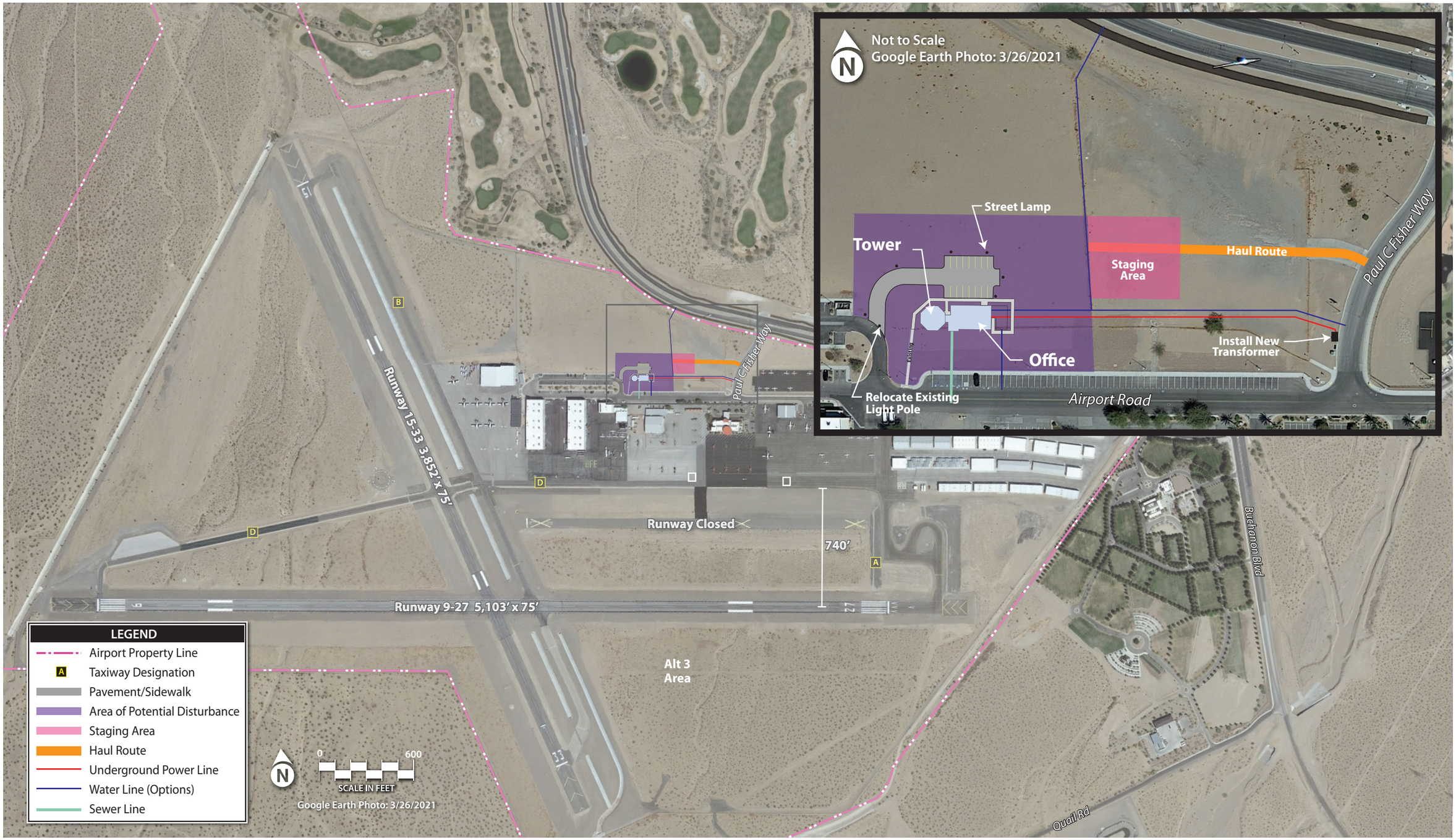
Sincerely,



Marissa Adou, ACE
Airport Manager

Enclosure (1)

CC w/enclosures: Denise Taylor-Sands, Environmental Protection Specialist, FAA, Phoenix Airports District Office, Western-Pacific Region (AWP), Office of Airports (ARP);
Judi Krauss, AICP, Environmental Planner, Coffman Associates



Source: Kimley-Horn Associates 2021

This page intentionally left blank

City of Boulder City
401 California Avenue
Boulder City, NV 89005
www.bcnv.org

October 21, 2022

Nevada Department of Transportation (NDOT), MPD – Aeronautics Group
Kurt Haukohl, State Aviation Manager
1263 S. Stewart Street, Room 320
Carson City, NV 89712
khaukohl@dot.nv.gov

RE: Environmental Assessment for a Proposed Airport Traffic Control Tower at the Boulder City Municipal Airport

Dear Mr. Haukohl:

In cooperation with the Federal Aviation Administration (FAA), the City of Boulder City is currently preparing an Environmental Assessment (EA), pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and FAA implementing orders for NEPA, for a proposed airport traffic control tower (ATCT) at Boulder City Municipal Airport. FAA is the Lead Agency for the project under NEPA. The federal action would be a revision to the airport layout plan (ALP) to reflect the proposed site plan. The City of Boulder City is the owner and grant sponsor of the Boulder City Municipal Airport.

The purpose of the proposed project is to construct and operate an ATCT to allow airport traffic control personnel to direct and control operations within the areas of the airport designated as the control (movement) area. Due to the complex and increasing mix of rotor and fixed wing traffic at the airport, combined with parachuting activities, the airport has a need for an ATCT. The current mix of air traffic at the airport poses challenges in maintaining aircraft separation in the air and on the ground.

The ATCT would be 125 feet above ground level (AGL) with an associated 600-square-foot (sf) cab at the top with a cab eye level of 95 feet AGL. Single-story office space would be attached to the tower. A lighted vehicular parking lot and driveway would also be constructed with access from an existing driveway/vehicular parking lot for businesses and hangars on the north side of the airport off Airport Road. The selected site is shown on **Exhibit 1** and was the subject of an interdepartmental FAA site selection exercise completed in May 2022. The project site has been previously disturbed.

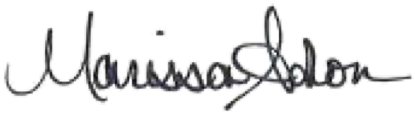
This letter is for scoping purposes. The intent of the city is to solicit your comments regarding environmental or social resources and sensitivities potentially associated with, or affected by, the proposed ATCT. We are also seeking your input regarding potential cumulative impacts that may occur upon project implementation.

Please send any written comments to my attention by **November 23, 2022**, to the mailing address or email address below:

Mailing Address: Boulder City Municipal Airport Office
1201 Airport Road, Suite 200
Boulder City, NV 89005
Email Address: MAdou@bcnv.org

Thank you for your consideration and timely response.

Sincerely,



Marissa Adou, ACE
Airport Manager

Enclosure (1)

CC w/enclosures: Denise Taylor-Sands, Environmental Protection Specialist, FAA, Phoenix Airports District Office, Western-Pacific Region (AWP), Office of Airports (ARP);
Judi Krauss, AICP, Environmental Planner, Coffman Associates

City of Boulder City
401 California Avenue
Boulder City, NV 89005
www.bcnv.org

October 21, 2022

Boulder City Economic Development Coordinator
Raffi Festekjian
401 California Avenue
Boulder City, NV 89005
RFestekjian@bcnv.org

RE: Environmental Assessment for a Proposed Airport Traffic Control Tower at the Boulder City Municipal Airport

Dear Mr. Festekjian:

In cooperation with the Federal Aviation Administration (FAA), the City of Boulder City is currently preparing an Environmental Assessment (EA), pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and FAA implementing orders for NEPA, for a proposed airport traffic control tower (ATCT) at Boulder City Municipal Airport. FAA is the Lead Agency for the project under NEPA. The federal action would be a revision to the airport layout plan (ALP) to reflect the proposed site plan. The City of Boulder City is the owner and grant sponsor of the Boulder City Municipal Airport.

The purpose of the proposed project is to construct and operate an ATCT to allow airport traffic control personnel to direct and control operations within the areas of the airport designated as the control (movement) area. Due to the complex and increasing mix of rotor and fixed wing traffic at the airport, combined with parachuting activities, the airport has a need for an ATCT. The current mix of air traffic at the airport poses challenges in maintaining aircraft separation in the air and on the ground.

The ATCT would be 125 feet above ground level (AGL) with an associated 600-square-foot (sf) cab at the top with a cab eye level of 95 feet AGL. Single-story office space would be attached to the tower. A lighted vehicular parking lot and driveway would also be constructed with access from an existing driveway/vehicular parking lot for businesses and hangars on the north side of the airport off Airport Road. The selected site is shown on **Exhibit 1** and was the subject of an interdepartmental FAA site selection exercise completed in May 2022. The project site has been previously disturbed.

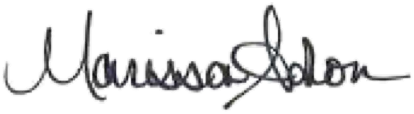
This letter is for scoping purposes. The intent of the city is to solicit your comments regarding environmental or social resources and sensitivities potentially associated with, or affected by, the proposed ATCT. We are also seeking your input regarding potential cumulative impacts that may occur upon project implementation.

Please send any written comments to my attention by **November 23, 2022**, to the mailing address or email address below:

Mailing Address: Boulder City Municipal Airport Office
1201 Airport Road, Suite 200
Boulder City, NV 89005
Email Address: MAdou@bcnv.org

Thank you for your consideration and timely response.

Sincerely,



Marissa Adou, ACE
Airport Manager

Enclosure (1)

CC w/enclosures: Denise Taylor-Sands, Environmental Protection Specialist, FAA, Phoenix Airports District Office, Western-Pacific Region (AWP), Office of Airports (ARP);
Judi Krauss, AICP, Environmental Planner, Coffman Associates

City of Boulder City
401 California Avenue
Boulder City, NV 89005
www.bcnv.org

October 21, 2022

Boulder City Economic Vitality Commission
Mike Majewski
465 Nevada Way
Boulder City, NV 89005
spatialeconc@cox.net

RE: Environmental Assessment for a Proposed Airport Traffic Control Tower at the Boulder City Municipal Airport

Dear Mr. Majewski:

In cooperation with the Federal Aviation Administration (FAA), the City of Boulder City is currently preparing an Environmental Assessment (EA), pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and FAA implementing orders for NEPA, for a proposed airport traffic control tower (ATCT) at Boulder City Municipal Airport. FAA is the Lead Agency for the project under NEPA. The federal action would be a revision to the airport layout plan (ALP) to reflect the proposed site plan. The City of Boulder City is the owner and grant sponsor of the Boulder City Municipal Airport.

The purpose of the proposed project is to construct and operate an ATCT to allow airport traffic control personnel to direct and control operations within the areas of the airport designated as the control (movement) area. Due to the complex and increasing mix of rotor and fixed wing traffic at the airport, combined with parachuting activities, the airport has a need for an ATCT. The current mix of air traffic at the airport poses challenges in maintaining aircraft separation in the air and on the ground.

The ATCT would be 125 feet above ground level (AGL) with an associated 600-square-foot (sf) cab at the top with a cab eye level of 95 feet AGL. Single-story office space would be attached to the tower. A lighted vehicular parking lot and driveway would also be constructed with access from an existing driveway/vehicular parking lot for businesses and hangars on the north side of the airport off Airport Road. The selected site is shown on **Exhibit 1** and was the subject of an interdepartmental FAA site selection exercise completed in May 2022. The project site has been previously disturbed.

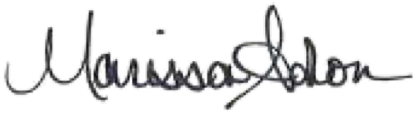
This letter is for scoping purposes. The intent of the city is to solicit your comments regarding environmental or social resources and sensitivities potentially associated with, or affected by, the proposed ATCT. We are also seeking your input regarding potential cumulative impacts that may occur upon project implementation.

Please send any written comments to my attention by **November 23, 2022**, to the mailing address or email address below:

Mailing Address: Boulder City Municipal Airport Office
1201 Airport Road, Suite 200
Boulder City, NV 89005
Email Address: MAdou@bcnv.org

Thank you for your consideration and timely response.

Sincerely,



Marissa Adou, ACE
Airport Manager

Enclosure (1)

CC w/enclosures: Denise Taylor-Sands, Environmental Protection Specialist, FAA, Phoenix Airports District Office, Western-Pacific Region (AWP), Office of Airports (ARP);
Judi Krauss, AICP, Environmental Planner, Coffman Associates

City of Boulder City
401 California Avenue
Boulder City, NV 89005
www.bcnv.org

October 21, 2022

Praxos Aerospace
Jonathan Daniels
PO Box 23
Searchlight, NV 89046
jon.daniels@praxisaerospace.com

RE: Environmental Assessment for a Proposed Airport Traffic Control Tower at the Boulder City Municipal Airport

Dear Mr. Daniels:

In cooperation with the Federal Aviation Administration (FAA), the City of Boulder City is currently preparing an Environmental Assessment (EA), pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and FAA implementing orders for NEPA, for a proposed airport traffic control tower (ATCT) at Boulder City Municipal Airport. FAA is the Lead Agency for the project under NEPA. The federal action would be a revision to the airport layout plan (ALP) to reflect the proposed site plan. The City of Boulder City is the owner and grant sponsor of the Boulder City Municipal Airport.

The purpose of the proposed project is to construct and operate an ATCT to allow airport traffic control personnel to direct and control operations within the areas of the airport designated as the control (movement) area. Due to the complex and increasing mix of rotor and fixed wing traffic at the airport, combined with parachuting activities, the airport has a need for an ATCT. The current mix of air traffic at the airport poses challenges in maintaining aircraft separation in the air and on the ground.

The ATCT would be 125 feet above ground level (AGL) with an associated 600-square-foot (sf) cab at the top with a cab eye level of 95 feet AGL. Single-story office space would be attached to the tower. A lighted vehicular parking lot and driveway would also be constructed with access from an existing driveway/vehicular parking lot for businesses and hangars on the north side of the airport off Airport Road. The selected site is shown on **Exhibit 1** and was the subject of an interdepartmental FAA site selection exercise completed in May 2022. The project site has been previously disturbed.

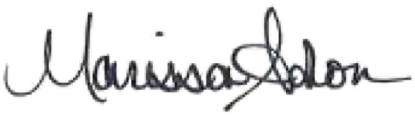
This letter is for scoping purposes. The intent of the city is to solicit your comments regarding environmental or social resources and sensitivities potentially associated with, or affected by, the proposed ATCT. We are also seeking your input regarding potential cumulative impacts that may occur upon project implementation.

Please send any written comments to my attention by **November 23, 2022**, to the mailing address or email address below:

Mailing Address: Boulder City Municipal Airport Office
1201 Airport Road, Suite 200
Boulder City, NV 89005
Email Address: MAdou@bcnv.org

Thank you for your consideration and timely response.

Sincerely,



Marissa Adou, ACE
Airport Manager

Enclosure (1)

CC w/enclosures: Denise Taylor-Sands, Environmental Protection Specialist, FAA, Phoenix Airports District Office, Western-Pacific Region (AWP), Office of Airports (ARP);
Judi Krauss, AICP, Environmental Planner, Coffman Associates

City of Boulder City
401 California Avenue
Boulder City, NV 89005
www.bcnv.org

October 21, 2022

Southern Nevada Veterans Memorial Cemetery
1900 Veterans Memorial Drive
Boulder City, NV 89005

RE: Environmental Assessment for a Proposed Airport Traffic Control Tower at the Boulder City Municipal Airport

To whom it may concern:

In cooperation with the Federal Aviation Administration (FAA), the City of Boulder City is currently preparing an Environmental Assessment (EA), pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and FAA implementing orders for NEPA, for a proposed airport traffic control tower (ATCT) at Boulder City Municipal Airport. FAA is the Lead Agency for the project under NEPA. The federal action would be a revision to the airport layout plan (ALP) to reflect the proposed site plan. The City of Boulder City is the owner and grant sponsor of the Boulder City Municipal Airport.

The purpose of the proposed project is to construct and operate an ATCT to allow airport traffic control personnel to direct and control operations within the areas of the airport designated as the control (movement) area. Due to the complex and increasing mix of rotor and fixed wing traffic at the airport, combined with parachuting activities, the airport has a need for an ATCT. The current mix of air traffic at the airport poses challenges in maintaining aircraft separation in the air and on the ground.

The ATCT would be 125 feet above ground level (AGL) with an associated 600-square-foot (sf) cab at the top with a cab eye level of 95 feet AGL. Single-story office space would be attached to the tower. A lighted vehicular parking lot and driveway would also be constructed with access from an existing driveway/vehicular parking lot for businesses and hangars on the north side of the airport off Airport Road. The selected site is shown on **Exhibit 1** and was the subject of an interdepartmental FAA site selection exercise completed in May 2022. The project site has been previously disturbed.

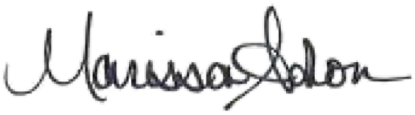
This letter is for scoping purposes. The intent of the city is to solicit your comments regarding environmental or social resources and sensitivities potentially associated with, or affected by, the proposed ATCT. We are also seeking your input regarding potential cumulative impacts that may occur upon project implementation.

Please send any written comments to my attention by **November 23, 2022**, to the mailing address or email address below:

Mailing Address: Boulder City Municipal Airport Office
1201 Airport Road, Suite 200
Boulder City, NV 89005
Email Address: MAdou@bcnv.org

Thank you for your consideration and timely response.

Sincerely,



Marissa Adou, ACE
Airport Manager

Enclosure (1)

CC w/enclosures: Denise Taylor-Sands, Environmental Protection Specialist, FAA, Phoenix Airports District Office, Western-Pacific Region (AWP), Office of Airports (ARP);
Judi Krauss, AICP, Environmental Planner, Coffman Associates

City of Boulder City
401 California Avenue
Boulder City, NV 89005
www.bcnv.org

October 21, 2022

Boulder City Chamber of Commerce
Jill Rowland-Lagan, CEO
100 Nevada Way
Boulder City, NV 89005
jill@bouldercitychamber.com

RE: Environmental Assessment for a Proposed Airport Traffic Control Tower at the Boulder City Municipal Airport

Dear Ms. Rowland-Lagan:

In cooperation with the Federal Aviation Administration (FAA), the City of Boulder City is currently preparing an Environmental Assessment (EA), pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and FAA implementing orders for NEPA, for a proposed airport traffic control tower (ATCT) at Boulder City Municipal Airport. FAA is the Lead Agency for the project under NEPA. The federal action would be a revision to the airport layout plan (ALP) to reflect the proposed site plan. The City of Boulder City is the owner and grant sponsor of the Boulder City Municipal Airport.

The purpose of the proposed project is to construct and operate an ATCT to allow airport traffic control personnel to direct and control operations within the areas of the airport designated as the control (movement) area. Due to the complex and increasing mix of rotor and fixed wing traffic at the airport, combined with parachuting activities, the airport has a need for an ATCT. The current mix of air traffic at the airport poses challenges in maintaining aircraft separation in the air and on the ground.

The ATCT would be 125 feet above ground level (AGL) with an associated 600-square-foot (sf) cab at the top with a cab eye level of 95 feet AGL. Single-story office space would be attached to the tower. A lighted vehicular parking lot and driveway would also be constructed with access from an existing driveway/vehicular parking lot for businesses and hangars on the north side of the airport off Airport Road. The selected site is shown on **Exhibit 1** and was the subject of an interdepartmental FAA site selection exercise completed in May 2022. The project site has been previously disturbed.

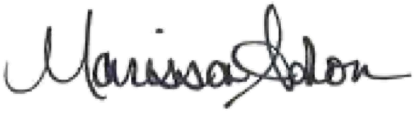
This letter is for scoping purposes. The intent of the city is to solicit your comments regarding environmental or social resources and sensitivities potentially associated with, or affected by, the proposed ATCT. We are also seeking your input regarding potential cumulative impacts that may occur upon project implementation.

Please send any written comments to my attention by **November 23, 2022**, to the mailing address or email address below:

Mailing Address: Boulder City Municipal Airport Office
1201 Airport Road, Suite 200
Boulder City, NV 89005
Email Address: MAdou@bcnv.org

Thank you for your consideration and timely response.

Sincerely,



Marissa Adou, ACE
Airport Manager

Enclosure (1)

CC w/enclosures: Denise Taylor-Sands, Environmental Protection Specialist, FAA, Phoenix Airports District Office, Western-Pacific Region (AWP), Office of Airports (ARP);
Judi Krauss, AICP, Environmental Planner, Coffman Associates

City of Boulder City
401 California Avenue
Boulder City, NV 89005
www.bcnv.org

October 21, 2022

Boulder City Parks and Recreation Department
Roger Hall, Director
401 California Avenue
Boulder City, NV 89005
rhall@bcnv.org

RE: Environmental Assessment for a Proposed Airport Traffic Control Tower at the Boulder City Municipal Airport

Dear Mr. Hall:

In cooperation with the Federal Aviation Administration (FAA), the City of Boulder City is currently preparing an Environmental Assessment (EA), pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and FAA implementing orders for NEPA, for a proposed airport traffic control tower (ATCT) at Boulder City Municipal Airport. FAA is the Lead Agency for the project under NEPA. The federal action would be a revision to the airport layout plan (ALP) to reflect the proposed site plan. The City of Boulder City is the owner and grant sponsor of the Boulder City Municipal Airport.

The purpose of the proposed project is to construct and operate an ATCT to allow airport traffic control personnel to direct and control operations within the areas of the airport designated as the control (movement) area. Due to the complex and increasing mix of rotor and fixed wing traffic at the airport, combined with parachuting activities, the airport has a need for an ATCT. The current mix of air traffic at the airport poses challenges in maintaining aircraft separation in the air and on the ground.

The ATCT would be 125 feet above ground level (AGL) with an associated 600-square-foot (sf) cab at the top with a cab eye level of 95 feet AGL. Single-story office space would be attached to the tower. A lighted vehicular parking lot and driveway would also be constructed with access from an existing driveway/vehicular parking lot for businesses and hangars on the north side of the airport off Airport Road. The selected site is shown on **Exhibit 1** and was the subject of an interdepartmental FAA site selection exercise completed in May 2022. The project site has been previously disturbed.

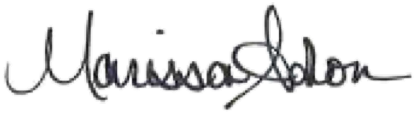
This letter is for scoping purposes. The intent of the city is to solicit your comments regarding environmental or social resources and sensitivities potentially associated with, or affected by, the proposed ATCT. We are also seeking your input regarding potential cumulative impacts that may occur upon project implementation.

