D References

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D.1 References

D.1.2 Document Footnotes

The following items represent those numbered footnotes contained in the body of Chapters 1-5 of the EA that are cited for clarification, explanation, or direct reference. They are reproduced here to aid in readability and to account for the referenced materials that are in addition to those noted throughout the body of Chapters 1-5 of the EA, the tables and their source materials, and the exhibits and their source materials.

1) The FAA is responsible for assignment and tracking the designation of unique 3-character (letters only or numbers and letters except those beginning with the letters N, W, Y, and Z) identifiers for aircraft landing facilities published in U.S. Department of Transportation, Federal Aviation Administration, FAA Order JO 7350.9BB, Location Identifiers, July 14, 2022.

2) RTCA, Inc. (RTCA is not an acronym, simply the name for the organization) is a private, not-for-profit corporation that develops consensus-based recommendations regarding communications, navigation, surveillance (CNS), and air traffic management (ATM) system issues. RTCA functions as a federal advisory committee and includes roughly 400 government, industry, and academic organizations from the United States and around the world. Members represent all facets of the aviation community, including government organizations, airlines, airspace users, airport associations, labor unions, and aviation service and equipment suppliers. More information is available at http://www.rtca.org.

3) RTCA, Inc. Executive Summary, NextGen Mid-Term Implementation Task Force Report, September 9, 2009.

4) Additional information on Performance-Based Navigation (PBN) is provided at Forming NextGen: From Vision to Reality (https://www.faa.gov/nextgen/background/forming [accessed June 30, 2022]).

5) U.S. Department of Transportation, Federal Aviation Administration, FAA Response to Recommendations of the RTCA NextGen Mid-Term Implementation Task Force, January 2010, p. 14.

6) Radar data obtained from the FAA's Performance Data Analysis and Reporting System (PDARS) and System-Wide Information Management (SWIM) was used to identify military and civilian IFR flights to and from the Study Airports between March 1, 2021 to February 28, 2022 for the existing conditions of the General Study Area.

7) Department of Transportation, Federal Aviation Administration, FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, Appendix B. Federal Aviation Administration Requirements for Assessing Impacts Related to Noise and Noise-Compatible Land Use and Section 4(f) of the Department of Transportation Act (49 U.S.C. § 303), Para. B-1.3, Affected Environment. July 16, 2015

8) Department of Transportation, Federal Aviation Administration, 1050.1F Desk Reference, Ch. 11, Noise and Noise-Compatible Land Use, Para 11.2, Affected Environment., February 2020.

9) Department of Transportation, Federal Aviation Administration, Memorandum Regarding Altitude Cut-Off for National Airspace Redesign (NAR) Environmental Analyses, September 15, 2003.

10) U.S. Department of Transportation, Federal Aviation Administration, National Plan of Integrated Airport Systems, 2021-2025, Appendix A. September 30, 2020.

11) See Appendix A: Basic Concepts of Performance Based Navigation (PBN) and Air Traffic Control (ATC) for additional descriptions of concepts, terms, and illustrations related to PBN operations in the NAS

12) US Department of Transportation, Federal Aviation Administration, Aviation System Performance Metrics (ASPM) Operations Network (OPSNET) (https://aspm/faa.gov/opsnet/sys/opsnet-server-x.asp accessed for SAT TRACON 1/2021 to 6/2022. [Accessed Aug 17, 2022]).

13) Class A airspace is generally that airspace from 18,000' MSL up to and including FL 600 over the 48 contiguous States and Alaska. While in Class A airspace pilots use "flight level" altitudes that rely on a common barometric pressure altitude reference of 29.92 inches of mercury. These "flight level" altitudes are not referenced to sea level or ground level as is the case below 18,000' MSL and outside of Class A airspace.

14) U.S. Department of Transportation, Federal Aviation Administration, FAA Order JO 7400.10D, Special Use Airspace, February 16, 2022

15) U.S. Department of Transportation, Federal Aviation Administration, San Antonio Sectional Chart effective 0901Z 14 July 2022 to 0901Z 8 September 2022.

16) Areas where the lateral or vertical separation distances are inadequate to allow efficient use of the airspace are referred to as "confliction points" by air traffic controllers.

17) A nautical mile measures 6,076 feet or 1,852 meters.

18) Navigation Programs - Very High Frequency Omnidirectional Range Minimum Operational Network (VOR MON). (https://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/techops/navservices/gbng/vormon [Accessed, August 2022]).

19) VOR MON Program Presentation to Aeronautical Charting Forum, October 28-30, 2014

20) Provision of Navigation Services for the Next Generation Air Transportation System (NextGen) Transition to Performance-Based Navigation (PBN) (Plan for Establishing a VOR Minimum Operational Network), 81 Federal Register Vol. 143, 48694-48700, July 26, 2016.

