Airport Traffic Control Tower (ATCT) Replacement Program

Tulsa Riverside Airport (RVS) ATCT Draft Tiered Environmental Assessment (EA)

Tulsa, Oklahoma

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ACRONYMS AND ABBREVIATIONS

AFTIL.....Airport Facilities Terminal Integration Laboratory
AGL.....Above Ground Level
APE.....Area of Potential Effects
ATCT.....Air Traffic Control Tower
BIL.....Bipartisan Infrastructure Law
BLM.....Bureau of Land Management
BMP .....Best Management Practice
CEQ .....Council on Environmental Quality
CFR.....Code of Federal Regulations
DOI .....Department of Interior
DOT.....Department of Transportation
EA .....Environmental Assessment
EPA.....U.S. Environmental Protection Agency
ESA.....Endangered Species Act
FAA.....Federal Aviation Administration
FEMA.....Federal Emergency Management Agency
FONSI .....Finding of No Significant Impact
GA .....General Aviation
HABS.....Historical American Building Survey
IIJA.....Infrastructure Investment and Jobs Act
NAS.....National Airspace System
NEPA .....National Environmental Policy Act
NHPA.....National Historic Preservation Act of 1966
NOAA.....National Oceanic and Atmospheric Administration
NPS.....National Park Service
NRHP.....National Register of Historic Places
OAS.....Oklahoma Archaeological Survey
PEA.....Programmatic Environmental Assessment
ROD .....Record of Decision
RVS .....Tulsa Riverside Airport
SHPO.....State Historic Preservation Office
TAIT .....Tulsa Airports Improvement Trust
U.S.....United States of America
USACE .....U.S. Army Corps of Engineers
U.S.C. .....U.S. Code
USFWS .....U.S. Fish and Wildlife Service

SECTION 1 | INTRODUCTION

1.1 OVERVIEW

The Federal Aviation Administration (FAA) is proposing to replace the existing Airport Traffic Control Tower (ATCT) at Tulsa Riverside Airport (RVS) in Tulsa, Oklahoma. The Infrastructure Investment and Jobs Act (IIJA) (Public Law [P.L] 117-58), enacted on November 15, 2021, formerly referred to as the Bipartisan Infrastructure Law (BIL), appropriated $25 billion (B) over a five-year period (Fiscal Year 2022 [FY22] to 2026 [FY26]) for National Airspace System (NAS) improvements, which includes airport traffic control and other airport infrastructure projects. As a result, the FAA Air Traffic Organization (ATO) established a dedicated ATCT Replacement Program to use the IIJA funding to replace existing FAA-owned ATCTs at mainly non-major airports with modern ATCT facilities (FAA, 2025(a)). The National Environmental Policy Act (NEPA) of 1969, as amended (42 United States Code [U.S.C.] § 4321 et seq.) requires that a federal agency prepare a statement of environmental impacts as part of the development process for projects requiring a federal action, such as funding, approving, or permitting.

The FAA prepared a Final Programmatic Environmental Assessment (PEA) for this ATCT Replacement Program (hereinafter referred to as ATCT Final PEA[1]) (FAA ATCT Final PEA, 2023) in accordance with NEPA (42 U.S.C. § 4321 et seq.); FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*; the Fiscal Responsibility Act of 2023 (Public Law 118-5); and other applicable federal laws and regulations. The ATCT Final PEA provided sufficient evidence and analysis for a Finding of No Significant Impact (FONSI) / Record of Decision (ROD) determination (FAA ATCT Final PEA, 2023).

This RVS ATCT EA tiers[2] from the ATCT Final PEA to evaluate the existing environment and analyze the anticipated environmental consequences of the proposed alternatives at a site-specific level through the framework established by the ATCT Final PEA and FONSI/ROD (FAA ATCT Final PEA, 2023).

1.2 PROPOSED ACTION

The FAA's Proposed Action is to replace the existing FAA-owned ATCT with a modern ATCT facility at RVS (Figure 1-1). The Proposed Action is anticipated to include the following activities:

- Acquisition of a new lease with the airport authority to construct an ATCT in a new location.
- Unconditional approval of portions of the Airport Layout Plan that depict those portions of the Proposed Project subject to FAA review and approval pursuant to 49 U.S.C. §47107(a)(16).

[1] The ATCT Final PEA can be found here:
https://www.faa.gov/air-traffic/bilatctfinalpea21sept2023signed

[2] Tiering in accordance with NEPA is defined in FAA Order 1050.1F, Section 3-2.