Please send any written comments to my attention by **November 23, 2022**, to the mailing address or email address below:

Mailing Address: Boulder City Municipal Airport Office
1201 Airport Road, Suite 200
Boulder City, NV 89005
Email Address: MAdou@bcnv.org

Thank you for your consideration and timely response.

Sincerely,



Marissa Adou, ACE
Airport Manager

Enclosure (1)

CC w/enclosures: Denise Taylor-Sands, Environmental Protection Specialist, FAA, Phoenix Airports District Office, Western-Pacific Region (AWP), Office of Airports (ARP);
Judi Krauss, AICP, Environmental Planner, Coffman Associates

City of Boulder City
401 California Avenue
Boulder City, NV 89005
www.bcnv.org

October 21, 2022

Boulder City Public Works
Jamie Curreri, P.E., Public Works Director
401 California Avenue
Boulder City, NV 89005
JCurreri@bcbv.org

RE: Environmental Assessment for a Proposed Airport Traffic Control Tower at the Boulder City Municipal Airport

Dear Mr. Curreri:

In cooperation with the Federal Aviation Administration (FAA), the City of Boulder City is currently preparing an Environmental Assessment (EA), pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and FAA implementing orders for NEPA, for a proposed airport traffic control tower (ATCT) at Boulder City Municipal Airport. FAA is the Lead Agency for the project under NEPA. The federal action would be a revision to the airport layout plan (ALP) to reflect the proposed site plan. The City of Boulder City is the owner and grant sponsor of the Boulder City Municipal Airport.

The purpose of the proposed project is to construct and operate an ATCT to allow airport traffic control personnel to direct and control operations within the areas of the airport designated as the control (movement) area. Due to the complex and increasing mix of rotor and fixed wing traffic at the airport, combined with parachuting activities, the airport has a need for an ATCT. The current mix of air traffic at the airport poses challenges in maintaining aircraft separation in the air and on the ground.

The ATCT would be 125 feet above ground level (AGL) with an associated 600-square-foot (sf) cab at the top with a cab eye level of 95 feet AGL. Single-story office space would be attached to the tower. A lighted vehicular parking lot and driveway would also be constructed with access from an existing driveway/vehicular parking lot for businesses and hangars on the north side of the airport off Airport Road. The selected site is shown on **Exhibit 1** and was the subject of an interdepartmental FAA site selection exercise completed in May 2022. The project site has been previously disturbed.

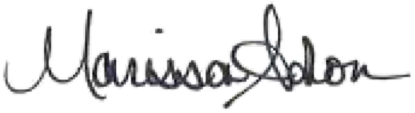
This letter is for scoping purposes. The intent of the city is to solicit your comments regarding environmental or social resources and sensitivities potentially associated with, or affected by, the proposed ATCT. We are also seeking your input regarding potential cumulative impacts that may occur upon project implementation.

Please send any written comments to my attention by **November 23, 2022**, to the mailing address or email address below:

Mailing Address: Boulder City Municipal Airport Office
1201 Airport Road, Suite 200
Boulder City, NV 89005
Email Address: MAdou@bcnv.org

Thank you for your consideration and timely response.

Sincerely,



Marissa Adou, ACE
Airport Manager

Enclosure (1)

CC w/enclosures: Denise Taylor-Sands, Environmental Protection Specialist, FAA, Phoenix Airports District Office, Western-Pacific Region (AWP), Office of Airports (ARP);
Judi Krauss, AICP, Environmental Planner, Coffman Associates

City of Boulder City
401 California Avenue
Boulder City, NV 89005
www.bcnv.org

October 21, 2022

Clark County Department of Aviation
Ben Czyzewski
5757 Wayne Newton Boulevard
Las Vegas, NV 89119
bencz@mccarran.com

RE: Environmental Assessment for a Proposed Airport Traffic Control Tower at the Boulder City Municipal Airport

Dear Mr. Czyzewski:

In cooperation with the Federal Aviation Administration (FAA), the City of Boulder City is currently preparing an Environmental Assessment (EA), pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and FAA implementing orders for NEPA, for a proposed airport traffic control tower (ATCT) at Boulder City Municipal Airport. FAA is the Lead Agency for the project under NEPA. The federal action would be a revision to the airport layout plan (ALP) to reflect the proposed site plan. The City of Boulder City is the owner and grant sponsor of the Boulder City Municipal Airport.

The purpose of the proposed project is to construct and operate an ATCT to allow airport traffic control personnel to direct and control operations within the areas of the airport designated as the control (movement) area. Due to the complex and increasing mix of rotor and fixed wing traffic at the airport, combined with parachuting activities, the airport has a need for an ATCT. The current mix of air traffic at the airport poses challenges in maintaining aircraft separation in the air and on the ground.

The ATCT would be 125 feet above ground level (AGL) with an associated 600-square-foot (sf) cab at the top with a cab eye level of 95 feet AGL. Single-story office space would be attached to the tower. A lighted vehicular parking lot and driveway would also be constructed with access from an existing driveway/vehicular parking lot for businesses and hangars on the north side of the airport off Airport Road. The selected site is shown on **Exhibit 1** and was the subject of an interdepartmental FAA site selection exercise completed in May 2022. The project site has been previously disturbed.

This letter is for scoping purposes. The intent of the city is to solicit your comments regarding environmental or social resources and sensitivities potentially associated with, or affected by, the proposed ATCT. We are also seeking your input regarding potential cumulative impacts that may occur upon project implementation.

Please send any written comments to my attention by **November 23, 2022**, to the mailing address or email address below:

Mailing Address: Boulder City Municipal Airport Office
1201 Airport Road, Suite 200
Boulder City, NV 89005
Email Address: MAdou@bcnv.org

Thank you for your consideration and timely response.

Sincerely,

Marissa Adou, ACE
Airport Manager

Enclosure (1)

CC w/enclosures: Denise Taylor-Sands, Environmental Protection Specialist, FAA, Phoenix Airports District Office, Western-Pacific Region (AWP), Office of Airports (ARP);
Judi Krauss, AICP, Environmental Planner, Coffman Associates

City of Boulder City
401 California Avenue
Boulder City, NV 89005
www.bcnv.org

October 21, 2022

Aircraft Owners & Pilots Association (AOPA) - Airport Support Network
Steve Cottrell
1426 Pueblo Drive
Boulder City, NV 89005
steve@cottrell.me

RE: Environmental Assessment for a Proposed Airport Traffic Control Tower at the Boulder City Municipal Airport

Dear Mr. Cottrell:

In cooperation with the Federal Aviation Administration (FAA), the City of Boulder City is currently preparing an Environmental Assessment (EA), pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and FAA implementing orders for NEPA, for a proposed airport traffic control tower (ATCT) at Boulder City Municipal Airport. FAA is the Lead Agency for the project under NEPA. The federal action would be a revision to the airport layout plan (ALP) to reflect the proposed site plan. The City of Boulder City is the owner and grant sponsor of the Boulder City Municipal Airport.

The purpose of the proposed project is to construct and operate an ATCT to allow airport traffic control personnel to direct and control operations within the areas of the airport designated as the control (movement) area. Due to the complex and increasing mix of rotor and fixed wing traffic at the airport, combined with parachuting activities, the airport has a need for an ATCT. The current mix of air traffic at the airport poses challenges in maintaining aircraft separation in the air and on the ground.

The ATCT would be 125 feet above ground level (AGL) with an associated 600-square-foot (sf) cab at the top with a cab eye level of 95 feet AGL. Single-story office space would be attached to the tower. A lighted vehicular parking lot and driveway would also be constructed with access from an existing driveway/vehicular parking lot for businesses and hangars on the north side of the airport off Airport Road. The selected site is shown on **Exhibit 1** and was the subject of an interdepartmental FAA site selection exercise completed in May 2022. The project site has been previously disturbed.

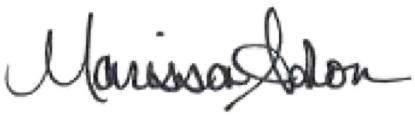
This letter is for scoping purposes. The intent of the city is to solicit your comments regarding environmental or social resources and sensitivities potentially associated with, or affected by, the proposed ATCT. We are also seeking your input regarding potential cumulative impacts that may occur upon project implementation.

Please send any written comments to my attention by **November 23, 2022**, to the mailing address or email address below:

Mailing Address: Boulder City Municipal Airport Office
1201 Airport Road, Suite 200
Boulder City, NV 89005
Email Address: MAdou@bcnv.org

Thank you for your consideration and timely response.

Sincerely,



Marissa Adou, ACE
Airport Manager

Enclosure (1)

CC w/enclosures: Denise Taylor-Sands, Environmental Protection Specialist, FAA, Phoenix Airports District Office, Western-Pacific Region (AWP), Office of Airports (ARP)
Judi Krauss, AICP, Environmental Planner, Coffman Associates

City of Boulder City
401 California Avenue
Boulder City, NV 89005
www.bcnv.org

October 21, 2022

BFE, LLC
Robert Fahnestock
1411 Airport Road, Suite 100
Boulder City, NV 89005
T6bob@me.com

RE: Environmental Assessment for a Proposed Airport Traffic Control Tower at the Boulder City Municipal Airport

Dear Mr. Fahnestock:

In cooperation with the Federal Aviation Administration (FAA), the City of Boulder City is currently preparing an Environmental Assessment (EA), pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and FAA implementing orders for NEPA, for a proposed airport traffic control tower (ATCT) at Boulder City Municipal Airport. FAA is the Lead Agency for the project under NEPA. The federal action would be a revision to the airport layout plan (ALP) to reflect the proposed site plan. The City of Boulder City is the owner and grant sponsor of the Boulder City Municipal Airport.

The purpose of the proposed project is to construct and operate an ATCT to allow airport traffic control personnel to direct and control operations within the areas of the airport designated as the control (movement) area. Due to the complex and increasing mix of rotor and fixed wing traffic at the airport, combined with parachuting activities, the airport has a need for an ATCT. The current mix of air traffic at the airport poses challenges in maintaining aircraft separation in the air and on the ground.

The ATCT would be 125 feet above ground level (AGL) with an associated 600-square-foot (sf) cab at the top with a cab eye level of 95 feet AGL. Single-story office space would be attached to the tower. A lighted vehicular parking lot and driveway would also be constructed with access from an existing driveway/vehicular parking lot for businesses and hangars on the north side of the airport off Airport Road. The selected site is shown on **Exhibit 1** and was the subject of an interdepartmental FAA site selection exercise completed in May 2022. The project site has been previously disturbed.

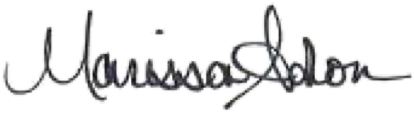
This letter is for scoping purposes. The intent of the city is to solicit your comments regarding environmental or social resources and sensitivities potentially associated with, or affected by, the proposed ATCT. We are also seeking your input regarding potential cumulative impacts that may occur upon project implementation.

Please send any written comments to my attention by **November 23, 2022**, to the mailing address or email address below:

Mailing Address: Boulder City Municipal Airport Office
1201 Airport Road, Suite 200
Boulder City, NV 89005
Email Address: MAdou@bcnv.org

Thank you for your consideration and timely response.

Sincerely,



Marissa Adou, ACE
Airport Manager

Enclosure (1)

CC w/enclosures: Denise Taylor-Sands, Environmental Protection Specialist, FAA, Phoenix Airports District Office, Western-Pacific Region (AWP), Office of Airports (ARP);
Judi Krauss, AICP, Environmental Planner, Coffman Associates

City of Boulder City
401 California Avenue
Boulder City, NV 89005
www.bcnv.org

October 21, 2022

Boulder Creek Golf Club
1501 Veteran's Memorial Drive
Boulder City, NV 89005
info@bouldercreekgc.com

RE: Environmental Assessment for a Proposed Airport Traffic Control Tower at the Boulder City Municipal Airport

To whom it may concern:

In cooperation with the Federal Aviation Administration (FAA), the City of Boulder City is currently preparing an Environmental Assessment (EA), pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and FAA implementing orders for NEPA, for a proposed airport traffic control tower (ATCT) at Boulder City Municipal Airport. FAA is the Lead Agency for the project under NEPA. The federal action would be a revision to the airport layout plan (ALP) to reflect the proposed site plan. The City of Boulder City is the owner and grant sponsor of the Boulder City Municipal Airport.

The purpose of the proposed project is to construct and operate an ATCT to allow airport traffic control personnel to direct and control operations within the areas of the airport designated as the control (movement) area. Due to the complex and increasing mix of rotor and fixed wing traffic at the airport, combined with parachuting activities, the airport has a need for an ATCT. The current mix of air traffic at the airport poses challenges in maintaining aircraft separation in the air and on the ground.

The ATCT would be 125 feet above ground level (AGL) with an associated 600-square-foot (sf) cab at the top with a cab eye level of 95 feet AGL. Single-story office space would be attached to the tower. A lighted vehicular parking lot and driveway would also be constructed with access from an existing driveway/vehicular parking lot for businesses and hangars on the north side of the airport off Airport Road. The selected site is shown on **Exhibit 1** and was the subject of an interdepartmental FAA site selection exercise completed in May 2022. The project site has been previously disturbed.

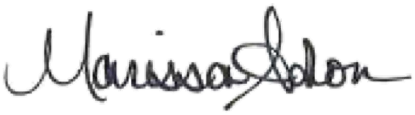
This letter is for scoping purposes. The intent of the city is to solicit your comments regarding environmental or social resources and sensitivities potentially associated with, or affected by, the proposed ATCT. We are also seeking your input regarding potential cumulative impacts that may occur upon project implementation.

Please send any written comments to my attention by **November 23, 2022**, to the mailing address or email address below:

Mailing Address: Boulder City Municipal Airport Office
1201 Airport Road, Suite 200
Boulder City, NV 89005
Email Address: MAdou@bcnv.org

Thank you for your consideration and timely response.

Sincerely,



Marissa Adou, ACE
Airport Manager

Enclosure (1)

CC w/enclosures: Denise Taylor-Sands, Environmental Protection Specialist, FAA, Phoenix Airports District Office, Western-Pacific Region (AWP), Office of Airports (ARP);
Judi Krauss, AICP, Environmental Planner, Coffman Associates

City of Boulder City
401 California Avenue
Boulder City, NV 89005
www.bcnv.org

October 21, 2022

Grand Canyon Airlines
Jake Tomlin
1265 Airport Road
Boulder City, NV 89005
Jake@GrandCanyonAirlines.com

RE: Environmental Assessment for a Proposed Airport Traffic Control Tower at the Boulder City Municipal Airport

Dear Mr. Tomlin:

In cooperation with the Federal Aviation Administration (FAA), the City of Boulder City is currently preparing an Environmental Assessment (EA), pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and FAA implementing orders for NEPA, for a proposed airport traffic control tower (ATCT) at Boulder City Municipal Airport. FAA is the Lead Agency for the project under NEPA. The federal action would be a revision to the airport layout plan (ALP) to reflect the proposed site plan. The City of Boulder City is the owner and grant sponsor of the Boulder City Municipal Airport.

The purpose of the proposed project is to construct and operate an ATCT to allow airport traffic control personnel to direct and control operations within the areas of the airport designated as the control (movement) area. Due to the complex and increasing mix of rotor and fixed wing traffic at the airport, combined with parachuting activities, the airport has a need for an ATCT. The current mix of air traffic at the airport poses challenges in maintaining aircraft separation in the air and on the ground.

The ATCT would be 125 feet above ground level (AGL) with an associated 600-square-foot (sf) cab at the top with a cab eye level of 95 feet AGL. Single-story office space would be attached to the tower. A lighted vehicular parking lot and driveway would also be constructed with access from an existing driveway/vehicular parking lot for businesses and hangars on the north side of the airport off Airport Road. The selected site is shown on **Exhibit 1** and was the subject of an interdepartmental FAA site selection exercise completed in May 2022. The project site has been previously disturbed.

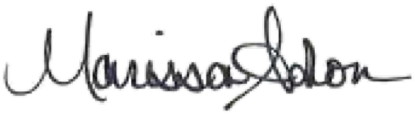
This letter is for scoping purposes. The intent of the city is to solicit your comments regarding environmental or social resources and sensitivities potentially associated with, or affected by, the proposed ATCT. We are also seeking your input regarding potential cumulative impacts that may occur upon project implementation.

Please send any written comments to my attention by **November 23, 2022**, to the mailing address or email address below:

Mailing Address: Boulder City Municipal Airport Office
1201 Airport Road, Suite 200
Boulder City, NV 89005
Email Address: MAdou@bcnv.org

Thank you for your consideration and timely response.

Sincerely,



Marissa Adou, ACE
Airport Manager

Enclosure (1)

CC w/enclosures: Denise Taylor-Sands, Environmental Protection Specialist, FAA, Phoenix Airports District Office, Western-Pacific Region (AWP), Office of Airports (ARP);
Judi Krauss, AICP, Environmental Planner, Coffman Associates

City of Boulder City
401 California Avenue
Boulder City, NV 89005
www.bcnv.org

October 21, 2022

National Business Aviation Association (NBAA)
Phil Derner, C.M., Western Representative
29093 Salrio Drive
Menifee, CA 92584
pderner@nbaa.org

RE: Environmental Assessment for a Proposed Airport Traffic Control Tower at the Boulder City Municipal Airport

Dear Mr. Derner:

In cooperation with the Federal Aviation Administration (FAA), the City of Boulder City is currently preparing an Environmental Assessment (EA), pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and FAA implementing orders for NEPA, for a proposed airport traffic control tower (ATCT) at Boulder City Municipal Airport. FAA is the Lead Agency for the project under NEPA. The federal action would be a revision to the airport layout plan (ALP) to reflect the proposed site plan. The City of Boulder City is the owner and grant sponsor of the Boulder City Municipal Airport.

The purpose of the proposed project is to construct and operate an ATCT to allow airport traffic control personnel to direct and control operations within the areas of the airport designated as the control (movement) area. Due to the complex and increasing mix of rotor and fixed wing traffic at the airport, combined with parachuting activities, the airport has a need for an ATCT. The current mix of air traffic at the airport poses challenges in maintaining aircraft separation in the air and on the ground.

The ATCT would be 125 feet above ground level (AGL) with an associated 600-square-foot (sf) cab at the top with a cab eye level of 95 feet AGL. Single-story office space would be attached to the tower. A lighted vehicular parking lot and driveway would also be constructed with access from an existing driveway/vehicular parking lot for businesses and hangars on the north side of the airport off Airport Road. The selected site is shown on **Exhibit 1** and was the subject of an interdepartmental FAA site selection exercise completed in May 2022. The project site has been previously disturbed.

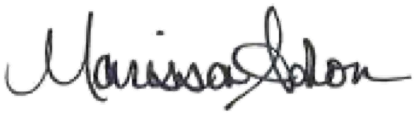
This letter is for scoping purposes. The intent of the city is to solicit your comments regarding environmental or social resources and sensitivities potentially associated with, or affected by, the proposed ATCT. We are also seeking your input regarding potential cumulative impacts that may occur upon project implementation.

Please send any written comments to my attention by **November 23, 2022**, to the mailing address or email address below:

Mailing Address: Boulder City Municipal Airport Office
1201 Airport Road, Suite 200
Boulder City, NV 89005
Email Address: MAdou@bcnv.org

Thank you for your consideration and timely response.

Sincerely,



Marissa Adou, ACE
Airport Manager

Enclosure (1)

CC w/enclosures: Denise Taylor-Sands, Environmental Protection Specialist, FAA, Phoenix Airports District Office, Western-Pacific Region (AWP), Office of Airports (ARP);
Judi Krauss, AICP, Environmental Planner, Coffman Associates

City of Boulder City
401 California Avenue
Boulder City, NV 89005
www.bcnv.org

October 21, 2022

National Business Aviation Association, Nevada Chapter
Reza Karamooz
2900 Meade Avenue, Suite 8
Las Vegas, NV 89102
reza@nvbaa.org

RE: Environmental Assessment for a Proposed Airport Traffic Control Tower at the Boulder City Municipal Airport

Dear Mr. Karamooz:

In cooperation with the Federal Aviation Administration (FAA), the City of Boulder City is currently preparing an Environmental Assessment (EA), pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and FAA implementing orders for NEPA, for a proposed airport traffic control tower (ATCT) at Boulder City Municipal Airport. FAA is the Lead Agency for the project under NEPA. The federal action would be a revision to the airport layout plan (ALP) to reflect the proposed site plan. The City of Boulder City is the owner and grant sponsor of the Boulder City Municipal Airport.

The purpose of the proposed project is to construct and operate an ATCT to allow airport traffic control personnel to direct and control operations within the areas of the airport designated as the control (movement) area. Due to the complex and increasing mix of rotor and fixed wing traffic at the airport, combined with parachuting activities, the airport has a need for an ATCT. The current mix of air traffic at the airport poses challenges in maintaining aircraft separation in the air and on the ground.

The ATCT would be 125 feet above ground level (AGL) with an associated 600-square-foot (sf) cab at the top with a cab eye level of 95 feet AGL. Single-story office space would be attached to the tower. A lighted vehicular parking lot and driveway would also be constructed with access from an existing driveway/vehicular parking lot for businesses and hangars on the north side of the airport off Airport Road. The selected site is shown on **Exhibit 1** and was the subject of an interdepartmental FAA site selection exercise completed in May 2022. The project site has been previously disturbed.

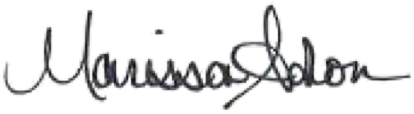
This letter is for scoping purposes. The intent of the city is to solicit your comments regarding environmental or social resources and sensitivities potentially associated with, or affected by, the proposed ATCT. We are also seeking your input regarding potential cumulative impacts that may occur upon project implementation.

Please send any written comments to my attention by **November 23, 2022**, to the mailing address or email address below:

Mailing Address: Boulder City Municipal Airport Office
1201 Airport Road, Suite 200
Boulder City, NV 89005
Email Address: MAdou@bcnv.org

Thank you for your consideration and timely response.

Sincerely,



Marissa Adou, ACE
Airport Manager

Enclosure (1)

CC w/enclosures: Denise Taylor-Sands, Environmental Protection Specialist, FAA, Phoenix Airports District Office, Western-Pacific Region (AWP), Office of Airports (ARP);
Judi Krauss, AICP, Environmental Planner, Coffman Associates

City of Boulder City
401 California Avenue
Boulder City, NV 89005
www.bcnv.org

October 21, 2022

Papillon Helicopters
John Becker
1265 Airport Road
Boulder City, NV 89005
john@papillon.com

RE: Environmental Assessment for a Proposed Airport Traffic Control Tower at the Boulder City Municipal Airport

Dear Mr. Becker:

In cooperation with the Federal Aviation Administration (FAA), the City of Boulder City is currently preparing an Environmental Assessment (EA), pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and FAA implementing orders for NEPA, for a proposed airport traffic control tower (ATCT) at Boulder City Municipal Airport. FAA is the Lead Agency for the project under NEPA. The federal action would be a revision to the airport layout plan (ALP) to reflect the proposed site plan. The City of Boulder City is the owner and grant sponsor of the Boulder City Municipal Airport.