21) KSAT Procedures, Intro, and Engagement Planning – Updated Jan31 (kka).pdf, February 2022.

22) U.S. Department of Transportation, Federal Aviation Administration, FAA Order JO 1000.37B, Air Traffic Organization Safety Management System, October 26, 2018.

23) U.S. Department of Transportation, Federal Aviation Administration, FAA Order 8040.4B, Safety Risk Management Policy, May 2, 2017.

24) More details on the PBN Design Team Community Involvement process can be found in Appendix G to this Draft EA and on the FAA's website at: https://www.faa.gov/nextgen/communityengagement/

25) Department of Transportation, Federal Aviation Administration, FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, Appendix B. Federal Aviation Administration Requirements for Assessing Impacts Related to Noise and Noise-Compatible Land Use and Section 4(f) of the Department of Transportation Act (49 U.S.C. § 303), Para. B-1, Noise and Noise-Compatible Land Use. July 16, 2015.

26) 7 CFR Part 658

27) In addition to the 18,000 Foot Study Area and the General Study Area, the SNIDR Supplemental Study Area is similarly considered for this resource for screening and reporting purposes only.

28) In addition to the 18,000 Foot Study Area and the General Study Area, the SNIDR Supplemental Study Area is similarly considered for this resource for screening and reporting purposes only.

29) In addition to the General Study Area, the SNIDR Supplemental Study Area is being analyzed for this resource as a comprehensive measure for reporting purposes despite altitudes of the screened procedures being above 10,000' AGL.

30) Department of the Air Force, Joint Base San Antonio-Randolph and Seguin Auxiliary Airfield, Texas: Air Installations Compatible Use Zones (AICUZ) Study Final, 2017.

31) Department of the Air Force, Final Joint Base San Antonio-Lackland, Texas, Air Installations Compatible Use Zones (AICUZ) Study, October 2019.

32) Department of the Air Force, Final Environmental Impact Statement for T-7A Recapitalization at Joint Base San Antonio, Texas, February 2022.

33) Appendix H: Flight Schedules Technical Report.

34) Multiple state and federal databases were used, resulting in duplicates of the same point. To best capture all named resources from various federal and state sources, some points are duplicated in name but represented by and reported for the same receptor point.

35) Appendix I: Noise Technical Report.

36) A de minimis impact is one that, after taking into account any measures to minimize harm (such as avoidance, minimization, mitigation or enhancement measures), results in either: a determination that the project would not adversely affect the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f); or a Section 106

finding of no adverse effect or no historic properties affected on a historic property.

37) Title 36 CFR Part 800.16(l)(1)

38) Title 36 CFR 800.16(d).

39) All GIS work was conducted using ESRI ArcGIS version 10.5.1, QGIS 3.2.0, and Manifold System 8.0.30.0

40) For fuel consumption purposes, Jet A-1 at 15C/59F is 6.71lbs/gal. Jet A-1 is the most common jet fuel for the US. Approximately 376,620 lbs. of fuel are consumed by IFR military and civilian aircraft arriving and departing the SAT and BAZ Study Airports on an existing conditions annual average day.

41) Wayson, Roger, and Fleming, Gregg, "Consideration of Air Quality Impacts by Airplane Operations at or Above 3000 feet AGL," Volpe National Transportations Systems Center and FAA Office of Environment & Energy, FAA-AEE-00-01-DTS-34, September 2000. (http://www.faa.gov/regulations_policies/policy_guidance/envir_policy/)

42) 40 C.F.R. § 93.150(c)(2) (xxii).

43) 72 Fed. Reg. 6641 (February 12, 2007).

44) U.S. Department of Transportation, Federal Aviation Administration, Air Quality Procedures For Civilian Airports & Air Force Bases, April 1997. (http://www.faa.gov/regulations_policies/policy_guidance/envir_policy/airquality_handbook/media/Handbook.PDF)

45) Report on ''Consideration of Air Quality Impacts by Airplane Operations At or Above 3,000 feet AGL,''FAA–AEE–00–01, September 2000, p. 5.

46) U.S. Environmental Protection Agency. https://www.epa.gov/regulations-emissions-vehicles-and-engines/control-air-pollution-airplanes-and-airplane-engines-ghg, Accessed October 2022 to obtain EPA Finalizes Airplane Greenhouse Gas Emission Standards

47) US Department of Transportation, Federal Aviation Administration, Guidance on Using the Aviation Environmental Design Tool (AEDT) to Conduct Environmental Modeling for FAA Actions Subject to NEPA, Section 1.1.3 Fuel burn and greenhouse gas emissions, https://aedt.faa.gov/Documents/guidance_aedt_nepa.pdf, Accessed September 2022.