- Construction and operation of a replacement ATCT and other associated facility support features such as a parking area and security fences.
- Extension and/or relocation of access roads and utilities to the replacement ATCT.
- Installation of modern air traffic control electronic equipment in the replacement ATCT.
- Commissioning of the replacement ATCT, cutover of air traffic services to the replacement ATCT, and decommissioning of the existing ATCT.
- Demolition and disposal of the existing ATCT facility and associated infrastructure.
- Modification and/or relocation of existing NAS facilities or airport structures necessary to enable project implementation.

The estimated construction start date to replace the ATCT is late 2025/early 2026.

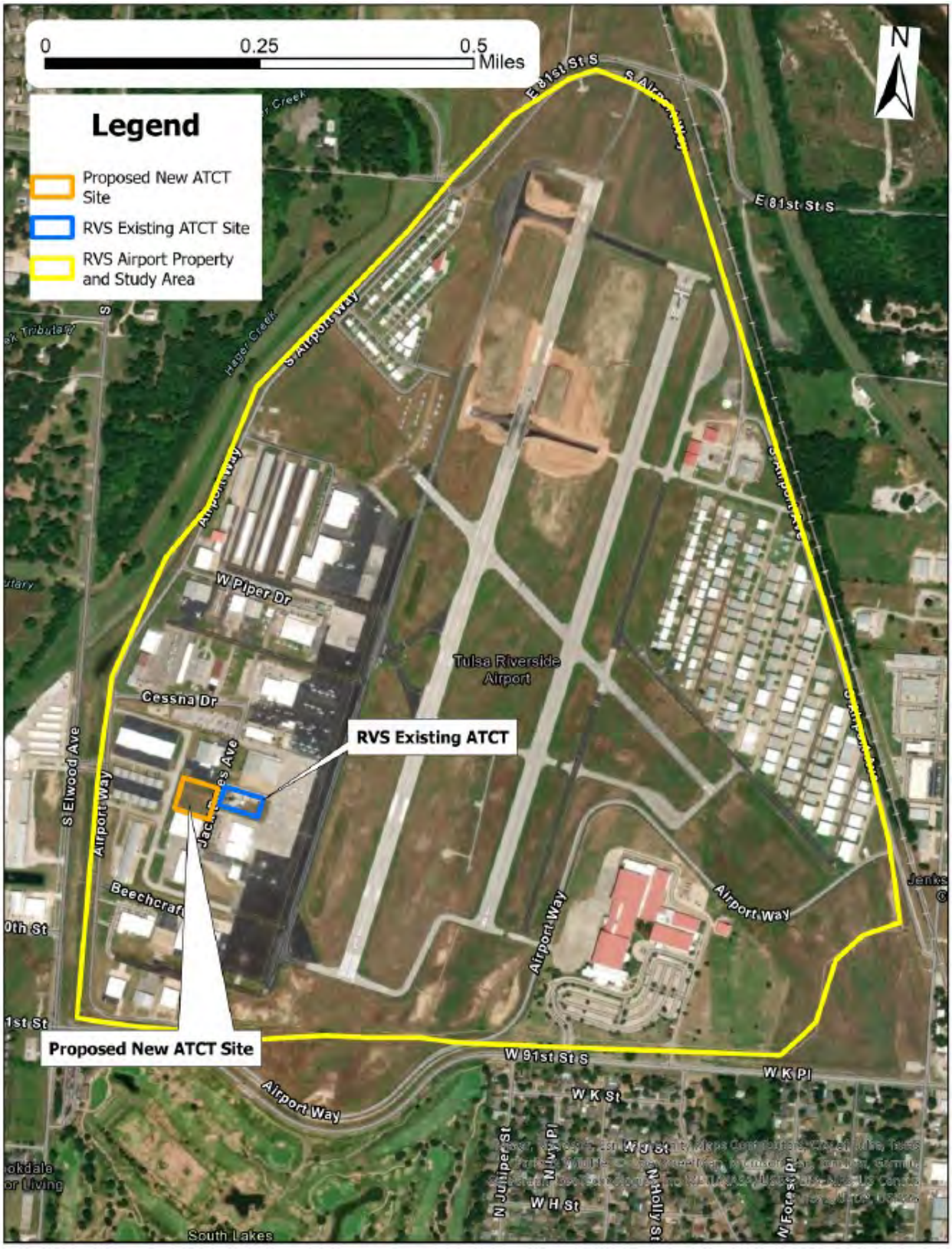

Figure 1-1. Aerial Image of RVS Airport Property and Study Area

1.3 BACKGROUND

1.3.1 Airport Information

The Tulsa Riverside Airport (RVS) is located in northeastern Oklahoma. RVS is located in the southwest portion of the City of Tulsa, approximately eight miles south of downtown, adjacent to the Arkansas River (to the east) and the City of Jenks (to the south). RVS is owned by the City of Tulsa and operated by the Tulsa Airports Improvement Trust (TAIT). RVS opened on July 3, 1958, to serve as a reliever airport for Tulsa International Airport (TUL). At that time, the 752-acre facility had a single 4,000-foot (ft) long runway, an aircraft ramp, and one concrete building. Since then, RVS has grown to become a hub of business and economic activity for the Tulsa region. RVS now includes three runways, over 200 commercial and private hangars, and over 500 based aircraft. (TAIT, 2024)

RVS is classified as a general aviation (GA) airport by the FAA's National Plan of Integrated Airport Systems (NPIAS), and designated as a GA reliever airport for the region's primary commercial service airport (TUL) (FAA, 2022). RVS is located almost entirely within the City of Tulsa, with a small section located within the City of Jenks. Aircraft operations totaled 199,880 in 2018, making RVS the busiest airport in the state and one of the top 60 busiest airports in the nation. Six flight schools and over 500 based aircraft contribute to this high level of operations. On November 9, 2021, the TAIT Board of Trustees approved a resolution to change the name of the Richard Lloyd Jones, Jr. Airport to Tulsa Riverside Airport (TAIT, 2024).

1.3.2 Existing Airport Traffic Control Tower Information