The purpose of the proposed project is to construct and operate an ATCT to allow airport traffic control personnel to direct and control operations within the areas of the airport designated as the control (movement) area. Due to the complex and increasing mix of rotor and fixed wing traffic at the airport, combined with parachuting activities, the airport has a need for an ATCT. The current mix of air traffic at the airport poses challenges in maintaining aircraft separation in the air and on the ground.

The ATCT would be 125 feet above ground level (AGL) with an associated 600-square-foot (sf) cab at the top with a cab eye level of 95 feet AGL. Single-story office space would be attached to the tower. A lighted vehicular parking lot and driveway would also be constructed with access from an existing driveway/vehicular parking lot for businesses and hangars on the north side of the airport off Airport Road. The selected site is shown on **Exhibit 1** and was the subject of an interdepartmental FAA site selection exercise completed in May 2022. The project site has been previously disturbed.

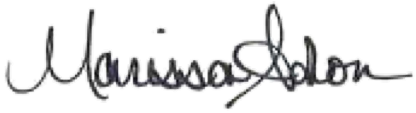
This letter is for scoping purposes. The intent of the city is to solicit your comments regarding environmental or social resources and sensitivities potentially associated with, or affected by, the proposed ATCT. We are also seeking your input regarding potential cumulative impacts that may occur upon project implementation.

Please send any written comments to my attention by **November 23, 2022**, to the mailing address or email address below:

Mailing Address: Boulder City Municipal Airport Office
1201 Airport Road, Suite 200
Boulder City, NV 89005
Email Address: MAdou@bcnv.org

Thank you for your consideration and timely response.

Sincerely,



Marissa Adou, ACE
Airport Manager

Enclosure (1)

CC w/enclosures: Denise Taylor-Sands, Environmental Protection Specialist, FAA, Phoenix Airports District Office, Western-Pacific Region (AWP), Office of Airports (ARP);
Judi Krauss, AICP, Environmental Planner, Coffman Associates

City of Boulder City
401 California Avenue
Boulder City, NV 89005
www.bcnv.org

October 21, 2022

Papillon Helicopters
Lon Halverson
1265 Airport Road
Boulder City, NV 89005
Lon@papillon.com

RE: Environmental Assessment for a Proposed Airport Traffic Control Tower at the Boulder City Municipal Airport

Dear Mr. Halverson:

In cooperation with the Federal Aviation Administration (FAA), the City of Boulder City is currently preparing an Environmental Assessment (EA), pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and FAA implementing orders for NEPA, for a proposed airport traffic control tower (ATCT) at Boulder City Municipal Airport. FAA is the Lead Agency for the project under NEPA. The federal action would be a revision to the airport layout plan (ALP) to reflect the proposed site plan. The City of Boulder City is the owner and grant sponsor of the Boulder City Municipal Airport.

The purpose of the proposed project is to construct and operate an ATCT to allow airport traffic control personnel to direct and control operations within the areas of the airport designated as the control (movement) area. Due to the complex and increasing mix of rotor and fixed wing traffic at the airport, combined with parachuting activities, the airport has a need for an ATCT. The current mix of air traffic at the airport poses challenges in maintaining aircraft separation in the air and on the ground.

The ATCT would be 125 feet above ground level (AGL) with an associated 600-square-foot (sf) cab at the top with a cab eye level of 95 feet AGL. Single-story office space would be attached to the tower. A lighted vehicular parking lot and driveway would also be constructed with access from an existing driveway/vehicular parking lot for businesses and hangars on the north side of the airport off Airport Road. The selected site is shown on **Exhibit 1** and was the subject of an interdepartmental FAA site selection exercise completed in May 2022. The project site has been previously disturbed.

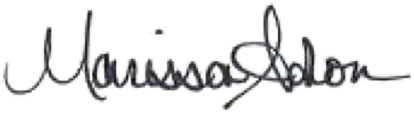
This letter is for scoping purposes. The intent of the city is to solicit your comments regarding environmental or social resources and sensitivities potentially associated with, or affected by, the proposed ATCT. We are also seeking your input regarding potential cumulative impacts that may occur upon project implementation.

Please send any written comments to my attention by **November 23, 2022**, to the mailing address or email address below:

Mailing Address: Boulder City Municipal Airport Office
1201 Airport Road, Suite 200
Boulder City, NV 89005
Email Address: MAdou@bcnv.org

Thank you for your consideration and timely response.

Sincerely,



Marissa Adou, ACE
Airport Manager

Enclosure (1)

CC w/enclosures: Denise Taylor-Sands, Environmental Protection Specialist, FAA, Phoenix Airports District Office, Western-Pacific Region (AWP), Office of Airports (ARP);
Judi Krauss, AICP, Environmental Planner, Coffman Associates

City of Boulder City
401 California Avenue
Boulder City, NV 89005
www.bcnv.org

October 21, 2022

Skydive Las Vegas
Brent Buckner
1401 Airport Road
Boulder City, NV 89005
brent@skydivelasvegas.com

RE: Environmental Assessment for a Proposed Airport Traffic Control Tower at the Boulder City Municipal Airport

Dear Mr. Buckner:

In cooperation with the Federal Aviation Administration (FAA), the City of Boulder City is currently preparing an Environmental Assessment (EA), pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and FAA implementing orders for NEPA, for a proposed airport traffic control tower (ATCT) at Boulder City Municipal Airport. FAA is the Lead Agency for the project under NEPA. The federal action would be a revision to the airport layout plan (ALP) to reflect the proposed site plan. The City of Boulder City is the owner and grant sponsor of the Boulder City Municipal Airport.

The purpose of the proposed project is to construct and operate an ATCT to allow airport traffic control personnel to direct and control operations within the areas of the airport designated as the control (movement) area. Due to the complex and increasing mix of rotor and fixed wing traffic at the airport, combined with parachuting activities, the airport has a need for an ATCT. The current mix of air traffic at the airport poses challenges in maintaining aircraft separation in the air and on the ground.

The ATCT would be 125 feet above ground level (AGL) with an associated 600-square-foot (sf) cab at the top with a cab eye level of 95 feet AGL. Single-story office space would be attached to the tower. A lighted vehicular parking lot and driveway would also be constructed with access from an existing driveway/vehicular parking lot for businesses and hangars on the north side of the airport off Airport Road. The selected site is shown on **Exhibit 1** and was the subject of an interdepartmental FAA site selection exercise completed in May 2022. The project site has been previously disturbed.

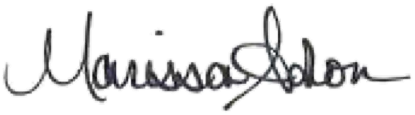
This letter is for scoping purposes. The intent of the city is to solicit your comments regarding environmental or social resources and sensitivities potentially associated with, or affected by, the proposed ATCT. We are also seeking your input regarding potential cumulative impacts that may occur upon project implementation.

Please send any written comments to my attention by **November 23, 2022**, to the mailing address or email address below:

Mailing Address: Boulder City Municipal Airport Office
1201 Airport Road, Suite 200
Boulder City, NV 89005
Email Address: MAdou@bcnv.org

Thank you for your consideration and timely response.

Sincerely,



Marissa Adou, ACE
Airport Manager

Enclosure (1)

CC w/enclosures: Denise Taylor-Sands, Environmental Protection Specialist, FAA, Phoenix Airports District Office, Western-Pacific Region (AWP), Office of Airports (ARP);
Judi Krauss, AICP, Environmental Planner, Coffman Associates

City of Boulder City
401 California Avenue
Boulder City, NV 89005
www.bcnv.org

October 21, 2022

Atlas Aircraft Center, Inc.
Frank Diglio
115 Flightline Road
Portsmouth, NH 03801
Fdiglio@planesense.com

RE: Environmental Assessment for a Proposed Airport Traffic Control Tower at the Boulder City Municipal Airport

Dear Mr. Diglio:

In cooperation with the Federal Aviation Administration (FAA), the City of Boulder City is currently preparing an Environmental Assessment (EA), pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and FAA implementing orders for NEPA, for a proposed airport traffic control tower (ATCT) at Boulder City Municipal Airport. FAA is the Lead Agency for the project under NEPA. The federal action would be a revision to the airport layout plan (ALP) to reflect the proposed site plan. The City of Boulder City is the owner and grant sponsor of the Boulder City Municipal Airport.

The purpose of the proposed project is to construct and operate an ATCT to allow airport traffic control personnel to direct and control operations within the areas of the airport designated as the control (movement) area. Due to the complex and increasing mix of rotor and fixed wing traffic at the airport, combined with parachuting activities, the airport has a need for an ATCT. The current mix of air traffic at the airport poses challenges in maintaining aircraft separation in the air and on the ground.

The ATCT would be 125 feet above ground level (AGL) with an associated 600-square-foot (sf) cab at the top with a cab eye level of 95 feet AGL. Single-story office space would be attached to the tower. A lighted vehicular parking lot and driveway would also be constructed with access from an existing driveway/vehicular parking lot for businesses and hangars on the north side of the airport off Airport Road. The selected site is shown on **Exhibit 1** and was the subject of an interdepartmental FAA site selection exercise completed in May 2022. The project site has been previously disturbed.

This letter is for scoping purposes. The intent of the city is to solicit your comments regarding environmental or social resources and sensitivities potentially associated with, or affected by, the proposed ATCT. We are also seeking your input regarding potential cumulative impacts that may occur upon project implementation.

Please send any written comments to my attention by **November 23, 2022**, to the mailing address or email address below:

Mailing Address: Boulder City Municipal Airport Office
1201 Airport Road, Suite 200
Boulder City, NV 89005
Email Address: MAdou@bcnv.org

Thank you for your consideration and timely response.

Sincerely,

Marissa Adou, ACE
Airport Manager

Enclosure (1)

CC w/enclosures: Denise Taylor-Sands, Environmental Protection Specialist, FAA, Phoenix Airports District Office, Western-Pacific Region (AWP), Office of Airports (ARP);
Judi Krauss, AICP, Environmental Planner, Coffman Associates

City of Boulder City
401 California Avenue
Boulder City, NV 89005
www.bcnv.org

October 21, 2022

Nevada State College
Mr. Kevin Butler
1300 Nevada State Drive
Henderson, NV 89002
Kevin.butler@nsc.edu

RE: Environmental Assessment for a Proposed Airport Traffic Control Tower at the Boulder City Municipal Airport

Dear Mr. Butler:

In cooperation with the Federal Aviation Administration (FAA), the City of Boulder City is currently preparing an Environmental Assessment (EA), pursuant to the requirements of Section 102(2) of the *National Environmental Policy Act* (NEPA) *of 1969* and FAA implementing orders for NEPA, for a proposed airport traffic control tower (ATCT) at Boulder City Municipal Airport. FAA is the Lead Agency for the project under NEPA. The federal action would be a revision to the airport layout plan (ALP) to reflect the proposed site plan. The City of Boulder City is the owner and grant sponsor of the Boulder City Municipal Airport.

The purpose of the proposed project is to construct and operate an ATCT to allow airport traffic control personnel to direct and control operations within the areas of the airport designated as the control (movement) area. Due to the complex and increasing mix of rotor and fixed wing traffic at the airport, combined with parachuting activities, the airport has a need for an ATCT. The current mix of air traffic at the airport poses challenges in maintaining aircraft separation in the air and on the ground.

The ATCT would be 125 feet above ground level (AGL) with an associated 600-square-foot (sf) cab at the top with a cab eye level of 95 feet AGL. Single-story office space would be attached to the tower. A lighted vehicular parking lot and driveway would also be constructed with access from an existing driveway/vehicular parking lot for businesses and hangars on the north side of the airport off Airport Road. The selected site is shown on **Exhibit 1** and was the subject of an interdepartmental FAA site selection exercise completed in May 2022. The project site has been previously disturbed.

This letter is for scoping purposes. The intent of the city is to solicit your comments regarding environmental or social resources and sensitivities potentially associated with, or affected by, the proposed ATCT. We are also seeking your input regarding potential cumulative impacts that may occur upon project implementation.

Please send any written comments to my attention by **November 23, 2022**, to the mailing address or email address below:

Mailing Address: Boulder City Municipal Airport Office
1201 Airport Road, Suite 200
Boulder City, NV 89005
Email Address: MAdou@bcnv.org

Thank you for your consideration and timely response.

Sincerely,

Marissa Adou, ACE
Airport Manager

Enclosure (1)

CC w/enclosures: Denise Taylor-Sands, Environmental Protection Specialist, FAA, Phoenix Airports District Office, Western-Pacific Region (AWP), Office of Airports (ARP);
Judi Krauss, AICP, Environmental Planner, Coffman Associates

Comment # 1

From: Kurt Haukohl
Agency: Nevada Department of Transportation - Aviation
Title: State Aviation Manager
Phone: 775-888-7353
Email: khaukohl@dot.nv.gov
Date Received: 11/07/2022

See Attached

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
MULTIMODAL PLANNING
Headquarters
1263 S. Stewart Street
Carson City, Nevada 89712

STEVE SISOLAK
Governor

KRISTINA SWALLOW, P.E., ENV SP, F. ASCE
Director

October 26, 2022

Marissa Adou, ACE
Airport Manager
1201 Airport Road, Suite 200
Boulder City, Nevada 89005

Dear Ms. Adou,

RE: Boulder City Municipal Airport – FAA Site # 13027.11*A

Thank you for inviting the Nevada Department of Transportation (NDOT) Aviation Program the opportunity to provide comments and recommendations on the Environmental Assessment (EA) for a proposed Air Traffic Control Tower at the Boulder City Municipal Airport (BVU.

On behalf of the Federal Aviation Administration (FAA), the State of Nevada conducts periodic safety surveys and updates data at public-use airports as a part of the FAA's Airport Safety Data Program. The process updates the Airport Master Record (FAA Form 5010) and several connected publications. The purpose of this review is to record the current conditions and status of the airport facilities. The accuracy of the information collected during our visit is significant for aviation publications, development activities, programs, charting, various aviation directories, and operational safety.

A Regional System Plan completed by the FAA for Clark County in 2001 included the Grand Canyon National Park Areas in Arizona and Utah, as well as the Laughlin/Bullhead (in Arizona), as a significant contribution to the region and the state airport system as a whole. The current facilities were established and opened in 1990 as a replacement facility for the original Bullock Airport which was relocated due to encroachment of the City. Tremendous increases in passenger traffic followed the opening of the new Boulder City Municipal Airport in its present location achieved more than 300,000 passenger enplanements in 2008. Today BVU is categorized as a primary commercial service airport by FAA and is the 3rd busiest airport by operations in Nevada.

Just prior to the National Shutdowns due to COVID-19, the airport was averaging about 120,000 annual operations.

The approved FAA Airport Master Plan, in 2018 shows that the facility was assigned an Airport Reference Code (ARC) of B-II with the Cessna Citation selected as the Design Aircraft. The FAA's Airplane Design Group (ADG) B-II, was also chosen. The ARC / ADG of B-II corresponds to aircraft with wingspans less than 79-feet, tail heights less than 30-feet, and approach speeds of less than 121-knots. Significant FAA dimensional standards for runways on B-II airports require a pavement width of 75-feet, and a Runway Safety Area (RSA) of 150-feet wide. The RSA(s) beyond the ends of the runway are required to be a minimum 300-feet deep and 150-feet wide, capable of supporting the design aircraft during an excursion from the runway without serious damage. Presently there are several instrument procedures published for BVU. The airport also has an Airport Weather Observing System (AWOS-3) transmitting on Unicom (118.475) frequency that is certified by the FAA. The airport currently utilizes UNICOM on 122.7. UNICOM is a common air traffic self-management frequency where pilots announce their intentions for the benefit of other aircraft operating on, at, or near the airport. The intent of these systems relies on a "see-and-avoid" conceptual program for pilots flying aircraft and helicopters to separate themselves adequately in the air and on the surface.

The BVU main Runway 9/27 is currently 5,103-feet x 75-feet with a planned ultimate (future) length of 6,100-feet. A second Runway 15/33 that is 3,852-feet x 75-feet crosses the main runway with a parallel taxiway about the center of Runway 9/27. At the present time, there is one established heliport with 4-heliports planned in the future in addition to many more helicopter parking areas. The Runway 15 (end) is considered unacceptable for landings due to the non-standard steep slope (downhill).

Boulder City Municipal is considered the 3rd busiest airport in Nevada by enplanements, and nearly 90% of the airports operations are air taxi, conducted by helicopter tour operators with flights to Grand Canyon, Hoover Dam, and Lake Mead. Additional air traffic is generated by the military, flight training, and locally based aircraft. The total number and overall volume of Air Traffic, types of aircraft (airplanes and helicopters), and widely differing speed(s), and size(s) make aircraft separation complicated. Reported issues of "Air Rage" with pilots yelling at each other over the common radio frequency and conflicts including near misses, and actual aircraft collisions have occurred in the airport airspace and on the ground. Likened and comparable to similar freeway traffic jams and rush-hour surges in traffic occur at BVU and greatly increases the risks associated with the losses-of-separation. NDOT Aviation has previously recommended and strongly supports the installation of an Air Traffic Control Tower at the airport to assist in the separation of all air traffic and greatly enhance operational safety on the

airfield. Constraints surrounding the airport such as powerlines and terrain limit ingress and egress routes to the 3-operational runway-ends and heliports that may all be in simultaneous use. An obligation to protect the traveling public and mitigate actual and potential safety issues is more than just a desirable outcome and is an apparent need at the airport.

Air Traffic Control (ATC) Towers and their controllers provide aircraft separation and supervise the uniform use of runways, heliports, and taxiways. Safe separation is their primary job function. Controllers are required by regulation to report any unsafe or illegal operations they are aware of or observe, and must always maintain the safe separation of aircraft. We find environmental, social, and sensitivities such as airport noise can also be mitigated by ATC and have noted only positive cumulative impacts to communities and facilities utilizing their services.

We would be happy to answer any questions you may have and discuss any comments or recommendations as a result of our findings herein. My office phone number is 775-888-7353 and my cellular number is 775-546-5040 (or you can email me at khaukohl@dot.nv.gov.

Kindest personal regards,

Kurt O. Haukohl
State Aviation Manager

CC

FAA Phoenix Airports District Office
City of Boulder City – 401 California Ave., Boulder City, NV 89005

Comment # 2

From: Thomas C. Pyeatte Jr.
Agency: Nevada Division of Water Resources
Title: Professional Engineer
Phone: 775-684-2862
Email: tpyeatte@water.nv.gov
Date Received: 11/21/2022

See Attached

Nevada State Clearinghouse
Department of Conservation and Natural Resources
901 South Stewart Street, Suite 5003
Carson City, NV 89701
775-684-2723
http://clearinghouse.nv.gov
www.lands.nv.gov

DATE: November 21, 2022
Division of Water Resources
Nevada SAI # E2023-168

Project: EA FAA Boulder City Airport Traffic Control Tower - Clark County

_____No comment on this project _____X____Proposal supported as written

AGENCY COMMENTS:

NRS – Nevada Revised Statutes
NAC – Nevada Administrative Code

General:

Compliance with Nevada water law is required.

All waters of the State belong to the public and may be appropriated for beneficial use pursuant to the provisions of NRS Chapters 533 and 534 and not otherwise.

Water shall not be used from any source unless the use of that water is authorized through a permit issued by the State Engineer. For underground sources, certain uses of water may be authorized through the issuance of a waiver pursuant to NRS Chapter 534 and NAC Chapter 534.

Water for Construction Projects

Ensure that any water used on a project for any manner of use shall be provided by an established utility or under permit or temporary change application or waiver issued by the State Engineer's Office with a manner of use acceptable for suggested project's water needs.

From: Marissa Adou
To: Judi Krauss
Subject: BVU _ Scoping Response
Date: Monday, November 28, 2022 4:14:19 PM

Marissa Adou, ACE | Airport Manager
E: MAdou@bcnv.org |P: 702.293.9405 ext 4

From: Rowland-Lagan Jill <jill@bouldercitychamber.com>
Sent: Monday, November 28, 2022 10:19 AM
To: Marissa Adou <MAdou@bcnv.org>
Subject: Proposed Tower

Hello Marissa,

I apologize for not responding by your deadline. I appreciate you reaching out to the business community and I regret that I was out of town last week and could not answer.

I know that a tower has been part of the airport management discussion for many years. I know many have stated that it will improve safety and is a needed resource for the proper management of our airport as it has become increasingly busier.

With safety being the ultimate goal for the City and aviation community, I believe that factor stands key to my response. It has been conveyed to me that a tower could possibly hamper some business activities, however, I believe the need to explore the proposed tower due to the improved safety it will provide, overrides those concerns at this time.

Thank you again for your consideration of the business community. We do appreciate your thoughtfulness in the full perspective of how improvements at your site will impact business.

Jill Lagan, ACE
CEO
Boulder City Chamber of Commerce
702.293.2034
www.BoulderCityChamber.com

From: James Curreri
To: Marissa Adou
Cc: Jim Keane
Subject: RE: BC Airport Environmental Assessment
Date: Tuesday, October 25, 2022 3:00:59 PM

Good afternoon Marissa,
Thank you for requesting Public Works input on this. There would only be two items myself and the City Engineer (Jim Keene) could identify and they would be:

1. Public Works Access
2. Utilities

Thank you again.

Sincerely,

Jamie Curreri

Public Works Director
City of Boulder City
401 California Avenue
Boulder City, NV 89005
702-293-9291
jcurreri@bcnv.org

From: Marissa Adou <MAdou@bcnv.org>
Sent: Tuesday, October 25, 2022 2:38 PM
To: James Curreri <JCurreri@bcnv.org>
Subject: BC Airport Environmental Assessment

Good Afternoon Jamie,

Please see the attached letter.

Sincerely,

Marissa Adou, ACE | Airport Manager
City of Boulder City - Municipal Airport | www.flybvu.org
City Hall: 401 California Ave., Boulder City NV 89005

Airport Office: 1201 Airport Rd. Suite 200, Boulder City NV 89005
E: MAdou@bcnv.org | F: 702.293.9438 |P: 702.293.9405 ext 4

From:	Robert FAHNESTOCK
To:	Marissa Adou
Cc:	Jake Tomlin; Lon Halverson; Mathew Fox; Sherri Jorgensen
Subject:	Re: BC Airport Environmental Assessment
Date:	Thursday, October 27, 2022 11:27:59 AM

Thanks Marissa,

Please consider this as an official response to the attached letter.