48) Executive Office of the President. Executive Order 13990 of January 20, 2021 "Protecting Public Health and the Environment and Restoring Science To Tackle the Climate Crisis," 86FR7037.

49) Council on Environmental Quality, "National Environmental Policy Act Guidance on Consideration of Greenhouse Gas Emissions." 86FR10252, February 19, 2021.

50) FAA 1050.1F Desk Reference, Noise and Noise-Compatible Land Use, Sec. 11.1.3, February 2020

51) FAA 1050.1F Desk Reference, Noise and Noise-Compatible Land Use, App. B-1.3, February 2020

52) U.S. Department of Transportation, Federal Aviation Administration, Terminal Area Forecast, FY 2021-2045 (https://aspm.faa.gov/main/taf.asp; accessed May 2022).
53) Department of the Air Force. Final Environmental Impact Statement: T-7A Recapitalization at Joint Base San Antonio, Texas; 2022
54) Due to DOD data security protocols regarding PDARS military flight track data, this document only visualizes those civilian and military flight tracks originating from and arriving to civilian Study Airports (BAZ and SAT). Flight tracks for civilian and military aircraft arriving and departing to all Study Airports including SKF and RND were used for all NEPA analysis.
55) https://npgallery.nps.gov/NRHP/GetAsset/NHLS/96000753_text, Accessed August 2022
56) 16 U.S.C. §§ 460l-4, et seq
57) https://friendscbnp.zenfolio.com/, Accessed September, 2022
58) https://cibolotx.gov/Facilities/Facility/Details/Niemietz-Park-4, Accessed September 2022
59) https://www.ci.garden-ridge.tx.us/114/Parks, Accessed September, 2022
60) https://bulverdetx.gov/168/Bulverde-Community-Park, Accessed September 2022.
61) https://nfdc.faa.gov/nfdcApps/services/ajv5/airportDisplay.jsp?airportId=1TT8, Accessed September 2022.
62) https://cceo.org/parks/jumbo-evans, Accessed September, 2022.
63) https://naturalbridgecaverns.com/natural-bridge-caverns-hires-general-manager-to-assist-with-future-growth, Accessed September 2022.
64) https://www.fbgtx.org/928/Pinta-Trail, Accessed September 2022.
65) Title 36 CFR 800.16(d).
66) 16 U.S.C. 470hh
67) https://history.txtransportationmuseum.org/san-antonio-airports/, Accessed August 2022
68) https://www.kellyheritage.org/1917-1941era.php, Accessed July 2022.
69) https://en.wikipedia.org/wiki/Randolph_Air_Force_Base, Accessed September 2022.
70) U.S. Department of Transportation, Federal Aviation Administration, Wildlife Strike Database (http://www.faa.gov/airports/airport_safety/wildlife/database/ [Accessed August 2022]).
71) Federal Aviation Administration. Wildlife Strikes to Civil Aircraft in the United States 1990-2021, July 2022
72) https://www.jbsa.mil/News/News/Article/1759554/bash-program-keeps-jbsa-kelly-field-safe/ February 15, 2019. Accessed July 12, 2022.
73) US Air Force. BASH Risk Mitigation through Habitat Management Draft Environmental Assessment. Page 1-4. May, 2021.

74) FAA 1050.1F Desk Reference, Section 1, February 2020.
75) 40 C.F.R. § 93.153(b).
76) FAA 1050.1F Desk Reference (v2), Section 1, February 2020.
77) Id at 93.153(f).
78) Federal Presumed to Conform Actions under General Conformity, 72 Fed. Reg. 41565 (July 30, 2007).
79) US Department of Transportation, Federal Aviation Administration, Guidance on Using the Aviation Environmental Design Tool (AEDT) to Conduct Environmental Modeling for FAA Actions Subject to NEPA, Section 1.1.3 Fuel burn and greenhouse gas emissions, https://aedt.faa.gov/Documents/guidance_aedt_nepa.pdf, Accessed September 2022.
80) US Environmental Protection Agency, Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2020 Executive Summary https://www.epa.gov/system/files/documents/2022-04/us-ghg-inventory-2022-chapter-executive-summary.pdf, Accessed September 2022.
81) 40 C.F.R § 1508.7
82) https://flysanantonio.com/business/about-saas/strategic-development and https://flysanantonio.com/wp-content/uploads/2022/09/SAP_Executive-Summary_online.pdf, Accessed October 2022