Commissioned in 1965, the existing FAA-owned RVS ATCT is a Type "O" design facility. The RVS ATCT has a cab size of 410 square feet with the cab floor at 49 feet above ground level (AGL). The ATCT operates daily from 7:00 am to 10:00 pm (FAA, 2025(b)). The existing ATCT is located in the southwest development area of the airport property, west of Runway 1L/19R at 36°02'09.0" N, 95°59'25.3" W (see Figure 1-1). The street address for the ATCT is 6951 Flight Rd., Tulsa, OK 92504.

Figure 1-2. Photo of Existing Type "O" Design RVS ATCT

SECTION 2 | PURPOSE AND NEED

This Purpose and Need is tiered from, and consistent with, the ATCT Final PEA, but focuses on the specific requirements of the RVS ATCT (FAA ATCT Final PEA, 2023).

2.1 PURPOSE

The RVS ATCT is an FAA-owned ATCT proposed for replacement under the ATCT Replacement Program. The purpose of the Proposed Action is to replace the RVS ATCT with a modern ATCT providing for uninterrupted air traffic control services.

The Proposed Action at this airport would provide for a modern, operationally efficient ATCT that would meet all applicable FAA requirements. This replacement ATCT would enable the installation of modern and required air traffic control equipment, provide adequate space and an enhanced work environment for FAA personnel, lower operating costs, and improve environmental performance, resulting in reduced energy consumption due to an efficient design including energy efficient features, windows, and ventilation/heating systems while meeting applicable FAA requirements.

2.2 NEED

The FAA recognizes the need to provide continual air traffic control services at RVS. The RVS ATCT does not have the ability to accommodate upgrades to the latest air traffic control technologies, lacks the personnel space requirements and modern amenities, and may have physical problems such as maintenance-intensive deficient mechanical appurtenances (e.g., heating and ventilation, plumbing). Improvements made to rectify this situation would ensure uninterrupted air traffic control services to maintain the safety of the NAS.

SECTION 3 | ALTERNATIVES

In compliance with FAA Order 6480.4C, *Siting Airport Traffic Control Towers,* the FAA adheres to a siting process to determine the single-most technically feasible site for the establishment or replacement of an ATCT facility (FAA, 2024a).[3] This siting process takes into consideration multiple technical criteria, as prescribed in FAA Order 6480.4C.

Representatives from the FAA and RVS airport conducted siting for this project working with the Airport Facilities Terminal Integration Laboratory (AFTIL) in Atlantic City, New Jersey. The AFTIL developed 3-dimensional airport models and simulations for the siting team to visualize line-of-sight from any position on the airport (FAA, 2024a).