I see the best spot for the tower is the same location for the skydive LZ? No more Skydive. Complex and increasing mix of traffic was relevant in 2016 or 2017 but has fallen off since then.

The level of helicopter traffic has decreased by over half and the hangars they once occupied have been rented to new tenants not operating tours.

Boulder City hasn't held an airport advisory meeting for years to discuss this or any item relative to the safe operation for those of us who use it.

The current Mayor has tried every trick to sabotage this airport and one of the reasons he got voted out. Wait till the new folks step in and we can work to fix this.

The solar farms that were just built to the south of town and the non stop sand that flies into our hangars daily because Boulder City doesn't properly regulate pre and post construction projects. This tower is only feet from my lease hold so we can expect the dump trucks and construction debris to be overwhelming.

Not sure how this tower location will allow control tower personal to see all of the BC ramp/taxiways and does this mean some ground ops will be operations at operators own risk? The attached letter is saying the tower is needed to help with ground ops but that isn't clear?

As far as financial impact it will have, we can start with what is the additional cost to the airport users? The city has recently jump the city flow-age to $.16 per gallon higher than any other airport that I've heard of. St George with a 2 mile runway is less than $.10 per gal. The city selling fuel and not making a profit for the past few years leads us all to wonder and better understand why no AAC meeting for accountability. No member of the general public has ever been given an Airport City budget that makes sense or had anyone from the city be able to explain it.

We all understand you have to send these letters out but don't be fooled we all know they don't mean crap as the lack of city cooperation with airport users is well documented.

Regards, Bob

On Oct 25, 2022, at 2:41 PM, Marissa Adou <madou@bcnv.org> wrote:

Good Afternoon Bob,

Please see the attached letter.

Sincerely,

Marissa Adou, ACE | Airport Manager
City of Boulder City - Municipal Airport | www.flybvu.org
City Hall: 401 California Ave., Boulder City NV 89005
Airport Office: 1201 Airport Rd. Suite 200, Boulder City NV 89005
E: MAdou@bcnv.org | F: 702.293.9438 |P: 702.293.9405 ext 4

<Boulder City Letter - BFE, LLC.pdf>

From: Marissa Adou
To: Jake Tomlin
Subject: RE: BC Airport Environmental Assessment

Afternoon Jake,

Thank you for responding.

The haul route is going to come through the dirt lot off of Paul Fisher way to avoid increasing traffic along airport road.

The landing area for skydive will be reduced as that entire area west of the dirt lot is the drop zone.

As for the golf course arrival there should be minimal impact. Once there are controllers in place we will have meetings with Papillon and GCA to discuss your operations and typical traffic patterns used.

Please feel free to reach out if you have an other questions or concerns.
Sincerely,
Marissa Adou, ACE | Airport Manager
E: MAdou@bcnv.org |P: 702.293.9405 ext 4

From: Jake Tomlin <Jake@papillon.com>
Sent: Thursday, October 27, 2022 3:53 PM
To: Marissa Adou <MAdou@bcnv.org>
Subject: RE: BC Airport Environmental Assessment

Marissa,

My comments on this in regards to Papillon and GCA:

As long as the tower doesn't conflict with the "golf course" arrival for helicopters I think there is relatively low impact. I'm unaware of any recommended standoff distance that's required. I assume we are good as the runway is much closer than our arrival pattern.

I am wondering where the construction impact will occur concerning trucks and vehicles and storing materials as our team frequents that road in between the GCA hangar and our main terminal quite often during the day.

Does this impact the sky diving landing area?

thanks,

Jake

From: Marissa Adou <MAdou@bcnv.org>
Sent: Tuesday, October 25, 2022 2:37 PM
To: jake@GrandCanyonAirlines.com; Jake Tomlin - Papillon Grand Canyon Helicopters (jake@papillon.com) <jake@papillon.com>
Subject: BC Airport Environmental Assessment

Good Afternoon,

Please see the attached letter.

Sincerely,

Marissa Adou, ACE | Airport Manager
City of Boulder City - Municipal Airport | www.flybvu.org
City Hall: 401 California Ave., Boulder City NV 89005
Airport Office: 1201 Airport Rd. Suite 200, Boulder City NV 89005
E: MAdou@bcnv.org | F: 702.293.9438 | P: 702.293.9405 ext 4

Appendix B

Letter From City Parks and Recreation Manager

CITY OF BOULDER CITY
401 California Avenue
Boulder City, NV 89005
www.bcnv.org

To: Marissa Adou, Airport Manager

From: Julie Calloway, Parks and Recreation Manager

Marissa,

Thank you for reaching out to the Boulder City Parks and Recreation Department regarding the construction of the proposed traffic control tower. We understand that part of the process is to conduct an environmental assessment.

The Parks and Recreation Department is aware of the proximity of the tower to Veteran's Memorial Park. We also understand that the proposed tower will be visible for park patrons. We are not concerned that the proposed tower and it's visibility will be an issue at the park.

Thank you for reaching out and please let us know if we can be of further assistance.

Respectfully,

Julie Calloway

Julie Calloway, Parks and Recreation Manager
The City of Boulder City
jcalloway@bcnv.org

Appendix C

National Historic Preservation Act, Section 106 Coordination

From: Michael Mays
To: Marissa Adou
Subject: Airport - ATC Project
Date: Thursday, September 29, 2022 12:13:58 PM

Marissa –

The Boulder City Historic Preservation Committee reviewed at their regular meeting on September 28, 2022 the Section 106 study prepared by NewFields and dated April 2022 for the Boulder City Municipal Airport Control Tower project. They approved a motion 4-0 agreeing with NewFields' findings that the control tower project will not have an impact on the historic resources identified in the area of potential effect.

Thanks,

Michael Mays, AICP
Community Development Director
City of Boulder City
401 California Ave.
Boulder City, NV 89005
(702) 293-9261
mmays@bcnv.org

NEVADA
STATE HISTORIC PRESERVATION OFFICE

STATE OF NEVADA
Department of Conservation & Natural Resources
Steve Sisolak, *Governor*
James R. Lawrence, *Acting Director*
Rebecca Palmer, *Administrator*

November 18, 2022

Ann-Denise Taylor-Sands
Environmental Protection Specialist
Federal Aviation Administration
3800 N. Central Avenue, Suite 1025, 10th Floor
Phoenix, AZ 85012

RE: Proposed Airport Traffic Control Tower Project at Boulder City Municipal Airport, Boulder City, Nevada; SHPO UT 2023-7394; 29772

Dear Ms. Taylor-Sands:

The Nevada State Historic Preservation Office (SHPO) has reviewed the subject documents received October 13, 2022 in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended.

Project Description
The Federal Aviation Administration (FAA), in coordination with City of Boulder City, proposes to construct an airport traffic control traffic control tower (ATCT), an attached single story office space, a lighted parking lot, and a driveway with access from an existing driveway and parking lot for hangars on the north side of the airport off Airport Road.

The ATCT will be 125 feet tall with a 600 square foot, eight sided cabinet 95 feet above ground level. The project will also require ground disturbance for the utility connections (water, sewer, and electricity) and the installation of asphalt concrete pavement, which will result in a maximum depth of seven feet.

Area of Potential Effect (APE)
The FAA has defined the APE as the areas of construction and a 0.25 mile buffer around the ATCT to account for visual effects. The FAA has stated that that they did not account for temporary ground disturbances when defining the APE. The SHPO does **not agree** with the APE as defined.

An APE must be defined to consider all potential physical, atmospheric, auditory, and cumulative effects for an undertaking. Based on the submitted maps and existing topography, it appears that the 125-foot tall ATCT with a 600 square foot, eight sided cabinet may likely be visible beyond the proposed 0.25-mile area.

Additionally, regardless of the short-term effects or temporary nature of the ground disturbance, there may still be potential to introduce visual, auditory, and atmospheric effects during project implementation. The APE should account for these effects.

Regarding the FAA's use of the terms "direct" and "indirect" to define the APE, in March of 2019, the D.C. circuit court issued an opinion that clarified the meaning of the term "directly" as referring

to the causality and not the physicality of the effect to historic properties (*National Parks Conservation Association V. Todd T. Semonite, Lieutenant General).* This means that if the effect comes from the undertaking at the same time and place with no intervening cause, it is considered "direct" regardless of its specific type (e.g., visual, physical, atmospheric, auditory). For more information on this decision, please visit: https://www.achp.gov/news/court-rules-definitions-informs-agencies-determining-effects

To assist in clarifying the APE for our office and the public, please submit site photographs keyed to an aerial photograph or map that clearly illustrates where this undertaking map be visible from.

Identification and Evaluation of Historic Properties
The FAA completed a records search that identified 27 previous archaeological inventories and 20 previously recorded sites within one mile of the airport boundary. Of the 20 previously recorded sites, five are within the airport boundary. The FAA conducted a 350-acre pedestrian survey and identified one historic site. The FAA did not identify the five previously recorded sites.

The FAA states there are no historic age (50 years or older) built resources within the survey area.

The SHPO acknowledges that the following sites were not relocated:

26CK3443	26CK3444	26CK10166
26CK10167	26CK10168	

The SHPO offers the following comments:

1. The SHPO **cannot concur** with the FAA's determination that 26CK10747 is not eligible for listing in the National Register of Historic Places (NRHP) as the submitted report and site form do not provide an NRHP justification. Additionally, the submitted site form states that a site sketch map is attached. However, no site sketch map was included in the submission.

   Please provide a site sketch map and a National Register evaluation justification statement for each of the Secretary's Significance Criteria (A-D) and the seven aspects of integrity for site 26CK10747. For guidance, please refer to National Park Service Bulletin 15, *How to Apply the National Register Criteria for Evaluation.*

2. Regarding the APE, if the FAA will be enlarging the APE to account for the visual effects of the proposed project, please provide our office additional information regarding the identification effort for historic properties within the expanded APE.

   The SHPO is **not** recommending additional pedestrian survey if the APE is enlarged to account for visual effects. The SHPO recommends a literature search of the Nevada Cultural Resource Information System (NVCRIS), GLO plats, historic aerials, historic maps, and land patent records to identify previously recorded sites, unknown resources,

and the archaeological sensitivity of the project areas. If any buildings 50 years or older are identified, please submit photographs keyed to a map and indicate if the agency will leave these resources unevaluated and treat them as eligible for listing in the NRHP for the purpose of this undertaking.

Native American Consultation
Pursuant to 36 CFR §800.3(f)(2), the FAA has stated they initiated consultation with the affected Native American tribes. If this consultation results in the identification of properties of religious and/or cultural significance that could be affected by the undertaking, the FAA must consult with this office concerning the National Register eligibility of historic properties and possible effects of the undertaking per 36 CFR §800.4(c) and 36 CFR §800.4(d). Please provide the SHPO with a summary of consultation efforts that include the Tribes consulted, dates consultation occurred, comments received, and any additional information. This information will be added to the SHPO administrative record to ensure the record is complete for this undertaking.

Consultation with Interested Parties
Pursuant to 36 CFR Part §800.2(c)(5), the FAA consulted with the Boulder City Historic Preservation Commission (BCHPC) on September 28, 2022. The BCHPC stated that they have no concerns with the proposed project.

The SHPO will continue its review once we receive the information requested above.
Should you have questions concerning this correspondence, please contact SHPO staff archaeologist Sara Sturtz at (775) 684-3445 or email ssturtz@shpo.nv.gov.

Sincerely,

Robin K. Reed
Deputy State Historic Preservation Officer

U.S. Department
of Transportation
Federal Aviation Administration

Western-Pacific Region
Airports Division
Phoenix Airports District Office

3800 N. Central Avenue
Suite 1025, 10th Floor
Phoenix, AZ 85012

March 15, 2023

Ms. Robin K. Reed
State Historic Preservation Officer
Nevada State Historic Preservation Office
901 South Stewart Street, Suite 5004
Carson City, Nevada 89701-5248

Subject: Response to SHPO UT 2023-7394; 29772; Proposed Airport Traffic Control Tower at Boulder City Municipal Airport, Boulder City, Nevada

Dear Ms. Reed:

The Federal Aviation Administration (FAA) has reviewed your letter regarding the proposed Airport Traffic Control Tower at Boulder City Municipal Airport, dated November 18, 2022, as well as the additional information regarding visual Areas of Potential Effect (APE) that you provided. In response, we offer the following information regarding a revised visual APE and cultural site 26CK10747, which were the primary topics of your letter. (The 2.9-acre direct physical APE for the proposed undertaking has not been revised and is comprised of the main construction site, trenching for utility connections, and the haul route).

Revised Visual Area of Potential Effect (APE)

The proposed undertaking will not introduce auditory or atmospheric changes in the surrounding area. An APE for visual effects is 8.6 square miles and encompasses on- and off-airport historic resources within one mile of the airport property line. Existing urban development and topography within and beyond one mile from the airport preclude adverse effects outside of the visual APE to the north, east, and southeast. Attached are line-of-sight exhibits and photographs keyed to an aerial photograph base map (Enclosure 1).

To the south, southwest, and northwest, long-range views of the proposed tower beyond the visual APE (> one mile) may occur. However, this area is visually characterized by multiple transmission lines and towers, as well as the airport itself (Enclosure 2). The proposed undertaking will not change the visual character of the area, especially for long-range views beyond the visual APE. FAA seeks concurrence with the revised visual APE, as well as our stated findings of "no historic properties affected" at the end of this letter.

Responses to SHPO comments, dated November 18, 2022

Comment 1: The SHPO cannot concur with the FAA's determination that 26CK10747 is not eligible for listing in the National Register of Historic Places (NRHP) as the submitted report and site form do not provide an NRHP justification.

Response

We have enclosed a letter report from NewFields (dated January 26, 2023), which includes additional NRHP evaluation of Site 26CK10747 and a revised Nevada IMACS Site Form with the site sketch map, as requested (Enclosure 3). This report concludes that Site 26CK10747 is ineligible for listing as a significant resource.

The site is a historic wooden structure assemblage consisting of four trapezoidal concrete shallow foundations measuring 2.1 x 2.1 x 1.3-feet with a metal threaded rod and square nut in the center. Numerous 2 x 4-inch timbers with wire nail fasteners laid concentrated on the east side of the foundations. The structure appears to have been a tower of some type based on the tapered length of the brazing timbers as they go from the equidistant. The longest remaining wooden upright measures 26.5 ft. There were no other artifacts associated with the structure and no markings that could provide temporal reference. Given the type and materials used in the tower's construction, it likely dates to the early-mid 20th century.

26CK10747 was evaluated for significance under research themes developed within the historic context for southern Nevada: pioneering, transportation, mining, and power generation and transmission:

- Criterion A - The site cannot be tied to significant events, patterns, or themes important in local, state, or national history.
- Criterion B - The site cannot be tied to persons important in local, state, or national history.
- Criterion C - The site does not provide good illustrations of distinctive architectural, engineering, or landscape designs, patterns, styles, or types.
- Criterion D - The site contains no artifacts or features that would provide information needed to answer important scientific or scholarly research questions important to history. It cannot help answer any of the research questions put forth in the historic context.

Based on the findings stated above and as further detailed in Enclosure 3, the site is considered **not eligible** for listing on the NRHP under any of the four NRHP criteria.

Comment 2: Regarding the APE, if the FAA will be enlarging the APE to account for the visual effects of the proposed project, please provide our office with additional information regarding the identification effort for historic properties within the expanded APE.

Response

A Class I literature review and site file search for the area included in the visual APE (i.e., one mile buffer from airport property lines) was conducted as part of the June 2019 New Fields cultural resources investigation, revised in April 2022 and submitted to the SHPO as part of our previous project submittal dated October 13, 2022. No NRHP or State Register-listed resources are within the visual APE for this proposed undertaking.

Table 1 identifies previously recorded sites considered by their respective studies as eligible for listing on the NRHP within the visual APE for the proposed undertaking. (Figures 4 and 5, NewFields 2019, revised 2022, depict the general locations of archaeological or urban sites eligible for listing within the visual APE.)

TABLE 1 | NRHP-ELIGIBLE SITES WITHIN VISUAL APE

Site No.	Resource Description
CK6250	Historic – SCE North Transmission Line, Hoover-Chino Nos. 1 & 2
CK5414	Historic – Boulder City Branch Railroad
CK6237 CK6251/S329	Historic – transmission line Historic/Urban – Hoover Basic South Transmission Line (moved)
CK9229	Historic – electrical transmission line from Boulder Dam to Los Angeles
CK4956	Historic – Southern Sierras/Nevada-California Power Company 132 kV transmission line
S1154/CK6242	Historic – LABPL Transmission Line 3
B7181	Urban – 1940 Old Airport Hangar
S330	Urban – 1930-1931 UPRR Boulder City Branch Railroad (altered)

Source: NewFields 2019, revised 2022 (Tables 3 and 4)

Native American Consultation

Pursuant to 36 Code of Federal Regulations §800.3(f)(2), FAA intends to initiate consultation with potentially affected Native American tribes. When completed, the SHPO will be provided with a summary of these consultation efforts that include the Tribes consulted, dates consultation occurred, comments received, and any additional information,.

Finding of Effect

There are no recorded sites within the direct physical APE for the proposed undertaking that are eligible for listing on the NRHP or the State Register. In addition, any visual effects resulting from the proposed undertaking would be similar or in-kind with the existing visual effects of nearby roads, transmission lines, and existing airport development. As such there would be no adverse effect to the existing viewshed or any eligible historic-age structures within the visual APE due to the proposed undertaking.

The FAA finds that the proposed undertaking has **no historic properties affected**. The proposed undertaking would not impact historic properties because there are no known sites within the direct physical APE and adverse visual, auditory, or atmospheric effects would not occur within the APE identified to consider these types of effects.

If cultural resources are discovered during construction, the Sponsor's project manager would halt undertaking-related, ground-disturbing activities within 100 feet of the discovery. The Sponsor would then contact the FAA and follow the discovery procedures required by federal law. The FAA would contact your office and Indian tribes as well.

Please provide concurrence with our resource evaluations and effect finding. If you have any questions, contact me at (602) 792-1067 or email ann-denise.taylor-sands@faa.gov.

Sincerely,

ANN-DENISE TAYLOR-SANDS

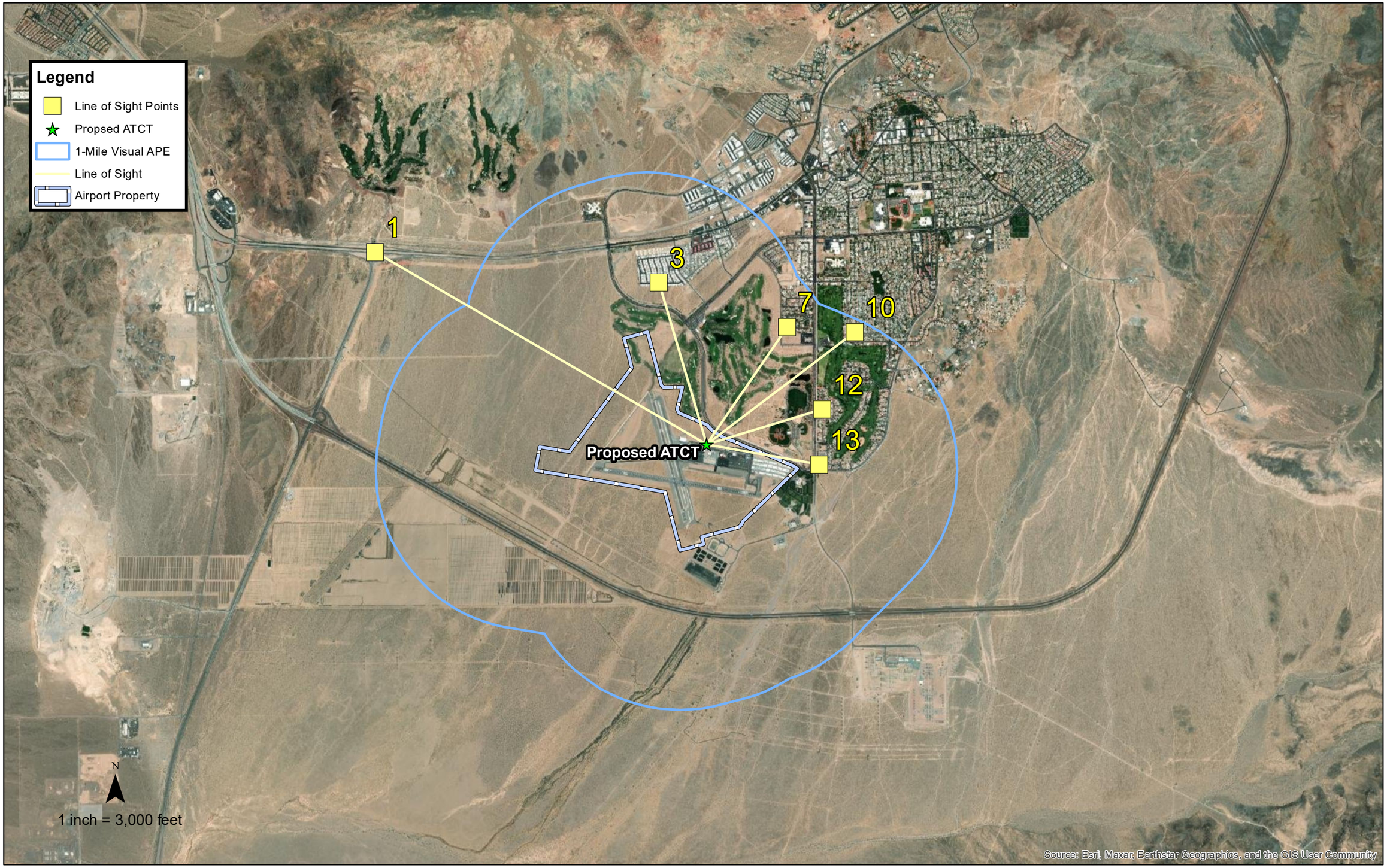
Digitally signed by ANN-DENISE TAYLOR-SANDS
Date: 2023.03.15 09:27:38 -07'00'

Denise Taylor-Sands
Environmental Protection Specialist

3 Enclosures
Enclosure 1 –Visual APE with line-of-sight exhibits
Enclosure 2 –Visual APE Characteristics
Enclosure 3 – NewFields Letter Report, dated January 26, 2023

cc. (w/enclosures):
Jared Raymond (Jared.Raymond@faa.gov)
Ryan Spicer (Ryan.n.Spicer@faa.gov)
Marissa Adou (MAdou@bcnv.org)

This page intentionally left blank

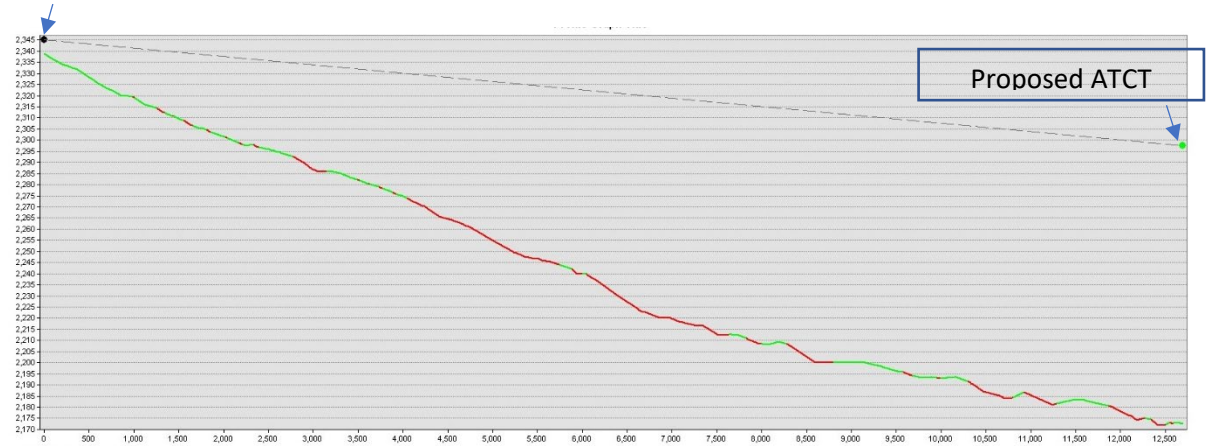


ENCLOSURE 1 - Line of Sight Exhibit

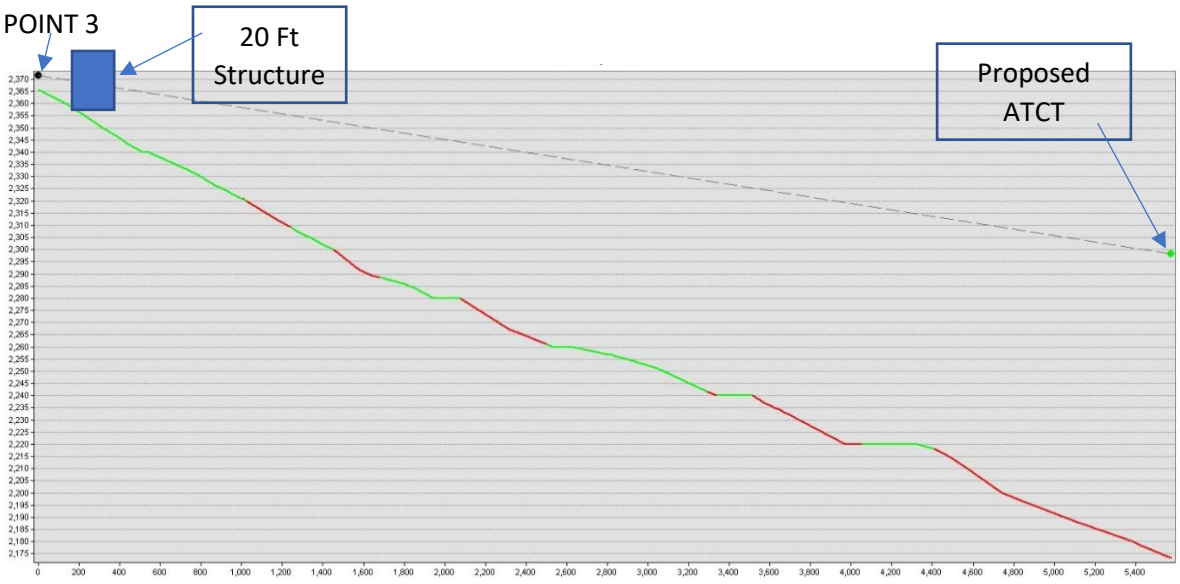
This page intentionally left blank

GRAPHS AND IMAGES

Point 1

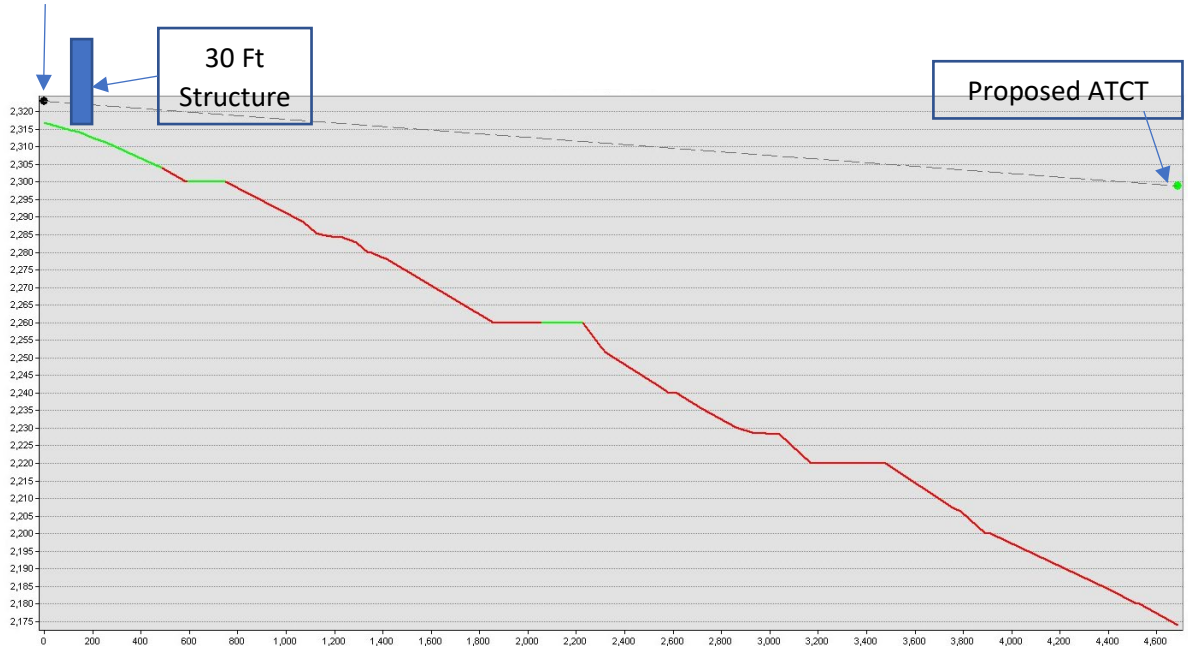


Point 1 Looking Toward Proposed Tower

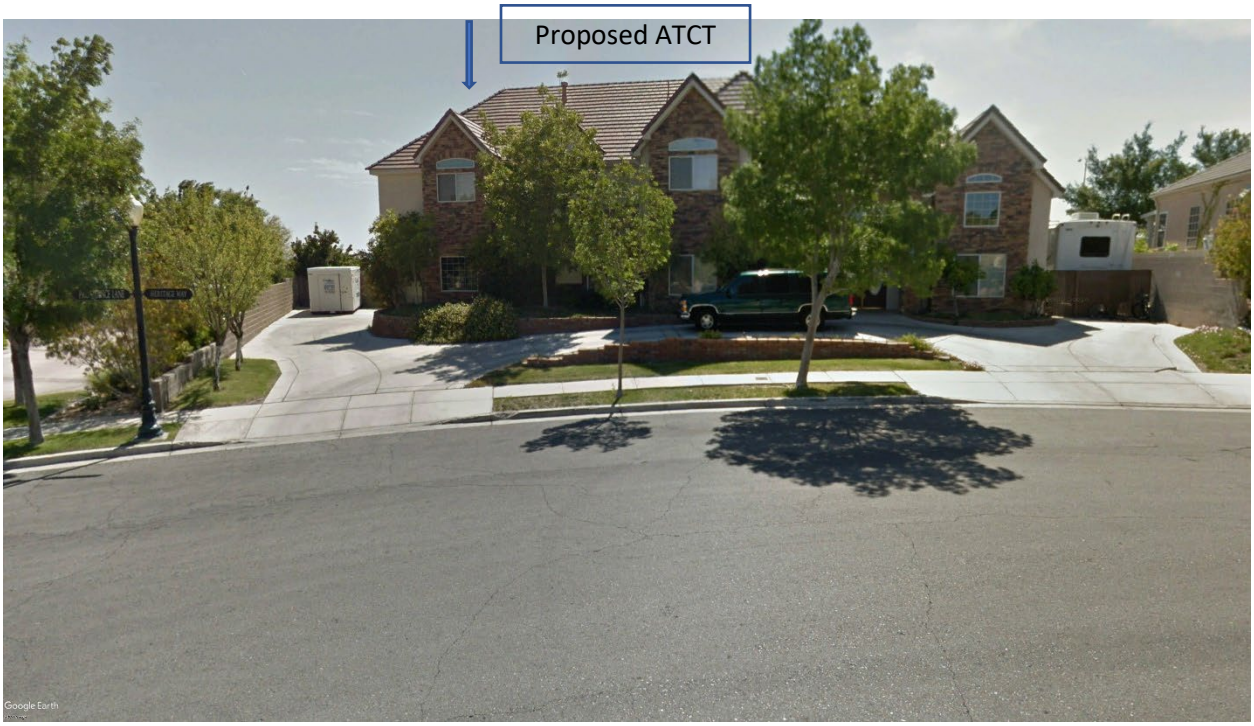


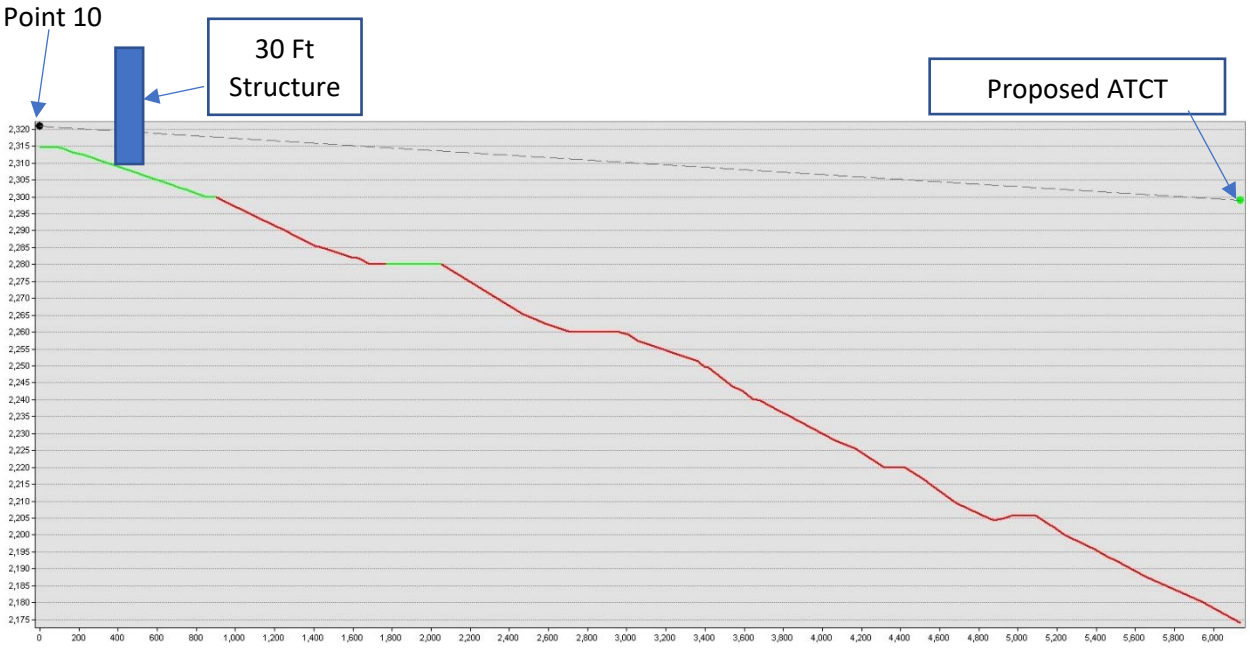
Point 3 Looking Toward Proposed ATCT

Point 7



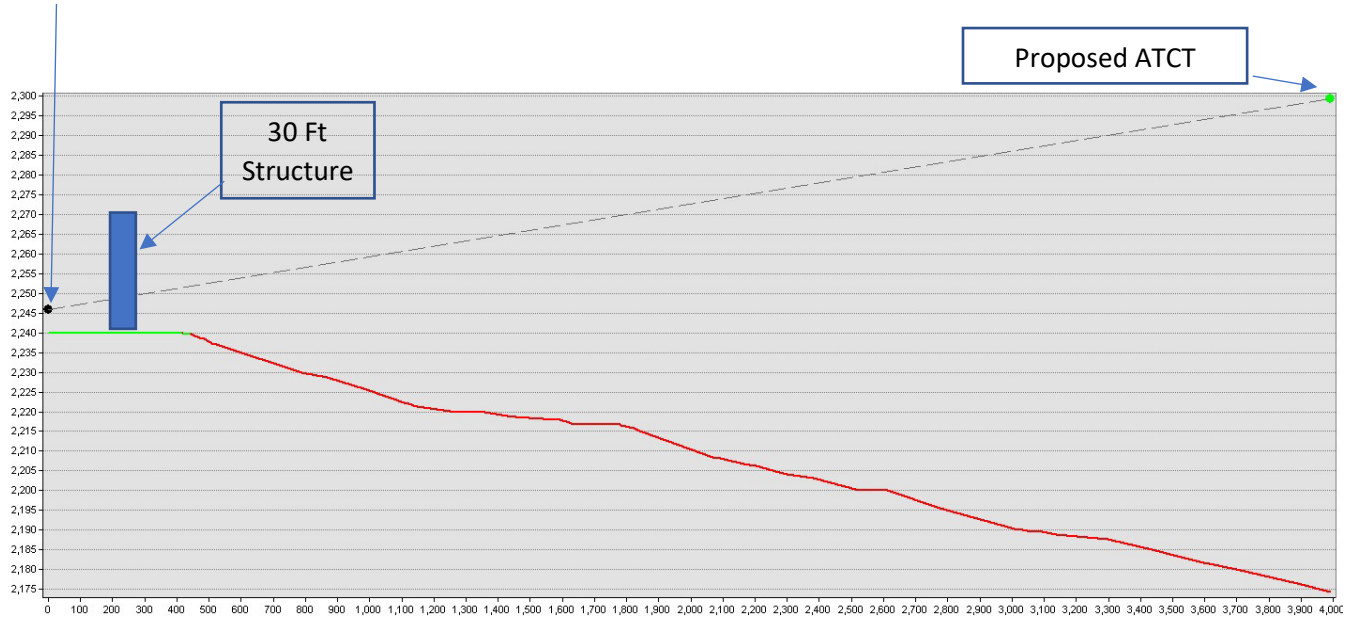
Point 7 Looking Toward Proposed Tower





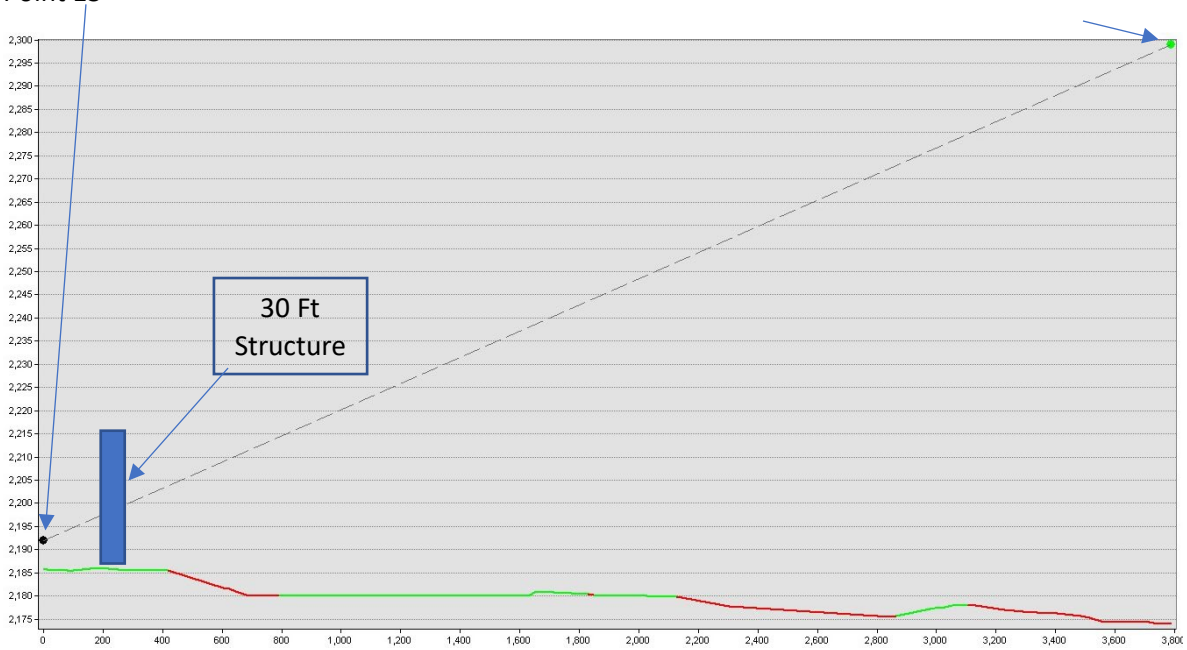
Point 10 Looking Toward Propsed Tower

Point 12

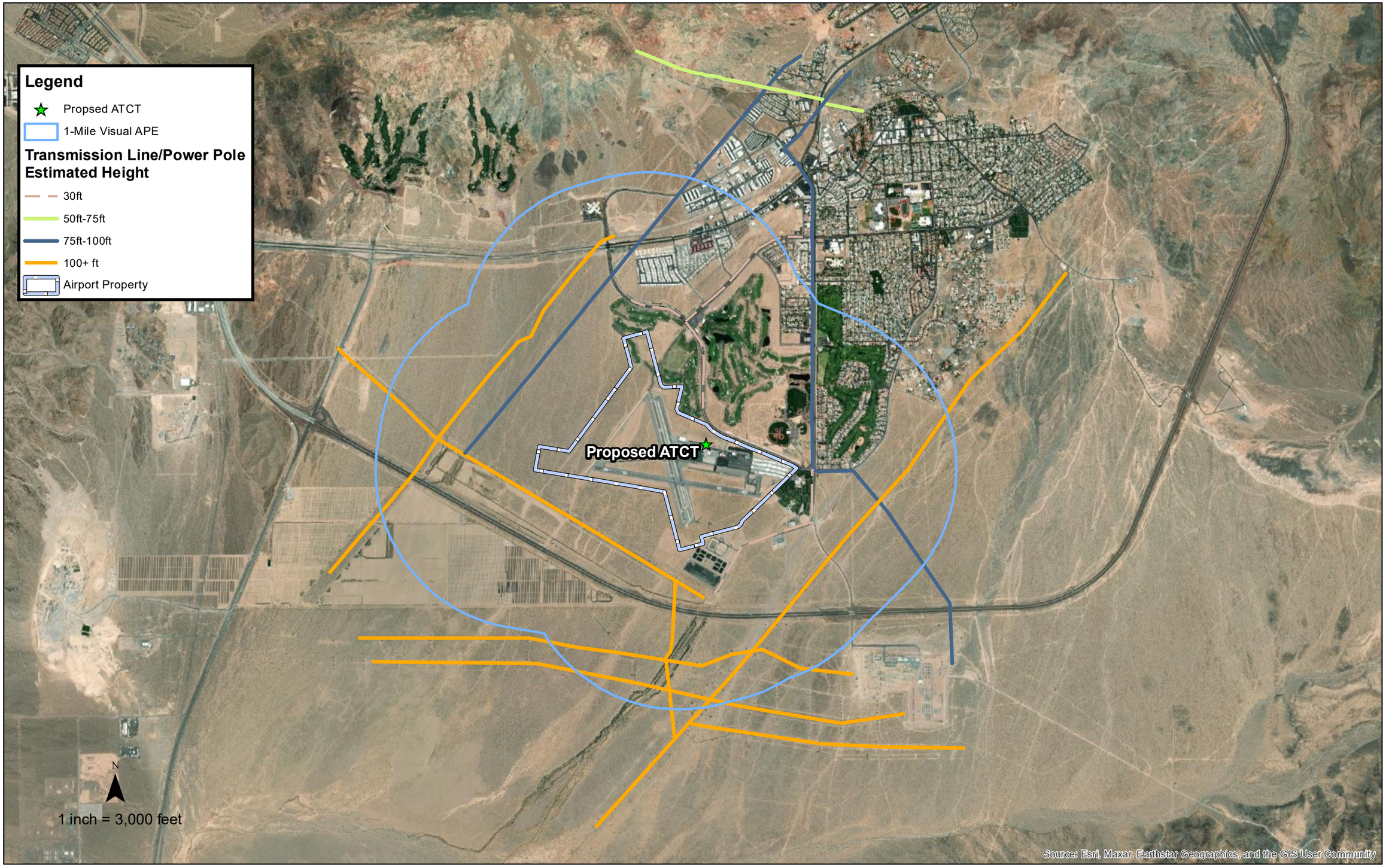


Point 12 Looking Toward Proposed Tower

Point 13



Point 13 Looking Toward Proposed Tower



ENCLOSURE 2 - Visual APE Characteristics

This page intentionally left blank

ENCLOSURE 3 – NewFields Letter Report, dated January 26, 2023

CONFIDENTIAL INFORMATION – NOT FOR PUBLIC DISCLOSURE

NEVADA
STATE HISTORIC PRESERVATION OFFICE

STATE OF NEVADA
Department of Conservation and Natural Resources

Joe Lombardo, *Governor*
James A. Settelmeyer, *Director*
Rebecca L. Palmer, *Administrator*

March 31, 2023

RECEIVED APR 17 2023

Ann-Denise Taylor-Sands
Environmental Protection Specialist
Federal Aviation Administration
3800 N. Central Avenue, Suite 1025, 10th Floor
Phoenix, AZ 85012

RE: Proposed Airport Traffic Control Tower Project at Boulder City Municipal Airport, Boulder City, Nevada; SHPO UT 2023-7394; 34289

Dear Ms. Taylor-Sands:

The Nevada State Historic Preservation Office (SHPO) has reviewed the subject documents received March 16, 2023 in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended.

Project Description
The Federal Aviation Administration (FAA), in coordination with City of Boulder City, proposes to construct an airport traffic control traffic control tower (ATCT), an attached single story office space, a lighted parking lot, and a driveway with access from an existing driveway and parking lot for hangars on the north side of the airport off Airport Road.

The ATCT will be 125 feet tall with a 600 square foot, eight sided cabinet 95 feet above ground level. The project will also require ground disturbance for the utility connections (water, sewer, and electricity) and the installation of asphalt concrete pavement, which will result in a maximum depth of seven feet.