This tiered EA evaluates the selected site alternative (as determined by the ATCT siting process) and no build alternative for the proposed replacement of the RVS ATCT. Other alternatives which were considered in the siting report were not carried forward as they did not meet the technical siting criteria as outlined in FAA Order 6480.4C (FAA, 2024b). Figure 3-1 provides an aerial image of the proposed project site considered within this EA.

[3] The FAA adopted/accepted for internal use the new FAA Order 6480.4C and is currently in the process of obtaining official signature.

Figure 3-1. Proposed Layout of Replacement RVS ATCT

3.1 ALTERNATIVE 1: PROPOSED ACTION (PREFERRED ALTERNATIVE)

The Proposed Action, as determined by the siting process governed by FAA Order 6480.4C, is the construction and operation of a replacement ATCT at a site referred to in the siting report as Site 1A. Site 1A, hereinafter referred to as the proposed new ATCT site, is located at a latitude of 36°02'08.91" N and a longitude of 95°59'27.99" W, approximately 200 feet west of the existing ATCT. This location was deemed most technically feasible of the siting alternatives considered based on the siting criteria referenced in Chapter 3 of the PEA (FAA ATCT Final PEA, 2023).

The proposed new ATCT site, located about 1400 feet northwest of the existing threshold of Runway 1L/19R, is an approximately 1.4-acre site providing the most optimal visibility of the considered alternatives for air traffic control. The proposed new ATCT site is an open, regularly mowed, grassy field. The proposed tower cab floor elevation is 90.58 feet AGL and 713.58 feet above mean sea level. At this height, controllers would have unobstructed views of all airport controlled areas and nearby airborne traffic. The new tower would have an 8-sided, 550 square foot cab facing southeast. The proposed design includes space for seven air traffic controller positions. This proposed design would allow for a safe operating environment and includes upgrades for resistance against seismic events that have potential to occur in the area (USGS, 2022).

Existing utilties (water, power, gas, telephone) are located adjacent to the proposed new ATCT site. Utility services from existing utility mains on Jack Bates Avenue would be extended onto the site, as shown on Figure 3-1. Utilities located along Jack Bates Avenue include overhead electric, sewer, and stormwater (on the east side) and water (on the west side). Existing local roads would be used for construction and maintenance traffic. The construction staging area would be located offsite to the south of the proposed new ATCT site.

The Proposed Action also includes demolition of the existing RVS ATCT. Upon demolition of the existing ATCT, the site would be cleared to provide space for future development. A portion of the existing parking lot on the west side of the existing ATCT may be incorporated into the proposed new ATCT site. Utilities that tie into the existing ATCT would be disconnected or abandoned. Best practices for erosion and sedimentation would be implemented during the demolition process to avoid impacts to surrounding natural resources.

3.2 ALTERNATIVE 2: NO ACTION

A No Action Alternative is required to be included in this EA consistent with FAA Order 1050.1F. The No Action Alternative is defined as maintaining the status quo (baseline conditions) without federal agency involvement. The No Action Alternative is used to evaluate the effects of not replacing the ATCT and provides a benchmark against which other alternatives may be evaluated. Therefore, for purposes of comparative analysis in this EA, the No Action Alternative represents the conditions that would be anticipated if Alternative 1 (Proposed Action) were not implemented.

SECTION 4 | AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

This Section provides the documentation of existing environmental resource conditions or affected environment at RVS and surrounding areas. This section also analyzes the anticipated environmental consequences from each alternative for each resource category.

As detailed in the ATCT Final PEA and FONSI/ROD (FAA ATCT Final PEA, 2023), the FAA identified and analyzed potential environmental impacts for the broad scope of actions planned for ATCT replacement activities. This programmatic approach allows the FAA to review project-specific details and potential impacts during the planning, site selection, and construction process for those ATCT projects within the scope of the PEA analysis.

4.1 RESOURCE CATEGORIES PREVIOUSLY REVIEWED BY THE ATCT FINAL PEA

The ATCT Final PEA and FONSI/ROD identified eight resource categories as having "no significant impact" (FAA ATCT Final PEA, 2023). The following resource categories were reviewed for project specific impacts and were determined to be consistent with the ATCT Final PEA in that no significant impacts are anticipated.