Area of Potential Effect (APE)
The FAA has defined the APE as the areas of construction and a 1 mile buffer around the ATCT to account for visual effects.

The agency letter states that existing development and topography within and beyond one mile from the airport preclude *adverse effects* outside of the visual APE and that while long-range views may occur outside the one-mile, it will not change the visual character of the area.

The SHPO does not agree that the APE should be defined based on whether historic properties will be adversely affected by an undertaking. The APE should be developed according to the nature and extent of all *potential effects* on historic properties, including physical, visual, auditory, atmospheric, and cumulative effects. Pursuant to the Section 106 regulations, an APE is defined first, followed by the identification and evaluation of historic properties, and afterwards a finding of effect.

Identification and Evaluation of Historic Properties
The FAA has conducted a Class I literature review for the visual effects area and has submitted an updated IMACS form for 26CK10747.

The SHPO **concurs** that site 26CK10747 is not eligible for listing in the National Register of Historic Places (NRHP) under any of the Secretary's Significance criteria (A-D), inclusive.

The FAA has identified nine previously recorded historic properties within the APE that are listed in Table 1 of agency letter and has stated figures 4 and 5 of the NewFields 2019 report depict the general locations of these sites. However, figures 4 and 5 of the 2019 NewFields report do **not** label the sites with the site number/SHPO resource number. For future submission, please ensure that the identified resources are labeled on a map.

However, the previous submission indicated there were no historic age resources within 0.25 miles of the proposed construction. It is unclear if any historic-age (50 years or older) resources were identified within the expanded one-mile APE. The SHPO assumes that if there are historic age resources present, the FAA will leave them unevaluated and treat them as eligible for listing in the NRHP for the purpose of this undertaking. Let our office know if this is not the case.

Native American Consultation
The FAA has stated that the FAA intends to initiate consultation with potentially affected tribes and when consultation is complete, they will provide the SHPO with a summary of these consultation efforts that includes the Tribes consulted, dates consultation occurred, comments received, and any additional information.

Finding of Effect
The SHPO **would concur** with a finding of **No Adverse Effect**. If the FAA is able to make this determination, then no further consultation with our office is required.

Unanticipated Discovery
If any buried and/or previously unidentified resources are located during the project activities, the SHPO recommends that all work in the vicinity of the find cease and this office be contacted for additional consultation per 36 CFR §800.13(b)(3).

The SHPO will continue its review once we receive the information requested above.
Should you have questions concerning this correspondence, please contact SHPO staff archaeologist Sara Sturtz at (775) 684-3445 or email ssturtz@shpo.nv.gov.

Sincerely,

Robin K. Reed
Deputy State Historic Preservation Officer

34289

Appendix D

Notice of Availability of Draft Environmental Assesment and Public Comments and Responses

APPENDIX D
NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL ASSESSMENT AND PUBLIC COMMENTS AND RESPONSES

The following agencies and airport stakeholders were provided with a Notice of Availability of a Draft Environmental Assessment (EA) for the proposed airport traffic control tower:

FEDERAL

United States (U.S.) Department of Energy, Western Area Power Administration, Desert Southwest Region
Jack Murray, Senior VP/Regional Manager
P.O. Box 6457
Phoenix, AZ 85005-6457

VIA EMAIL (prijatel.jean@epa.gov)
U.S. Environmental Protection Agency, Region 9
Jean Prijatel Manager, Environmental Review Branch
75 Hawthorne Street (ENF-4-2)
San Francisco, CA 94105

VIA EMAIL (BLM_NV_EYDOWebmail@blm.gov)
U.S. Department of the Interior, Bureau of Land Management, Southern Nevada District Office
4701 N. Torrey Pines Drive
Las Vegas, NV 89130

U.S. Department of the Interior, National Park Service, Lake Mead National Recreation Area
601 Nevada Way
Boulder City, NV 89005

STATE

Nevada Department of Conservation and Natural Resources - Division of Environmental Protection
Jennifer Carr, Administrator
901 S. Stewart Street, Suite 1003
Carson City, NV 89701

VIA EMAIL (aviation@dot.nv.gov)
Nevada Department of Transportation (NDOT), MPD – Aeronautics Group
Natasha Ashby, State Aviation Manager
1263 S. Stewart Street, Room 320
Carson City, NV 89712

COUNTY

VIA EMAIL (dcp@ClarkCountyNV.gov; MHenson@clarkcountynv.gov)
Clark County Desert Conservation Program
Marci Henson, Director, Department of Environment and Sustainability
4701 W. Russell Road, Suite 200
Las Vegas, NV 89118

LOCAL

VIA EMAIL (rfestekjian@bcnv.org)
Boulder City Economic Development Coordinator
Raffi Festekjian
401 California Avenue
Boulder City, NV 89005

VIA EMAIL (jon.daniels@praxisaerospace.com)
Praxos Aerospace
Jonathan Daniels
PO Box 23
Searchlight, NV 89046

Southern Nevada Veterans Memorial Cemetery (SNVMC)
Chris Naylor, SNVMC Superintendent
1900 Veterans Memorial Drive
Boulder City, NV 89005
VIA EMAIL (jill@bouldercitychamber.com)

Boulder City Chamber of Commerce
Jill Rowland-Lagan, CEO
100 Nevada Way
Boulder City, NV 89005

VIA EMAIL (jcalloway@bcnv.org)
Boulder City Parks and Recreation Department
Julie Calloway, Director
401 California Avenue
Boulder City, NV 89005

VIA EMAIL (jcurreri@bcnv.org)
Boulder City Public Works
Jamie Curreri, Public Works Director
401 California Avenue
Boulder City, NV 89005

VIA EMAIL (PhillipD@lasairport.com)
Clark County Department of Aviation
Phillip A. Detmer, Manager, Commercial and Buisness Development
1845 E Russell Rd
Las Vegas, NV 89119

TRIBAL

Colorado River Indian Tribes
The Honorable Amelia Flores, Chairwoman
26600 Mohave Road
Parker, AZ 85344

VIA EMAIL (raymond.tsumpti@wstribes.org)
Confederated Tribes of the Warm Springs Reservation of Oregon
The Honorable Raymond Tsumpti, Chairman
PO Box C
Warm Springs, OR 97761

VIA EMAIL (carl@fortindependence.com)
Fort Independence Indian Community of Paiute Indians
The Honorable Carl Dahlberg, Chairman
PO Box 67
Independence, CA 93526
Cc Sean Scruggs (falconkeeper22@gmail.com)

VIA EMAIL (timothywilliams@fortmojave.com)
Fort Mojave Indian Tribe
The Honorable Timothy Williams, Chairman
500 Merriman Avenue
Needles, CA 92363
Cc Linda Otero (lindaotero@fortmojave.com)

VIA EMAIL (Sherry.Parker@hualapai-nsn.gov)
Hualapai Tribe
The Honorable Sherry Parker, Chairwoman
PO Box 179
Peach Springs, AZ 86434
cc. Marcie Craynon (Marcie.Craynon@hualapai-nsn.gov)

VIA EMAIL (cmbradley@kaibabpaiute-nsn.gov)
Kaibab Band of Paiute Indians
The Honorable Carmen Bradley, Vice Chairwoman
HC 65, Box 2 Tribal Affairs Building
Fredonia, AZ 86022
cc. Daniel Bulletts (dbulletts@kaibabpaiute-nsn.gov)

VIA EMAIL (contact@lvpaiute.com)
Las Vegas Tribe of Paiute Indians
The Honorable Deryn Pete, Chairwoman
One Paiute Drive
Las Vegas, NV 89106

VIA EMAIL
(chair.mbop@moapabandofpaiutes.org)
Moapa Band of Paiute Indians
The Honorable Laura Parry, Chairwoman
PO Box 340
Moapa, NV 89025

Paiute Indian Tribe of Utah
The Honorable Corrina Bow, Chairwoman
440 North Paiute Drive
Cedar City, UT 84721
cc. Autumn Gillard (agillard@pitu.gov)

OTHER STAKEHOLDERS

VIA EMAIL (jared.yoshiki@aopa.org)
Aircraft Owners & Pilots Association (AOPA) – Western Pacific Regional Manager
Jared Yoshiki

VIA EMAIL (T6bob@me.com)
BFE, LLC
Robert Fahnestock
1411 Airport Road, Suite 100
Boulder City, NV 89005

VIA EMAIL (info@bouldercreekgc.com)
Boulder Creek Golf Club
1501 Veteran's Memorial Drive
Boulder City, NV 89005

VIA EMAIL (Jake@papillon.com)
Grand Canyon Airlines
Jake Tomlin
1265 Airport Road
Boulder City, NV 89005

VIA EMAIL (pderner@nbaa.org)
National Business Aviation Association (NBAA)
Phil Derner, C.M., Western Representative
29093 Salrio Drive
Menifee, CA 92584

VIA EMAIL (reza@nvbaa.org)
National Business Aviation Association, Nevada Chapter
Reza Karamooz
2900 Meade Avenue, Suite 8
Las Vegas, NV 89102

VIA EMAIL (john@papillon.com)
Papillon Helicopters
John Becker
1265 Airport Road
Boulder City, NV 89005

VIA EMAIL (Lon@papillon.com)
Papillon Helicopters
Lon Halverson
1265 Airport Road
Boulder City, NV 89005

VIA EMAIL (brent@skydivelasvegas.com)
Skydive Las Vegas
Brent Buckner
1401 Airport Road
Boulder City, NV 89005

VIA EMAIL (Fdiglio@planesense.com)
Atlas Aircraft Center, Inc.
Frank Diglio, Director of Facilities and Line Services
115 Flightline Road
Portsmouth, NH 03801

VIA EMAIL (gloria.walker@nevadastate.edu)
Nevada State University
Gloria J. Walker, Vice President of Finance and Business Operations
1300 Nevada State Drive
Henderson, NV 89002
CC: Lisa Schock, Associate Vice President of Campus Infrastructure
lisa.schock@nevadastate.edu

The Notice of Availability was also published in the *Las Vegas Review Journal* and the *Boulder City Review* and posted on the airport website at: https://www.bcnv.org/838/Airport-Traffic-Control-Tower. The Notice of Availability and the affidavits of publication are attached.

A public informational open house was held at the City of Boulder City Hall Council Chambers on Thursday, April 25, 2024, from 5:00 to 6:30 pm. The open house was mentioned in the Notice of Availability, advertised in the *Boulder City Review* and on the airport's website, posted on the city's meeting calendar, and promoted through email blasts and social media postings (Facebook, Instagram, Twitter (X), and Nextdoor platforms). There were 15 attendees in addition to airport and consultant personnel.

The airport received six comment letters within the public comment period, which closed on Thursday, May 2, 2024, at 5:00 pm (PDT). These letters are included in this appendix following the affidavits of publication. Responses to individual comments within the overall letters are provided below:

COMMENT 1: Kurt Goodfellow

Summary of Comments:

a. Does not think an airport traffic control tower (ATCT) is needed because the traffic count does not warrant the expense to taxpayers, aircraft are required by law to be equipped with ADS-B, and pilots are trained in traffic avoidance.

b. Thinks a control tower will cause a loss in "small town" feel.

Response:

a. Comment noted. The FAA conducted a benefit/cost (B/C) analysis in response to the City's request to enter the Federal Contract Tower Program; it has been added to the Final EA (**Appendix E**). Information has also been added to Section 1.2 regarding how the ATCT would be funded and to Section 2.3.2 regarding current airport practices.

b. Comment noted as an opinion of the commenter. The purpose of the proposed tower is to improve the safety of the airport (see Section 1.3 of this EA).

COMMENT 2: Chad Hesterman

Summary of Comments:

a. Does not support a control tower at the airport because it is not a wise use of local funding and that the cost for operation will be excessive for the airport and city.

b. Does not believe the control tower will increase safety and thinks that a tower is likely to increase undesirable delays for current tenants and airport users.

Response:

a. Comment noted. Information regarding how the ATCT would be funded and operated has been added to Section 1.2. The FAA conducted a B/C analysis in response to the City's request to enter the Federal Contract Tower Program; it has been added to the Final EA (**Appendix E**).

b. Comment noted as an opinion of the commenter. The purpose of the proposed tower is to improve the safety of the airport (see Section 1.3 of this EA).

COMMENT 3: Joey and Marilyn Petersen

Summary of Comments:

a. Does not think an ATCT is needed because all aircraft are required to be equipped with ADS-B, the traffic counts are down, and it would be a waste of money.

b. Thinks a control tower will take the fun out of flying and talking to each other.

Response:

a. Comment noted. Information has been added to Section 1.2 regarding how the ATCT would be funded and operated and to Section 2.3.2 regarding current airport practices. The FAA conducted a B/C analysis in response to the City's request to enter the Federal Contract Tower Program; it has been added to the Final EA (**Appendix E**).

b. Comment noted as an opinion of the commenter. The purpose of the proposed tower is to improve the safety of the airport (see Section 1.3 of this EA).

COMMENT 4: No name provided.

Summary of Comments:

a. Does not think an ATCT is needed and states that an ATCT will cause more traffic and air pollution; thinks eventually commercial jets will be using the airport if the project moves forward.

b. Does not want to spend 10 percent of airport funds toward a tower.

Response:

a. Comment noted. The FAA conducted a B/C analysis in response to the City's request to enter the Federal Contract Tower Program; it has been added to the Final EA (**Appendix E**). No change in aircraft operations, fleet mix, or runway use would occur due to the use of an ATCT. (Draft and Final EA, Section 3.2, Table 3A; Section 3.3.2, para. 3; Section 3.4.2, para. 2; and Section 3.4.3, para. 2).

b. Comment noted as an opinion of the commenter.

COMMENT 5: No name provided.

Summary of Comments:

a. Does not think an ATCT is needed.

b. Wants the city to stay peaceful.

Response:

a. Comment noted. The FAA conducted a B/C analysis in response to the City's request to enter the Federal Contract Tower Program; it has been added to the Final EA (**Appendix E**).

b. Comment noted as an opinion of the commenter. See previous responses regarding increased activity levels at the airport. The tower is not intended or expected to increase other types of aircraft activity at the airport.

COMMENT 6: Robert Fahnestock

Summary of Comments:

a. Raises concerns going back to 2008 about the City's process for leasing space (e.g., hangars, ramps) at the airport, and raises concerns about the City's lease rates and terms.

b. Questions the need for the ATCT and its expense, especially since two air tour operators no longer use space at the airport, and their former space is currently used by others with fewer operations. States that the number of accidents or incidents on Taxiway D is driving the need for the ATCT.

c. Proposes an alternate to constructing the ATCT would be to limit the number or types of leases at the airport.

Response:

a. The FAA conducted a land use inspection in June 2013, and the resulting report has been added to the Final EA (**Appendix F**). The FAA found that land use at the airport was generally in compliance with the grant assurances[1].

b. See previous responses regarding the need for an ATCT as well as Sections 1.1 and 1.3 of this EA. The FAA conducted a B/C analysis in response to the City's request to join the Federal Contract Tower Program; it has been added to the Final EA (**Appendix E**). The City is aware of an incident on July 25, 2014, when a helicopter and another aircraft collided on Taxiway D, and afterwards the City moved an aiming point for helicopters further away from Taxiway D. The FAA's Las Vegas Flight Standards District Office is aware of this safety incident and others at the airport. However, they found that the airport's design wasn't an attributive factor in these incidents. Lastly, the City's capital plans for the airport include a new location for Taxiway D as mentioned in Section 3.10.1 of the Final EA.

c. This proposed alternative is substantially similar in its potential effects to the No Action alternative, which is described in Section 2.3.2 and analyzed in Section 3 of the Final EA. The City is obligated to follow grant assurances[2] associated with its acceptance of Airport Improvement Program grants. For example, Grant Assurance 22 on Economic Nondiscrimination requires that the airport be available for aeronautical activities on reasonable terms and without unjust discrimination. The FAA didn't make changes to the Final EA based on this comment.

1 See https://www.faa.gov/sites/faa.gov/files/airports/new_england/airport_compliance/assurances-airport-sponsors-2022-05.pdf
2 See https://www.faa.gov/sites/faa.gov/files/airports/new_england/airport_compliance/assurances-airport-sponsors-2022-05.pdf

NOTICE OF AVAILABILITY
OF A DRAFT ENVIRONMENTAL ASSESSMENT ON
AN AIRPORT TRAFFIC CONTROL TOWER AT BOULDER CITY MUNICIPAL AIRPORT/
NOTICE OF A PUBLIC INFORMATIONAL WORKSHOP

Pursuant to Title 49, United States Code, Section 47106(c)(1)(A), notice is hereby given that the City of Boulder City proposes to seek Federal Aviation Administration (FAA) approval of the Airport Layout Plan for the Boulder City Municipal Airport and the use of federal funds for a proposed airport traffic control tower (ATCT). The proposed ATCT would be sited 90 feet north of Airport Road and 530 feet west of Paul C. Fisher Way. This site was the subject of an interdepartmental FAA site selection exercise completed in August 2022.

A Draft Environmental Assessment (EA) has been prepared to evaluate the potential environmental impacts of the proposed action and has been prepared pursuant to the requirements of Section 102(2)(c) of the *National Environmental Policy Act* (NEPA) and Section 509(b)(5) of the *Airport and Airway Improvement Act of 1982*, as amended. The FAA is the Lead Agency to ensure compliance with NEPA for airport development actions. The Draft EA was prepared in accordance with FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. Pursuant to the federal *Clean Water Act*, *Clean Air Act*, *Endangered Species Act, National Historic Preservation Act*, and the *Department of Transportation Act*, the Draft EA includes an analysis of prudent or feasible alternatives, potential impacts, and mitigation measures, as appropriate.

Beginning **March 27, 2024**, this Notice of Availability, as well as the Draft EA, will be available for download by the general public and interested parties at: https://www.bcnv.org/838/Airport-Traffic-Control-Tower. Reading copies can be reviewed at the following physical locations**:**

- Boulder City Municipal Airport – Administration Office, 1201 Airport Road, Suite 200, Boulder City, NV (M-Th, 7:00 AM – 5:00 PM)
- City of Boulder City – City Clerk's Office, 401 California Avenue, Boulder City, NV (M-Th, 7:00 AM- 6:00 PM)
- Boulder City Public Library, 701 Adams Boulevard, Boulder City, NV (M-Th, 10:00 AM - 8:00 PM; F-Sun. 10:00 AM-5:00 PM - check website for updates to hours/days @ https://bclibrary.org/)
- Federal Aviation Administration, Western-Pacific Region, Office of Airports, Phoenix Airports District Office, 3800 N. Central Avenue, Suite 1025, Phoenix, AZ (M-F, 9:00 AM - 4:00 PM, by appointment only [602-792-1066])

Any written comments on the Draft EA should be submitted to the following address:

Marissa Adou, ACE, Airport Manager
Boulder City Municipal Airport - Administrative Services Department
1201 Airport Road, Suite 200, Boulder City, NV 89005
AirportAdmin@bcnv.org

The cutoff date for comment submission is not later than **5:00 PM – Pacific Daylight Time, Thursday, May 2, 2024.** Please allow enough time for mailing. All comments must be **received** by the deadline, not simply postmarked by

that date. Before including your name and telephone number, email, or other personal identifying information in your comment, be advised that your entire comment - including your personal identifying information - may be made publicly available at any time.

A public informational workshop related to the environmental review of the proposed project will be held at City of Boulder City Hall Council Chambers (401 California Avenue). This workshop will be an Open House format on Thursday, April 25, 2024, from 5:00 - 6:30 PM. No formal presentation will be provided.

BOULDER CITY MUNICIPAL AIRPORT

A public informational open house related to the environmental review of the proposed airport traffic control tower project will be held at:

City of Boulder City Hall Council Chambers 401 California Avenue	Thursday, April 25, 2024 5:00-6:30 PM

NO FORMAL PRESENTATION WILL BE PROVIDED.

A Draft Environmental Assessment is available for review at:
WWW.BCNV.ORG/838/AIRPORT-TRAFFIC-CONTROL-TOWER

The cutoff date for comment submission is not later than 5:00 PM – Pacific Daylight Time, Thursday, May 2, 2024.

LAS VEGAS REVIEW-JOURNAL
LAS VEGAS SUN

Las Vegas Review-Journal
1111 W. Bonanza Road
Las Vegas, NV 89106

AFFIDAVIT OF PUBLICATION

STATE OF NEVADA)
COUNTY OF CLARK) SS:

BOULDER CITY MUNICIPAL AIRPORT
STE 200
1201 AIRPORT ROAD
BOULDER CITY NV 89005

Account # 113126
Order ID 311448

IMAGE ON NEXT PAGE(S)

Leslie McCormick, being 1st duty sworn, deposes and says: That she is the Legal Clerk for the Las Vegas Review-Journal/Las Vegas Sun, daily newspaper regularly issued, published and circulated in the Clark County, Las Vegas, Nevada and that the advertisement, a true copy attached for, was continuously published in said Las Vegas Review-Journal/Las Vegas Sun, in 1 edition(s) of said newspaper issued from 03/27/2024 to 03/27/2024, on the following day(s):

03/27/2024

Leslie McCormick

LEGAL ADVERTISEMENT REPRESENTATIVE

Subscribed and sworn to before me on this March 27, 2024

Notary Linda Espinoza

LINDA ESPINOZA
Notary Public, State of Nevada
Appointment No. 00-64106-1
My Appt. Expires Jul 17, 2024

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL ASSESSMENT ON AN AIRPORT TRAFFIC CONTROL TOWER AT BOULDER CITY MUNICIPAL AIRPORT/ NOTICE OF A PUBLIC INFORMATIONAL WORKSHOP

Pursuant to Title 49, United States Code, Section 47106(c)(1)(A), notice is hereby given that the City of Boulder City proposes to seek Federal Aviation Administration (FAA) approval of the Airport Layout Plan for the Boulder City Municipal Airport and the use of federal funds for a proposed airport traffic control tower (ATCT). The proposed ATCT would be sited 90 feet north of Airport Road and 530 feet west of Paul C. Fisher Way. This site was the subject of an interdepartmental FAA site selection exercise completed in August 2022.

A Draft Environmental Assessment (EA) has been prepared to evaluate the potential environmental impacts of the proposed action and has been prepared pursuant to the requirements of Section 102(2)(c) of the National Environmental Policy Act (NEPA) and Section 509(b)(5) of the Airport and Airway Improvement Act of 1982, as amended. The FAA is the Lead Agency to ensure compliance with NEPA for airport development actions. The Draft EA was prepared in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures and FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions. Pursuant to the federal Clean Water Act, Clean Air Act, Endangered Species Act, National Historic Preservation Act, and the Department of Transportation Act, the Draft EA includes an analysis of prudent or feasible alternatives, potential impacts, and mitigation measures, as appropriate.