☒ Air Quality

☒ Climate

☒ Farmlands

☒ Hazardous Materials, Solid Waste, and Pollution Prevention

☒ Land Use

☒ Natural Resources and Energy Supply

☒ Noise

☒ Socioeconomics, Environmental Justice, [4] and Children's Environmental Health and Safety Risks

[4] On January 21, 2025, President Trump issued Executive Order 14173, *Ending Illegal Discrimination and Restoring Merit-Based Opportunity.* Due to the rescission of prior Executive Orders regarding environmental justice and the recent action by the Council on Environmental Quality (CEQ) to rescind the NEPA implementing regulations, it is no longer a legal requirement or the policy of the federal government to conduct an environmental analysis. Any prior data gathering, analysis, or discussion regarding environmental justice is not relevant for purposes of evaluating the NEPA significance of this project, nor did it play any role in agency decision-making.

4.2 RESOURCE CATEGORIES REQUIRING SITE-SPECIFIC ANALYSIS PER THE ATCT FINAL PEA

The ATCT Final PEA and FONSI/ROD also identified resource categories that were unlikely to be significantly impacted but would require a site-specific analysis (FAA ATCT Final PEA, 2023). In accordance with the ATCT Final PEA, this EA reviews the following resource categories:

- Biological Resources – Section 4.2.1 includes a description of the existing environment and potential environmental consequences for biological resources.
- U.S. Department of Transportation (DOT) Act, Section 4(f) – Section 4.2.2 includes a description of the existing environment and potential environmental consequences for Section 4(f) properties on or near RVS.
- Historical Architectural, Archeological, and Cultural Resources – Section 4.2.3 includes a description of the existing environment and potential environmental consequences for historic and cultural resources.
- Visual Effects – Section 4.2.4 includes a description of the existing environment and potential environmental consequences for visual effects.
- Water Resources – Section 4.2.5 includes a description of the existing environment and potential environmental consequences for water resources.

Regulatory requirements for these resource categories can be found in more detail in the ATCT Final PEA (FAA ATCT Final PEA, 2023).

4.2.1 Biological Resources (Including Fish, Wildlife, and Plants)

Biological resources include native plants, animals, and their habitats. Protected and sensitive biological resources include federally listed (endangered[5] or threatened[6]), and candidate[7] species designated by the U.S. Fish and Wildlife Service (USFWS), National Marine Fisheries Service, or a State. Sensitive habitats described in this section include those areas designated by the USFWS as critical habitat[8] protected by the Endangered Species Act of 1973 (ESA; 16 U.S.C. Chapter 35 § 1531 et seq.).

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5 Endangered species are "any species which is in danger of extinction throughout all or a significant portion of its range" (ESA, Section 3(6))

6 Threatened species are "any species which is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range" (ESA, Section 3(20))

7 Candidate species are any species whose status is under review "to determine whether it warrants listing under the ESA" (ESA, Section 4)

8 Critical habitat refers to "(i) the specific areas within the geographical area occupied by the species, at the time it is listed in accordance with the provisions of section 4 of this Act, on which are found those physical or biological features (I) essential to the conservation of the species and (II) which may require special management considerations or protection; and (ii) specific areas outside the geographical area occupied by the species at the time it is listed in accordance with the provisions of section 4 of this Act, upon a determination by the Secretary that such areas are essential for the conservation of the species." (ESA, Section 3(5)(A))

4.2.1.1 Affected Environment

Vegetation

The RVS airport is at the boundary of two U.S. Environmental Protection Agency's (EPA) Level III Ecoregions – the 29a (Northern Cross Timbers) and 40b (Osage Cuestas) ecoregions of Oklahoma (USGS, 2005). The proposed new ATCT site and existing ATCT are both located in the southwest portion of the airport property, surrounded by land developed for aviation use. The proposed new ATCT site is surrounded by existing airport structures, paved aircraft aprons, taxiways, and roads. No trees are located in the vicinity of the proposed ATCT site.

The proposed ATCT site is located on a cleared, grassy area of the airfield. The proposed new ATCT site is regularly mowed to maintain a plant height of approximately 4-inches tall. Vegetation onsite consists of grassy/scrub species including Bermuda grass (*Cynodon dactylon*), hairy sandmat (*Euphorbia vermiculata*), Plains snakecotton (*Foelichia floridana*), hammer sedge (*Carex hirta*), and camphorweed (*Heterotheca subaxillaris).* No structures or existing utilities are present within this vegetated area.

Wildlife and Fish

Due to the proposed ATCT site being located on airport property, surrounded by airport facilities, and on a previously disturbed area (mowed grass), high quality habitat for wildlife species is not present. During the September 2024 site visit, airport staff noted the following species had been observed on site: coyote (*Canis latrans*), Canada goose (*Branta canadensis*), seagulls (*Larus canus*), skunk (*Mephitis mephitis*), and turkey vultures (*Cathartes aura*) despite the perimeter fencing on the east side of the airport. As the west side of the airport lacks perimeter fencing, wildlife can access the airport and runways.

The proposed new ATCT site is a confined land parcel located within an area of heavily disturbed land developed for aviation operations. It is unlikely most wildlife would use the proposed site and existing ATCT site as permanent habitat.

Special Status Species

Special status species generally occupy unique or specific habitat, such as riverine forests, wetlands, or native ecosystems. No federal or state-listed endangered, threatened, or candidate species have been documented or observed within the airport study area. Table 4-1 displays the federally listed species within Tulsa County. According to the USFWS Environmental Conservation Online System, there are 12 federally listed special status species known to or are believed to occur within Tulsa County (USFWS, 2025). A more focused search of the proposed tower locations and surrounding areas using the USFWS Information for Planning and Consultation (IPaC) website identified six (6) species that may occur in the proposed project location, as shown in Table 4-1 (USFWS, 2025). The IPaC list of federally protected species is provided in Appendix A.

Table 4-1. Federally Listed Species

Common Name	Scientific Name	County Listed Status	Study Area Status
Alligator snapping turtle	*Macrochelys temminckii*	Proposed Threatened	Proposed Threatened
American burying beetle	*Nicrophorus americanus*	Threatened	Threatened
American peregrine falcon	*Falco peregrinus anatum*	Recovery	NA
Least tern	*Sternula antillarum*	Recovery	NA
Little brown bat	*Myotis lucifugus*	Under Review	NA
Monarch butterfly	*Danaus plexippus*	Proposed Threatened	Proposed Threatened
Peppered chub	*Macrhybopsis tetranema*	Endangered	NA
Piping plover	*Charadrius melodus*	Threatened	Threatened
Plains Spotted Skunk	*Spilogale interrupta*	Resolved Taxon	NA
Rabbitsfoot	*Quadrula cylindrica cylindrica*	Threatened	NA
Rufa red knot	*Calidris canutus rufa*	Threatened	Threatened
Tricolored bat	*Perimyotis subflavus*	Proposed Endangered	Proposed Endangered

Source: (USFWS, 2025) (USFWS, 2024b)

No critical habitat for species identified in the USFWS IPaC report overlap with the airport property. The Alligator snapping turtle (*Macrochelys temminckii*) is North America's largest freshwater turtle species. As the airport area property lacks freshwater environments, suitable habitat is not present.

The American burying beetle (*Nicrophorus americanus*) is the largest silphid (carrion beetle) in North America (USFWS, 2019). Adults and larvae depend on dead animals (carrion) for food, moisture, and reproduction. As the proposed new ATCT site does not contain carrion, suitable habitat is not present.

Adult monarch butterflies feed on the nectar of flowering plants and their larva requires milkweed plants to develop. Monarch butterflies only reproduce where milkweed plants are located (USDA, 2025). The species could use airport habitat for resting or feeding if flowering plants were present. No milkweed plants were identified during the site visit conducted in September 2024.

The piping plover [Atlantic Coast and Northern Great Plains populations] is listed as threatened. Critical habitat has been designated for this population of the piping plover; however, the airport area property is not within the critical habitat (USFWS, 2024e).

Rufa red knot is a shorebird generally inhabiting marine and estuarine habitats with large areas of intertidal sediments (USFWS, 2024d). As the airport area property lacks sand spits, islets, shoals, sandbars, or features associated with inlets, suitable habitat is not present. Rufa red knots migrate great distances in search of foraging habitat; however, this area does not represent attractive foraging habitat as it lacks year to year abundant food sources (USFWS, 2024d).

Roosting habitat and hibernacula (places for bats to hibernate) could be present on the proposed new ATCT site for the 'proposed endangered' tricolored bat (*Perimyotis subflavus*),

although the species was not observed during the September 2024 site visit. Bats could use the existing tower as roosting habitat. The open, mowed space is not ideal foraging habitat for bats as it is regularly mowed and maintained prohibiting an accumulation of prey (insects). Given the disturbed nature of the land and consistent mowing at the proposed ATCT site, available habitat and food sources are limited and thus it is unlikely that bats would be present.