Beginning March 27, 2024, this Notice of Availability, as well as the Draft EA, will be available for download by the general public and interested parties at: https://www.bcnv.org/838/Airport-Traffic-Control-Tower. Reading copies can be reviewed at the following physical locations:

- Boulder City Municipal Airport – Administration Office, 1201 Airport Road, Suite 200, Boulder City, NV (M-Th, 7:00 AM – 5:00 PM)

- City of Boulder City – City Clerk's Office, 401 California Avenue, Boulder City, NV (M-Th, 7:00 AM- 6:00 PM)

- Boulder City Public Library, 701 Adams Boulevard, Boulder City, NV (M-Th, 10:00 AM - 8:00 PM; F-Sun. 10:00 AM-5:00 PM - check website for updates to hours/days @ https://bclibrary.org/)

- Federal Aviation Administration, Western-Pacific Region, Office of Airports, Phoenix Airports District Office, 3800 N. Central Avenue, Suite 1025, Phoenix, AZ (M-F, 9:00 AM - 4:00 PM, by appointment only [602-792-1066])

Any written comments on the Draft EA should be submitted to the following address:

Marissa Adou, ACE, Airport Manager
Boulder City Municipal Airport - Administrative Services Department
1201 Airport Road, Suite 200,
Boulder City, NV 89005

AirportAdmin@bcnv.org

The cutoff date for comment submission is not later than **5:00 PM – Pacific Daylight Time, Thursday, May 2, 2024.** Please allow enough time for mailing. All comments must be received by the deadline, not simply postmarked by that date. Before including your name and telephone number, email, or other personal identifying information in your comment, be advised that your entire comment - including your personal identifying information - may be made publicly available at any time.

A public informational workshop related to the environmental review of the proposed project will be held at City of Boulder City Hall Council Chambers (401 California Avenue). This workshop will be an Open House format on Thursday, April 25, 2024, from 5:00 - 6:30 PM. No formal presentation will be provided.

PUB: March 27, 2024
LV Review-Journal

BOULDER CITY REVIEW

Boulder City Review
508 Nevada Way, Suite 1
Boulder City, Nevada 89005

PROOF OF PUBLICATION

BOULDER CITY MUNICIPAL AIRPORT
STE 200
1201 AIRPORT ROAD
BOULDER CITY NV 89005

Account # 113126
Order ID 311450

IMAGE ON NEXT PAGE(S)

Denzila Watts, being 1st duty sworn, deposes and says: That she is the Legal Clerk for the Boulder City Review, a weekly newspaper regularly issued, published and circulated in the City of Boulder City, County of Clark, State of Nevada, and that the advertisement, a true copy attached for, was continuously published in said Boulder City Review, in 1 edition(s) of said newspaper issued from 03/28/2024 to 03/28/2024, on the following day(s):

03/28/2024

I declare under penalty of perjury under the law of the State of Nevada that the foregoing is true and correct.

Signed: D. Watts

Dated: 4/2/2024 12:00:00 AM

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL ASSESSMENT ON AN AIRPORT TRAFFIC CONTROL TOWER AT BOULDER CITY MUNICIPAL AIRPORT/ NOTICE OF A PUBLIC INFORMATIONAL WORKSHOP

Pursuant to Title 49, United States Code, Section 47106(c)(1)(A), notice is hereby given that the City of Boulder City proposes to seek Federal Aviation Administration (FAA) approval of the Airport Layout Plan for the Boulder City Municipal Airport and the use of federal funds for a proposed airport traffic control tower (ATCT). The proposed ATCT would be sited 90 feet north of Airport Road and 530 feet west of Paul C. Fisher Way. This site was the subject of an interdepartmental FAA site selection exercise completed in August 2022.

A Draft Environmental Assessment (EA) has been prepared to evaluate the potential environmental impacts of the proposed action and has been prepared pursuant to the requirements of Section 102(2)(c) of the National Environmental Policy Act (NEPA) and Section 509(b)(5) of the Airport and Airway Improvement Act of 1982, as amended. The FAA is the Lead Agency to ensure compliance with NEPA for airport development actions. The Draft EA was prepared in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures and FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions. Pursuant to the federal Clean Water Act, Clean Air Act, Endangered Species Act, National Historic Preservation Act, and the Department of Transportation Act, the Draft EA includes an analysis of prudent or feasible alternatives, potential impacts, and mitigation measures, as appropriate.

Beginning March 27, 2024, this Notice of Availability, as well as the Draft EA, will be available for download by the general public and interested parties at: https://www.bcnv.org/838/Airport-Traffic-Control-Tower. Reading copies can be reviewed at the following physical locations:

• Boulder City Municipal Airport – Administration Office, 1201 Airport Road, Suite 200, Boulder City, NV (M-Th, 7:00 AM – 5:00 PM)

• City of Boulder City – City Clerk's Office, 401 California Avenue, Boulder City, NV (M-Th, 7:00 AM- 6:00 PM)

• Boulder City Public Library, 701 Adams Boulevard, Boulder City, NV (M-Th, 10:00 AM - 8:00 PM; F-Sun. 10:00 AM-5:00 PM - check website for updates to hours/days @ https://bclibrary.org/)

• Federal Aviation Administration, Western-Pacific Region, Office of Airports, Phoenix Airports District Office, 3800 N. Central Avenue, Suite 1025, Phoenix, AZ (M-F, 9:00 AM - 4:00 PM, by appointment only [602-792-1066])

Any written comments on the Draft EA should be submitted to the following address:

Marissa Adou, ACE, Airport Manager
Boulder City Municipal Airport - Administrative Services Department
1201 Airport Road, Suite 200,
Boulder City, NV 89005

AirportAdmin@bcnv.org

The cutoff date for comment submission is not later than **5:00 PM – Pacific Daylight Time, Thursday, May 2, 2024.** Please allow enough time for mailing. All comments must be received by the deadline, not simply postmarked by that date. Before including your name and telephone number, email, or other personal identifying information in your comment, be advised that your entire comment - including your personal identifying information - may be made publicly available at any time.

A public informational workshop related to the environmental review of the proposed project will be held at City of Boulder City Hall Council Chambers (401 California Avenue). This workshop will be an Open House format on Thursday, April 25, 2024, from 5:00 - 6:30 PM. No formal presentation will be provided.

PUB: March 28, 2024
Boulder City Review

COMMENT 1

BOULDER CITY MUNICIPAL AIRPORT

AIRPORT TRAFFIC CONTROL TOWER OPEN HOUSE COMMENT FORM

Meeting: Airport Traffic Control Tower Date: April 25, 2024 Time: 5:00-6:30 PM

Environmental Assessment Place: Boulder City Hall Council Chambers

401 California Avenue, Boulder City, NV

Please Print Neatly

Hello;

I have been a pilot for over 40 years, and a Boulder City Hangar owner for 30 years.

I firmly believe that KBVU does not need a Control tower.

The Traffic count Simply does not warrant the huge expense of a tower at the Tax-payer's expense. We now are required by Law to have ADS-B Traffic in our planes which alerts us to any traffic conflicts.

We are all trained in traffic avoidance.

additionally, I think that at our Small airport a tower will cause us to Lose our "Small Town" feel. Please Stop this wasteful project before it progresses any further. Thank you,

Kurt Goodfellow

Please submit any questions or comments in writing to: AirportAdmin@bcnv.org.
by May 2nd

For more information contact the Airport Administrative office at (702) 293-9405 or https://www.bcnv.org/838/Traffic-Control-Tower.

COMMENT 2

BOULDER CITY MUNICIPAL AIRPORT

AIRPORT TRAFFIC CONTROL TOWER OPEN HOUSE COMMENT FORM

Meeting: Airport Traffic Control Tower Date: April 25, 2024 Time: 5:00-6:30 PM

Environmental Assessment Place: Boulder City Hall Council Chambers

401 California Avenue, Boulder City, NV

Please Print Neatly

Thank you for accepting input on the proposed BVU Tower installation. I have owned a hangar for many years and fly a small 2 seat RV7A. I built it myself over 7 years. I have been involved in aviation for over 33 years. I am also a Captain for Southwest Airlines. With all of my background in aviation safety thru the airlines and as a representative for the FAA Safety Team, I am against the establishment of a Tower at BVU. I do not believe it is a wise use of local funding. I don't believe it will increase safety, and it will probably create undesireable delays for current tenants and airport users. The yearly costs for operation will be excessive for an airport/city of our small size.

Thank You.

Chad Hesterman [redacted]

Please submit any questions or comments in writing to: AirportAdmin@bcnv.org.
by May 2nd

For more information contact the Airport Administrative office at (702) 293-9405 or https://www.bcnv.org/838/Traffic-Control-Tower. [redacted]

COMMENT 3

BOULDER CITY MUNICIPAL AIRPORT

AIRPORT TRAFFIC CONTROL TOWER OPEN HOUSE COMMENT FORM

Meeting: Airport Traffic Control Tower Date: April 25, 2024 Time: 5:00-6:30 PM

Environmental Assessment Place: Boulder City Hall Council Chambers

401 California Avenue, Boulder City, NV

Please Print Neatly

Our little airport is a gem for the town we all get along out there & listen for each other - All our planes & aircraft are equipped with ADSB. So a tower is not needed. The traffic count is way down & takes much of the fun out of flying & talking with each other - We are against it & the waste of more money spent by Boulder City & our broke federal government.

Thanks

Joey + Marilyn Petersen

Please submit any questions or comments in writing to: AirportAdmin@bcnv.org.
by May 2nd

For more information contact the Airport Administrative office at (702) 293-9405 or https://www.bcnv.org/838/Traffic-Control-Tower.

COMMENT 4

BOULDER CITY MUNICIPAL AIRPORT

AIRPORT TRAFFIC CONTROL TOWER
OPEN HOUSE COMMENT FORM

Meeting: Airport Traffic Control Tower Date: April 25, 2024 Time: 5:00-6:30 PM

Environmental Assessment Place: Boulder City Hall Council Chambers

401 California Avenue, Boulder City, NV

Please Print Neatly

Boulder City doesn't need an Airport Control Tower that will cause more traffic and air pollution in our peaceful town

Also we don't need to spend 10% of Airport Funds toward a Tower.

Next thing you know we'll have Commercial jets landing in B.C.

Please submit any questions or comments in writing to: AirportAdmin@bcnv.org.
by May 2, 2024

For more information contact the Airport Administrative office at (702) 293-9405 or https://www.bcnv.org/838/Traffic-Control-Tower.

COMMENT 5

BOULDER CITY MUNICIPAL AIRPORT

AIRPORT TRAFFIC CONTROL TOWER OPEN HOUSE COMMENT FORM

Meeting: Airport Traffic Control Tower Date: April 25, 2024 Time: 5:00-6:30 PM

Environmental Assessment Place: Boulder City Hall Council Chambers

401 California Avenue, Boulder City, NV

Please Print Neatly

Tower not needed as I enjoy a nice peaceful Boulder City.

Please submit any questions or comments in writing to: AirportAdmin@bcnv.org.

By May 2nd 2024 !

For more information contact the Airport Administrative office at (702) 293-9405 or https://www.bcnv.org/838/Traffic-Control-Tower.

COMMENT 6

From: [redacted]
To: Airport admin
Subject: Boulder City Airport Tower comments below
Date: Monday, April 22, 2024 11:47:51 AM

Marissa,

As you know all private and commercial operators on the airport are based out of facilities that are on Boulder City airport leased land that came from an RFP. These leases and operations have been approved by the city council after they have gone through a very specific RFP process. The process's in place are there for a reason and provide all of the city's population that might be affected to air their concerns and the elected officials and those they appoint to manage city staff positions that are directed to ensure the RFP is followed. Its exactly what we're doing now with the control tower, fuel vendor and this response.

This specific process took place with 4 FBO's going through every step and being granted space to operate whatever they were proposing as long as they stay within they leasehold. With many from the community stepping in and raising concerns that we would have 50 tour helicopters and 25 multiengine tour airplanes one day flying out of Boulder City. Of course this couldn't happen because non of the operators applying had the ramp space to blow this airport up into something out of control. Any RFP that might came out for additional space could be challenged and shot down if the airport was at max capacity and additional machines could create a hazard.

Except that didn't happen, here in Boulder City the city approved these four leasehold and at about the same time took a federal grant and threw about $5 million into repaving the almost 8 acres of city ramp that sits out in front of two of the four approved FBO's. These very fortunate two FBO's then started parking their aircraft on the freshly paved city ramp and used it for years without paying. That's right, they just moved in and started using it for free while growing the number of machines without any approval process.

So now I own one of the two FBO's not allowed to service my customers on city ramp that has been taken so my competitors can park their aircraft on for free? I complained to this airport office in 2008 and have been raising the same concern to this date. The city finally did start charging but not at commercial rates and never once was the ramp in question pushed into the RFP process to address safety, affect on others and the airport in general.

The control tower has a very specific function and that is to control movement on the ground and in the air and provide separation for safety. The action by the city to allow 6 of these 8 city ramp acres to be used by two of the FBO's and not having those 6 acres go through an RFP process distoyed this airports ability to manage itself safety. The movement of up to 20 multi fixed winged aircraft from it's approved FBO location to city ramp to be shut down/loaded and then start back up to taxi and take off without any RFP. Forgot to mention this city ramp and this large movement of fixed wing aircraft will be taxing next to 30 tour helicopters flown by a bunch of green horn pilots. Can you imagine the communities response if given a change to say something? Never happened and taxiway Delta is a recurring accident/incident zone to this day driving this need for a tower.

It wasn't long before a helicopter flew into a twin Otter and chopped off the airplanes upper vertical fin. Yes, the airplane didn't realize this and took off with passengers only to be called back and repairs. There have 4 or 5 other related crashes all involving the companies/ramp/operation that were never approved or went out for RFP.

So my question is, does BC really need a control tower and all the expense that comes with it or should BC step back and take a look at what is causing any issues that might drive the need for a tower and deal with those first? So lets answer these questions first. Why are operations allowed on the airport without an RFP? Why doesn't the airport have a standard to refer to with each RFP for a consistent number of lease years, price per sq', or very similair terms for all leasehold to read the same? We need specific direction of why we paid for city ramp and the

fucking city gave it to a commercial operator for free or discounted fees and crashed and continues to crash while the fix is a control tower that unfortunately won't be giving clearance to the boneheads in city hall fucking everything up.

The fact that the city can't come up with a standard private/commercial hangar lease agreement like every other airport and have all with the exact same terms or manage those that have approved lease agreements to remaining within their leasehold is a sign. No FAA tower will provide any help with a city who can't manage to keep a city manager let along know how to serve a community and airport with such an ugly past.

My portion of BCAP commercial lease hold that has 60K sq' of hangar space has kicked out the tour operations after covid (Serenity and 5 Star helicopters) and replaced them with more secure maintenance and utility operators eliminating the possibility of going back to the number of daily tours and fuel they flow. Monarch has thrown their pre-covid fleet and diversified to other non tour revenue sources that have them at about half of where they once were and doesn't look like they are going back.

Bob

Appendix E

Airport Traffic Control Tower Benefit Cost (B/C) Ratio Analysis

U.S. Department
of Transportation
Federal Aviation
Administration

June 30, 2023

Ms. Marissa Adou
Airport Director, Boulder City Municipal Airport
401 California Avenue
Boulder City, NV 89005

Dear Ms. Marissa Adou:

The Federal Aviation Administration (FAA) completed the Benefit Cost (B/C) Ratio analysis for Boulder City Municipal Airport (BVU). The B/C analysis is calculated on the latest airport information, and the Terminal Area Forecast. We are pleased to inform you that the new B/C Ratio for BVU is 1.07. This B/C Ratio includes an additional 0.1 as required by the FAA Reauthorization Act of 2018. Please see the enclosure for the calculations.

Therefore, BVU is accepted as a candidate for FAA Contract Tower (FCT) Program. Before air traffic control (ATC) services begin under the FCT Program, a permanent structured control tower must meet FCT Program requirements. Additionally, FCT Program funding must be available, and BVU will be required to sign an ATC Tower Operations Agreement (TOA). Please keep the FAA informed of your continued interest in the FCT Program and the status and availability of your tower.

BVU will have 5 years from the date of this letter to provide a control tower that has successfully completed an Operational Readiness Inspection (ORI). If the airport fails to provide a control tower that successfully completes an ORI within the 5-year period, the airport returns to Phase 1, which is the Interest Phase, and can reapply for acceptance into the FCT Program.

For questions concerning FCT Program, please utilize this email for communication 9-AJT-HQ-FCT@FAA.GOV.

Sincerely,

MALCOLM ANDREWS Digitally signed by MALCOLM ANDREWS
Date: 2023.07.06 14:49:59 -04'00'

Malcolm Andrews
Director, Enterprise Services, AJM-3

Enclosure:
Airport Traffic Control Tower Benefit-Cost Model

AIRPORT TRAFFIC CONTROL TOWER BENEFIT-COST MODEL

Airport LOCID (CAPS)	BVU	**BOULDER CITY MUNI**
		Boulder City NV
		FCT Candidate
First Year of Operation	2023	
Year of Dollar	2022	

Analysis Basis	2	Establishment
1 Discontinuance		
2 Establishment		
Operations Count Basis	1	Not Tower Count
1 Not Tower Count		
2 Tower Count		
Efficiency Benefit Basis	2	No FSS On Site
1 FSS On Site		
2 No FSS On Site		
Scheduled Cmcl - Acft & Pass Values	5	National AC Aircraft Hours
1 Airport Specific FY OAG		
2 OAG for <5K Sched Departs		
3 National OAG		
4 National AC Aircraft Counts		
5 National AC Aircraft Hours		
6 Override		
NonSched Cmcl. - Acft. & Pass. Values	2	National AT Aircraft Hours
1 National AT Aircraft Counts		
2 National AT Aircraft Hours		
Local GA - Acft. & Pass. Values	1	Based Acft & Nat'l GA Acft Hrs
1 Based Acft & Nat'l GA Acft Hrs		
2 National GA Aircraft Counts		
3 National GA Aircraft Hours		
Itinerant GA - Acft. & Pass. Values	3	National GA Aircraft Hours
1 Local Based Aircraft		
2 National GA Aircraft Counts		
3 National GA Aircraft Hours		

Cost Factors		BASIS YEAR OF COST	YR 2022 INDEXED COST
One-Time Cost		2022	$ -
Annual Air Traffic Labor Cost	$ 703,284	2022	$ 703,284
Annual Capital Account Costs		2022	$ -
Annual Costs Other	$ 176,048	2022	$ 176,048
Discontinuance costs (for non-contract towers only)		2022	$ -

DISCOUNTED BENEFITS	DISCOUNTED COSTS	B-C RATIO	B-C RATIO + 0.1
$ 7,805,878	**$ 8,008,880**	**0.97**	**1.07**

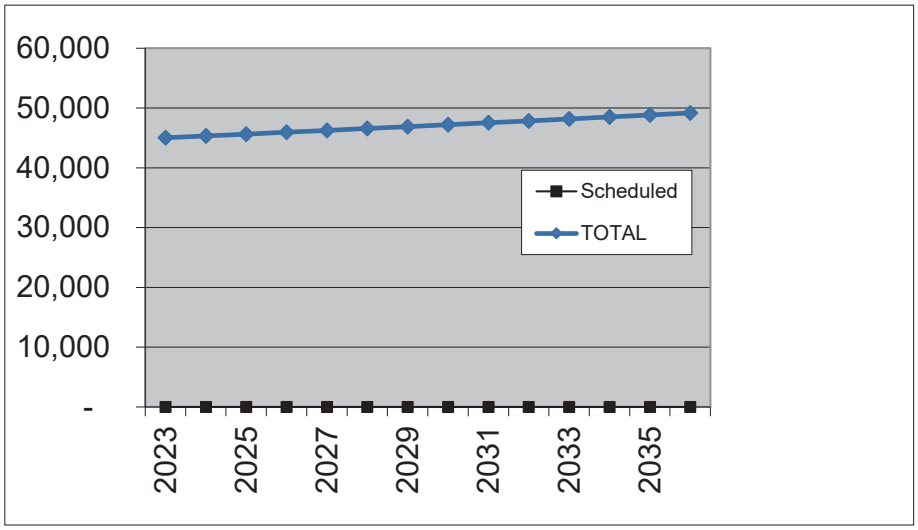
YEAR	BVU BENEFITS AVERTED COLLISIONS	OTHER ACCIDENTS	EFFICIENCY	ANNUAL SUMS	YEAR 2022 PRESENT VALUES
2023	$ 267,322	$ 66,683	$ 543,482	$ 877,487	$ 820,081
2024	$ 271,037	$ 67,137	$ 547,306	$ 885,480	$ 773,413
2025	$ 274,805	$ 67,593	$ 551,532	$ 893,930	$ 729,713
2026	$ 278,626	$ 68,054	$ 555,632	$ 902,312	$ 688,370
2027	$ 282,501	$ 68,517	$ 559,582	$ 910,600	$ 649,245
2028	$ 286,431	$ 68,984	$ 563,683	$ 919,098	$ 612,434
2029	$ 290,417	$ 69,454	$ 567,910	$ 927,781	$ 577,775
2030	$ 294,459	$ 69,927	$ 572,009	$ 936,395	$ 544,990
2031	$ 298,559	$ 70,404	$ 576,512	$ 945,475	$ 514,276
2032	$ 302,717	$ 70,884	$ 580,738	$ 954,339	$ 485,138
2033	$ 306,933	$ 71,368	$ 584,840	$ 963,141	$ 457,581
2034	$ 311,210	$ 71,855	$ 589,342	$ 972,407	$ 431,760
2035	$ 315,547	$ 72,345	$ 593,569	$ 981,461	$ 407,271
2036	$ 319,946	$ 72,839	$ 597,946	$ 990,731	$ 384,223
2037	$ 324,408	$ 73,336	$ 602,450	$ 1,000,194	$ 362,516
15 YR	$ 4,424,918	$ 1,049,380	$ 8,586,533	$ 14,060,831	$ 8,438,787
ADJUSTED FOR HOURS OF TOWER OPERATION				92.5%	$7,805,878

YEAR	BVU COSTS CAPITAL COSTS	AIR TRAFFIC COSTS	AIR FACILITY COSTS	ANN COSTS OTHER	DISCONT. COSTS	ANNUAL SUMS	YEAR 2022 PRESENT VALUES
							$ -
2023		$703,284	$0	$176,048	$0	$879,332	$ 821,806
2024		$703,284	$0	$176,048		$879,332	$ 768,043
2025		$703,284	$0	$176,048		$879,332	$ 717,797
2026		$703,284	$0	$176,048		$879,332	$ 670,838
2027		$703,284	$0	$176,048		$879,332	$ 626,952
2028		$703,284	$0	$176,048		$879,332	$ 585,936
2029		$703,284	$0	$176,048		$879,332	$ 547,604
2030		$703,284	$0	$176,048		$879,332	$ 511,779
2031		$703,284	$0	$176,048		$879,332	$ 478,298
2032		$703,284	$0	$176,048		$879,332	$ 447,008
2033		$703,284	$0	$176,048		$879,332	$ 417,764
2034		$703,284	$0	$176,048		$879,332	$ 390,434
2035		$703,284	$0	$176,048		$879,332	$ 364,892
2036		$703,284	$0	$176,048		$879,332	$ 341,020
2037		$703,284	$0	$176,048		$879,332	$ 318,710
15 YR	$0	$10,549,260		$2,640,720			$8,008,880