Migratory Birds

Oklahoma is located within the Central Flyway for migratory birds (USFWS, 2024c). The USFWS lists 10 migratory birds as potentially using or passing through the project area. These species include the American golden-plover (*Pluvialis dominica*), bald eagle (*Haliaeetus leucocephalus*), chimney swift (*Chaetura pelagica*), Kentucky warbler (*Geothlypis formosa*), least tern (*Sternula antillarum antillarum*), lesser yellowlegs (*Tringa flavipes*), little blue heron (*Egretta caerulea*), pectoral sandpiper (*Calidris melanotos*), prothonotary warbler (*Protonotaria citrea*), and red-headed woodpecker (*Melanerpes erythrocephalus*). At RVS, the probability of presence for American golden-plover, bald eagle, Kentucky warbler, lesser yellowlegs, little blue heron, and pectoral sandpiper is likely during winter and spring months while the probability of presence for chimney swift, least tern, prothonotary warbler, and red-headed woodpecker is likely during summer months (USFWS, 2025). The bald eagle is not a Bird of Conservation Concern in the study area; however, it warrants additional attention due to its inclusion in the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d). Bald eagles could be migrating or breeding in the area; no bald eagle nests were observed during the September 2024 site visit (Booz Allen Hamilton, 2024). Bald eagle management guidelines would apply if any nests were observed in the future within the study area (USFWS, 2024a).

Invasive Species

Fourteen (14) plant species are listed as invasive in northeast Oklahoma and have the potential to be present within the study area (Council, 2024). None of these invasive plant species were noted during the September 2024 site visit (Booz Allen Hamilton, 2024). Noxious and invasive plant species can be spread by vehicles, machinery, wildlife, and by natural forces such as by wind or water. Areas that are disturbed through construction, by vehicles, or fire may be vulnerable to the introduction and spread of noxious weeds.

4.2.1.2 Environmental Consequences

Detailed guidance on significance thresholds and effects determinations and/or factors to consider when evaluating context and intensity for biological resource impacts can be found in the ATCT Final PEA and FAA Order 1050.1F Desk Reference, Section 2.3.1 (FAA, 2020).

Alternative 1: Proposed Action

The Proposed Action would involve construction on a previously cleared portion of the RVS property and demolition of the existing ATCT. The proposed new ATCT site consists of a regularly mowed grass lot. The Proposed Action would involve paving the proposed new ATCT site area to construct the new ATCT. Due to the proposed ATCT site being located on airport property, surrounded by airport facilities, and on a previously disturbed area (mowed grass), high quality habitat for wildlife species is not present. There are no aquatic

resources within the vicinity of the existing or proposed ATCT sites that would serve as habitat for aquatic wildlife and or fish.

No critical habitat exists at this location and construction activities are not likely to impact any wildlife and/or fish, migratory birds, or special status species. Based on the lack of milkweed species and low probability for species occurrence within the project area, the project is not anticipated to have an effect on the monarch butterfly. There would be no significant impacts to biological resources from the Proposed Action.

Alternative 2: No Action Alternative

Under the No Action Alternative, the existing ATCT would not be removed and replaced, and activities associated with the ATCT would remain the same. No impacts to existing biological resources would occur.

4.2.1.3 Best Management Practices

Best Management Practices (BMPs) that prevent or reduce habitat loss, disturbance of wildlife species, and erosion and runoff to habitat and water bodies would help preclude impacts to biological resources. Adherence to state guidelines to reduce threats to local fauna could offset potential impacts from introducing or spreading noxious weeds.

In order to maintain native species to the Tulsa area throughout the process of constructing the proposed ATCT and demolishing the existing ATCT, landscaping activities would be conducted only with native species to the Tulsa area.

4.2.2 Historical, Architectural, Archeological, and Cultural Resources

Historic and cultural resources are sites, structures, buildings, districts, or objects, associated with important historic events or people, demonstrating design or construction associated with a historically significant movement, or with the potential to yield historic or prehistoric data, that are considered important to a culture, a subculture, or a community for scientific, traditional, religious, or other reasons (NPS, 1997). Historic and cultural resources may be subdivided into the following categories: Archaeological resources, Architectural resources, Native resources, and Traditional Cultural Properties.