OPERATIONS FOR BVU

FAA CONTRACT TOWER (FCT)

YEAR	ITINERANT				LOCAL		TOTAL
	Scheduled Commercial	Non-Sched Commercial	GA	MIL	GA	MIL	
2023	-	24,627	14,073	-	6,022	-	44,722
2024	-	24,824	14,143	-	6,058	-	45,026
2025	-	25,023	14,214	-	6,094	-	45,332
2026	-	25,223	14,285	-	6,131	-	45,639
2027	-	25,425	14,357	-	6,168	-	45,949
2028	-	25,628	14,428	-	6,205	-	46,262
2029	-	25,833	14,501	-	6,242	-	46,576
2030	-	26,040	14,573	-	6,279	-	46,893
2031	-	26,248	14,646	-	6,317	-	47,211
2032	-	26,458	14,719	-	6,355	-	47,533
2033	-	26,670	14,793	-	6,393	-	47,856
2034	-	26,883	14,867	-	6,432	-	48,182
2035	-	27,099	14,941	-	6,470	-	48,510
2036	-	27,315	15,016	-	6,509	-	48,840
2037	-	27,534	15,091	-	6,548	-	49,173



FAA Costs Elements

BVU

Boulder City Municipal Airport
FCT Candidate
2022 Fiscal Year
HR 302 Section 133

Annual Air Traffic Labor Cost	$ 703,284
Annual Costs Other	$ 176,048
Air Traffic Control (ATC) PC&B	
ATC Labor	
ATC Benefit Liabilities	
Maintenance (Tech Ops) PC&B	
Tech Ops Labor	$ 48,056
Tech Ops Benefit Liabilities	
Federal Contract Tower (FCT) Program	
Annual Air Traffic Labor Cost	$ 703,284
Airport's Controller Labor	
Insurance	$ 56,973
Facility Non-Labor	
ATC Non-Labor	
Tech Ops Non-Labor	$ 17,023
Training	
ATC Contract Training	
Other	
Logistics	$ 7,554
Telco	$ 36,997
Utilities	$ 9,444
Leases	
ATC Medical	
Annual Cost Other	
Capital Replacement	
Facilities & Equipment (Not Capitalized)	
Facility Direct O&M	
O&M Subtotal	
Overhead	
ATO Indirect(Overhead)	
FAA Indirect (Overhead)	
Full Cost	
Total O&M	

Appendix F

Airport Land Use Inspection Report

U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Airports Division

P. O. Box 92007
Los Angeles, CA 90009-2007

August 29, 2013

Kerry Ahearn
Airport Manager
Boulder City Municipal Airport
1201 Airport Road, Suite 200
Boulder City, NV 89005-3673

Dear Ms. Ahearn:

Boulder City Municipal Airport (BVU)
Airport Land Use Inspection Report

This letter is in regard to the Federal Aviation Administration (FAA) inspection of Boulder City Municipal Airport (BVU) on June 25-26, 2013. It provides the results and conclusions of the on-site inspection and review of BVU's commercial lease agreements. First, we wish to thank you and your staff for the assistance and cooperation provided during the inspection. We appreciate your time, attention, and input during our visit to BVU.

Background

Airport inspections serve as a means for the FAA to perform surveillance of federally obligated airports in order to assess whether or not airports are complying with federal requirements. General aviation airport inspections are part of a national program that is undertaken pursuant to Senate Report No. 106-55, dated May 1999. Congress directed that the FAA conduct land-use inspections at airports that have received federal assistance in order to detect and correct inappropriate or unapproved land uses. In addition, the FAA must report the results of the inspections to Congress, along with the FAA's plans to correct inappropriate land uses, when they are discovered.

Airport Lease Review

During the inspection, we examined airport records, inspected the airfield, and toured the airport. We reviewed commercial leases including the Concession Agreement (No.08-1218) between Aztec Aviation for management of the fuel farm, the fixed base operator (FBO) development and lease agreements for Monarch Enterprises, Inc. (No. 05-1021), Monarch Holdings, LLC (No. 06-1056D), and Boulder City Airport Properties, LLC (No. 07-114). Our review of airport commercial leases did not detect terms or conditions that would present a direct conflict with grant assurance requirements. Regarding leases of individual storage hangars, our review similarly did not detect non-compliant provisions. However, we did observe that the leases did not include the FAA recommended *Lease and Use Agreement Guide* provisions, which have been adopted by many airports in order to extend the airport sponsor's federal obligations to its relationship with airport tenants and users. Although their omission from leases does not represent an infraction, these lease provisions help

safeguard the airport sponsor's rights and powers to manage and operate the airport in accordance with the grant assurance requirements. We have enclosed a copy for your review and use.

Airport Tour and Tenant Land Uses

We toured the airport and visited the commercial businesses of airport lessees to assess the current uses of airport land and facilities. We found that airport land uses generally complied with federal requirements. Our examination, although limited in scope, did find instances of non-aeronautical uses of airport property. We observed that a commercial hangar building was being used for bus maintenance and storage. In another commercial hangar, we observed its use for storage of a vehicle and a boat. Although these hangars are the leased property of one of the airport's principal tenants who conducts intense air carrier operations, the non-aeronautical uses of these hangars were questionable in terms of their location, so close to flight line of a busy airport.

In addition, some of the general aviation storage hangars are being used to store personal property that has no aviation related purpose. The FAA policy clearly establishes that hangars should not be used to store personal property that has no airport purpose. We understand that the hangars are the personal property of the airport tenants. However, the land is not their private property. To circumvent this type of dilemma, airport rules and regulations should identify what is permitted and prohibited so tenants can make an informed judgment before they make an investment in an aircraft storage hangar on airport property.

Airfield Inspection

As part of the inspection, we performed a limited-scope airfield inspection. Excluding closed runway 9L/27R, we did not note any serious discrepancy with the condition of the other runways and taxiways. However, the safety areas are in need of improvement. There are drainage trenches, ruts, and erosion in these areas. It was disclosed during the inspection that planning is already underway to correct drainage and erosion problems around the airfield, in particular, and the airport, in general. We encourage the City to pursue drainage improvements as soon as it is financially feasible.

Recommendations

We provide the following information to help guide the City's future airport planning. The Airports Compliance Manual, FAA Order 5190.6B, contains guidance disclosing that airports are intended to serve the needs of civil aviation. The Grant Assurances are a metric to guide airport sponsor decisions. For example, Grant Assurance 19, *Operation and Maintenance,* does not permit activities that interfere with an airport's use for airport purposes. Therefore, non-airport uses should be planned and approved by the FAA when they exist. Grant Assurance 22, *Economic Nondiscrimination,* requires that the airport be available for aeronautical activities on reasonable terms and without unjust discrimination. The obligation does not include non-aeronautical uses. Therefore, non-aeronautical uses should not displace aeronautical uses. Whenever non-aeronautical uses are inappropriate, they should not be allowed.

Separate fees for non-aeronautical activities should also be included in an airport's rate setting policy. Grant Assurance 24, *Fee and Rental Structure,* dictates that the airport must

be made as self-sustaining as possible. In accordance with this principle, which is more fully explained in the *Policy and Procedures Concerning the Use of Airport Revenue* (64FR7696, 2/16/1999), whenever a non-aeronautical use exists, the airport sponsor is obligated to charge fair market commercial rates (FMV) for the use of airport land and facilities.

These standards should guide future airport planning. We observed that the airport has unused land away from the airfield that may be suited to non-aeronautical uses. Airport planners should determine if and where non-aeronautical activities can be accommodated on airport property so airside property is not occupied unnecessarily by non-aeronautical uses. If suitable sites can be identified for future non-aeronautical commercial uses and personal storage, it would more likely obtain the concurrence of the FAA.

In cases where lease revenue is underperforming, planning should be used to update the airport's pricing methodology and establish a policy to adjust rates so it can maintain parity with inflation, demand, and market conditions. In accordance with United States Code 47107(l)(3), airport sponsors are advised to undertake appropriate measures to ensure the airport is as self-sustaining as possible, especially when entering into new and revised agreements, to ensure that airport rates are adjusted commensurate with market conditions and the economic needs of the airport. In practical terms, the airport should be seeking to cover its capital and operating costs, which would provide the financing necessary to keep the airport safe and secure at all times with its own budget and match for FAA grant funding.

Lastly, we recommend that the City adopt some or all of the provisions in the enclosed *Lease and Use Agreement Guide*. These provisions should be incorporated in the standard lease agreement so airport related obligations are placed on airport tenants to ensure that tenant/landlord relations are guided by the standards contained in the grant assurances. We have also enclosed guidance related to the FAA definition of an aeronautical activity in response to your inquiry regarding a tenant's use of airport hangars for bus maintenance and storage.

Conclusion

We found that BVU's land uses are generally in compliance with the grant assurances and that management is endeavoring to maintain safe, secure, and efficient airport operations. However, we did observe instances of non-aeronautical uses of hangars that did not represent the highest and best use of these commercial airport hangars. These inappropriate uses should be corrected as soon as possible through suitable airport planning and changes in airport policy.

Again, we thank you and your staff for your time and assistance during our visit, and your focus on safety and the pursuit of policies that will make the airport as safe and self-sustaining as possible. If you have any questions or wish to discuss the inspection, please call me at (310) 725-3634.

Sincerely,

Original Signed by
Tony Garcia

Tony Garcia
Airports Compliance Program Manager

Enclosures: Lease and Use Agreement Guide
Guidance Regarding FAA Definition of an Aeronautical Activity

U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Airports Division

P. O. Box 92007
Los Angeles, CA 90009-2007

August 29, 2013

Kerry Ahearn
Airport Manager
Boulder City Municipal Airport
1201 Airport Road, Suite 200
Boulder City, NV 89005-3673

Dear Ms. Ahearn:

Guidance Related to FAA Definition of Aeronautical Activity

We are responding to your request for guidance related to the Federal Aviation Administration's definition of an aeronautical activity.

Definition of an aeronautical activity:
Any activity that involves, makes possible, or is required for the operation of aircraft or that contributes to or is required for the safety of such operations. It includes:
□ Air taxi and charter operations □ Scheduled or nonscheduled air carrier services
□ Pilot training □ Aircraft rental and sightseeing □ Aerial photography □ Crop dusting.
□ Aerial advertising and surveying □ Aircraft sales and service □ Aircraft storage.
□ Sale of aviation petroleum products □ Repair and maintenance of aircraft
□ Sale of aircraft parts □ Parachute activities □ Ultralight activities □ Sport pilot activities

We understand that uncertainty with the FAA definition arose when legal counsel for one of your airport tenants composed an opinion that differed from the FAA definition of an aeronautical activity. In that opinion, the attorney concluded that bus maintenance and storage is an aeronautical activity.

Based on the FAA definition and FAA policy, bus maintenance and storage is not an aeronautical activity. Rather, bus maintenance and storage is a non-aeronautical activity, whether or not it has a nexus to an aeronautical business at the airport.

There are numerous ground vehicles that are present and based at airports. They range from airport shuttles to maintenance vehicles. In spite of their presence at airports, they are not performing aeronautical activities, as defined by the FAA.

We are not attempting to explain why the airport tenant's counsel sought to classify bus maintenance and storage as an aeronautical activity. However, we noted that bus maintenance and storage is occupying commercial aviation hangar space on the flight line at BVU, which is not the usual and customary use of airport hangars.

We understand that the City allowed the tenant to acquire the lease and leasehold property of an FBO that went out of business. Furthermore, the City did not require the tenant to directly fulfill the FBO performance provisions of the lease. Having no FBO duties, the tenant was allowed to use the FBO hangars for bus maintenance and storage.

We remind the City of its obligations under Grant Assurance 22, Economic Nondiscrimination. The City should make the airport available on reasonable terms and without unjust discrimination to all classes of aeronautical activities. Since an airport should be available for aeronautical activities, use of commercial hangars for bus maintenance and storage is not the highest and best use of these facilities. In practical terms, busses do not have to be serviced and stored at airports, but aircraft must have an airport for maintenance and storage.

Airport planning should take the following questions into consideration:
a) How should the City plan to accommodate aeronautical and non-aeronautical activities in the future?
a) How will the City attract other aeronautical service providers, especially if the airport needs a service that is not available?
b) How will the City accommodate a new aeronautical service provider that applies for a lease with the City?

We trust this guidance clarifies the FAA definition of an aeronautical activity and invites thoughtful planning for future airport development.

Sincerely,

Original Signed by
Tony Garcia

Tony Garcia
Airports Compliance Program Manager

FAA Western-Pacific Region Guidance
LEASE AND USE AGREEMENT GUIDE
For Use by Airport Owners/Sponsors

Purpose

This Guide provides advisory guidance to assist sponsors in the preparation of airport leases and use agreements at airports that are obligated by federal grant agreements, surplus property or other conveyance instruments.

Grant agreements and conveyance instruments establish specific obligations for operating and maintaining public airports. This Guide includes basic provisions to be included in aeronautical and nonaeronautical leases or use agreements at airports subject to federal grant agreements and conveyance deed provisions. They represent covenants, conditions, and restrictions that are customarily included in various types of agreements conveying federal aid and airport assets. Note that Provisions #1 and #11 in this Guide contain obligatory language that must be included in all airport lease and use agreements.

Inclusion of the provisions contained in this Guide in lease and use agreements serves to extend the airport owner/sponsor's federal obligations to its relationship with airport tenants and users. It permits the explicit disclosure of federal obligations in airport agreements so airport owners/sponsors and tenants will share responsibility for complying with them. The provisions protect the airport owner/sponsor's rights and powers to manage and operate the airport in compliance with regulatory requirements. The provisions are appropriate for any lease, license, permit, contract, etc., for the right or privilege to provide services, accommodations and/or commodities to the public. They apply to both aeronautical and nonaeronautical activities.

Aeronautical Activities: Any activity that involves, makes possible, or is required for the operation of aircraft, or which contributes to or is required for the safety of such operations. Activities within this definition, commonly conducted at airports, include but are not limited to air taxi and charter operations, scheduled and nonscheduled air carrier services, pilot training, aircraft rental and sightseeing, aerial photography, crop dusting, aerial advertising and surveying, aircraft sales and services, aircraft storage, sale of aviation petroleum products, repair and maintenance of aircraft, sale of aircraft parts, parachute, glider, balloon or ultralight activities and any other activities which, because of their direct relationship to the operation of aircraft, can appropriately be regarded as aeronautical activities.

Nonaeronautical activities: These include but are not limited to ground transportation (taxis, car rentals, limousines), restaurants, barber shops, auto parking lots, non-aviation businesses, recreational facilities and any other commodities, services, or accommodations made available to the general public that are of a nonaeronautical nature.

Definitions (For information purposes only)

Assurance: A provision contained in a federal grant agreement with which the recipient of federal airport development assistance has voluntarily agreed to comply in consideration of the assistance provided.

Exclusive Right: A power, privilege, or other right excluding or debarring another from enjoying or exercising a like power, privilege, or right. An exclusive right can be conferred by express agreement, by the imposition of unreasonable standards or requirements, or by any other means. Such a right conferred on one or more parties, but excluding others from enjoying or exercising a similar right or rights, would be an exclusive right.

Federal Obligation: Used in the context of a federal grant program, federal airport development assistance, land transfers, or other federal aid. It refers to an airport sponsor's legal duty and responsibility to comply with the terms of conveyance instruments and grant agreements.

Minimum Standards: The qualifications or criteria which may be established by an airport owner as the minimum requirements that must be met by businesses engaged in on-airport aeronautical activities for the right to conduct those activities.

Revenue Diversion: The use of airport revenue for purposes other than the capital or operating cost of the airport, the local airport system, or other local facilities owned or operated by the airport owner or operator and directly and substantially related to the air transportation of passengers or property.

Self-Sustaining: The requirement to maintain a schedule of charges for use of the airport which will make the airport as self-sustaining as possible under the circumstances existing at the airport.
a) For aeronautical users, reasonable rates and charges that reflect the sponsor's cost of providing aeronautical services and facilities are satisfactory.
b) For nonaeronautical users, rates and charges must be based on the fair market value of the services and facilities provided.

LEASE AND USE AGREEMENT PROVISIONS

1. The (grantee, licensee, lessee, permitee, etc., as appropriate) for himself, his heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add "as a covenant running with the land") that in the event facilities are constructed, maintained, or otherwise operated on the said property described in this (deed, license, lease, permit, etc.) for a purpose for which a DOT program or activity is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permitee, etc.) shall maintain and operate such facilities and services in compliance with all other requirements imposed pursuant to 49 CFR Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation, and as said Regulations may be amended.

The (grantee, licensee, lessee, permitee, etc., as appropriate) for himself, his personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add "as a covenant running with the land") that: (1) no person on the grounds of race, color or national origin shall be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land and the furnishing of services thereon, no person on the grounds of race, color, or national origin shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permitee, etc.) shall use the premises in compliance with all other requirements imposed by or pursuant to 49 CFR Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation, and as said Regulations may be amended.

The (contractor, tenant, concessionaire, lessee) assures that it will comply with pertinent statutes, Executive Orders and such rules as are promulgated to assure that no person shall, on the grounds of race, creed, color, national origin, sex, age or handicap be excluded from participating in any activity conducted with or benefiting from Federal assistance. This Provision obligates the (tenant, concessionaire, lessee) or its transferee for the period during which Federal assistance is extended to the airport program, except where Federal assistance is to provide, or is in the form of personal property or real property or interest therein or structures or improvements thereon. In these cases, the Provision obligates the party or any transferee for the longer of the following periods: (a) the period during which the property is used by the sponsor or any transferee for a purpose for which Federal assistance is extended, or for another purpose involving the provision of similar services or benefits; or (b) the period during which the airport sponsor or any transferee retains ownership or possession of the property. In the case of contractors, this Provision binds the contractors from the bid solicitation period through the completion of the contract.

(The airport sponsor shall insert the third paragraph above in all airport contracts, leases, subcontracts, subleases and other agreements at all tiers, AC 150/5100-15*.)

(Additional information regarding civil rights and Disadvantaged Business Enterprise obligations can be obtained from the FAA Civil Rights Office.)

2. The airport owner/sponsor reserves the right to further develop or improve the landing area of the airport as it sees fit, regardless of the desires or views of the (lessee, licensee, permittee, etc.) and without interference or hindrance.

3. The airport owner/sponsor reserves the right, but shall not be obligated to the (lessee, licensee, permittee), to maintain and keep in repair the landing area of the airport and all publicly owned facilities of the airport, together with the right to direct and control all activities of the (lessee, licensee, permittee, etc.) in this regard.

4. This (lease, license, permit, etc.) shall be subordinate to the provisions and requirements of any existing or future agreement between the airport owner/sponsor and the United States, relative to the development, operation, or maintenance of the airport. Failure of the (lessee, licensee, permittee) or any occupant to comply with the requirements of any existing or future agreement between the lessor and the United States, which failure shall continue after reasonable notice to make appropriate corrections, shall be cause for immediate termination of (lessee's, licensee, pemittee's) rights hereunder.

5. There is reserved to the airport owner/sponsor, its successors and assigns, for the use and benefit of the public, a right of flight for the passage of aircraft in the airspace above the surface of the (leased, licensed, permitted) premises. This public right of flight shall include the right to cause in said airspace any noise inherent in the operation of any aircraft used for navigation or flight through said airspace or landing at, taking off from, or operating on the airport premises.

6. The (lessee, licensee, permittee) agrees to comply with the notification and review requirements covered in Part 77 of the Federal Aviation Regulations in the event future construction of a building or structure is planned for the (leased, licensed, permitted) premises or in the event of any planned modification or alteration of any present or future building or structure situated on the (leased, licensed, permitted) premises. . This requires the submission of FAA Form 7460-1, *Notice of Construction or Alteration* to the FAA.

7. The (lessee, licensee, permittee) by accepting this (lease, license, permit) agreement expressly agrees for itself, its successors and assigns that it will not erect nor permit the erection of any structure or building nor permit object of natural growth or other obstruction on the land leased hereunder above a height as determined by the application of the requirements of Title 14 CFR Part 77. In the event the aforesaid covenants are breached, the owner reserves the right to enter upon the land hereunder and to remove the offending structure or object or cut the offending natural growth, all of which shall be at the expense of the (lessee, licensee, permittee).

8. The (lessee, licensee, permittee) by accepting this (lease, license, permit) agrees for itself, its successors and assigns that it will not make use of the (leased, licensed, permitted) premises in any manner which might interfere with the landing and taking off of aircraft or otherwise constitute a hazard. In the event the aforesaid covenant is breached, the owner reserves the right to enter upon the premises hereby (leased, licensed, permitted) and cause the abatement of such interference at the expense of the (lessee, licensee, permittee).

9. It is understood and agreed that nothing herein contained shall be construed to grant or authorize the granting of an exclusive right within the meaning of U.S. Code 40103 (e) and 47107(a)(4).

10. This (lease, license, permit) and all the provisions hereof shall be subject to whatever right the United States Government now has or in the future may have or acquire, affecting the control, operation, regulation and taking over of said airport or the exclusive or nonexclusive use of the airport by the United States during the time of war or national emergency.

11. The (lessee, licensee, permittee) will furnish services on a reasonable and not unjustly discriminatory basis to all users, and charge reasonable and not unjustly discriminatory prices for each unit or service, provided that the contractor may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.
(In accordance with Grant Assurance #22.b, this provision must be included in any agreement, contract, lease, license, permit to engage in any aeronautical activity at the airport.)

12. The (lessee, licensee, permittee) will conform to airport and Federal Aviation Administration safety and security rules and regulations regarding use of the airport operations area including runways, taxiways, aircraft aprons by vehicles, employees, customers, visitors, etc. in order to prevent security breaches and avoid aircraft incursions and vehicle/pedestrian deviations; will complete and pass airfield safe driving instruction program when offered or required by the airport; and will be subject to penalties as prescribed by the airport for violations of the airport safety and security requirements.

END

www.coffmanassociates.com

KANSAS CITY
(816) 524-3500

12920 Metcalf Avenue
Suite 200
Overland Park, KS 66213

PHOENIX
(602) 993-6999

4835 E. Cactus Road
Suite 235
Scottsdale, AZ 85254