4.2.2.1 Affected Environment

In accordance with applicable federal laws and regulations, the FAA evaluated the proposed alternatives and APE (Area of Potential Effects) for historic and cultural resources. The APE is "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist." (36 Code of Federal Regulations [CFR] § 800.16(d)). The FAA assessed previously identified cultural resources within the APE and the potential for unidentified resources for each alternative.

Actions that have the potential to affect historic and cultural resources typically involve construction, ground disturbance, or modification of a historic property or a property in the viewshed of a historic property or district. Other effects to consider include noise, vibration, lighting, and increased traffic. Based on the potential for direct and indirect effects, the APE for the proposed undertaking consists of a 0.5-mile radius around the existing ATCT and proposed new ATCT site. The APE is defined as the area shown on Figure 4-1.

The existing ATCT on the property, constructed and commissioned in 1965, is a Type "O" ATCT with radar (Figure 1-2). The Type "O" standard ATCT design consists of an occupied pentagonal steel framed shaft with inwardly sloping walls along its height supporting a pentagonal prefabricated, aluminum framed cab. In November 1962, the FAA accepted the Type "O" standard design concept prepared by I.M. Pei & Associates. Previously, ATCTs were airport sponsored and designed. The first Type "O" ATCT was commissioned in February 1965. The FAA commissioned the last Type "O" ATCT in 1968 (FAA, 2021).

SWCA Environmental Consultants (SWCA) prepared a report (see Appendix B) that evaluated the eligibility of the existing ATCT and 108 other historic-age resources on RVS airport property for the National Register of Historic Places (NRHP). This report recommended: (1) the existing ATCT as individually eligible for the NRHP under Criteria A and C; (2) all remaining surveyed historic-age resources within the APE are recommended not eligible for the NRHP under Criteria A, B, C or D; and (3) due to previous ground disturbance within the project area (area of disturbance), no archaeological survey is recommended. (SWCA, 2025)

No historic properties are shown within a the study area on the National Park Service (NPS) NRHP Database and the public-facing side of the Oklahoma State Historic Preservation Office's Interactive National Register Sites Viewer (NPS, 2024b) (Oklahoma State Historic Preservation Office, 2024).

Figure 4-1. Aerial Image of RVS Area of Potential Effects (APE)

4.2.2.2 Environmental Consequences

Detailed guidance on significance thresholds and effects determinations for historical, architectural, archaeological, and cultural resource impacts can be found in the ATCT Final PEA (FAA ATCT Final PEA, 2023) and FAA Order 1050.1 Desk Reference, Chapter 8 (FAA, 2020).

Alternative 1: Proposed Action

As discussed in Section 4.2.2.1, SWCA prepared a report (see Appendix B) that recommended: (1) the existing ATCT as individually eligible for the NRHP under Criteria A and C; (2) all remaining surveyed historic-age resources within the APE are recommended not eligible for the NRHP under Criteria A, B, C or D; and (3) due to previous ground disturbance within the project area, no archaeological survey is recommended.

The undertaking would adversely impact the existing ATCT, eligible for the NRHP under Criteria A and C. Per 36 CFR 800.5(a)(2)(i), "Physical destruction of or damage to all or part of the (historic) property" constitutes an adverse effect under the National Historic Preservation Act (NHPA). The demolition of the historic existing ATCT would constitute an adverse effect under Section 106 of the NHPA.

Construction of the proposed new ATCT and demolition of the existing ATCT would occur within previously disturbed areas of the developed airport. Past ground disturbance indicates there is little to no potential for archaeological resources within the project area.

Concurrently with the Draft EA public notice, the FAA initiated a Section 106 consultation under the NHPA with the Oklahoma SHPO and Oklahoma Archaeological Survey (OAS) through notification of the FAA's Finding of Adverse Effect on May 27, 2025. This Section 106 consultation aims to develop and evaluate strategies to avoid, minimize, or mitigate adverse effects to this historic property with identified consulting parties. The FAA also initiated Section 106 consultation with federally recognized tribes with known interests or affiliations within the project area and notified them of the FAA's finding on May 27, 2025. The following tribes were consulted: the Alabama-Quassarte Tribal Town, Apache Tribe of Oklahoma, Cherokee Nation, Cheyenne and Arapaho Tribes, Oklahoma, Delaware Tribe of Indians, Muscogee (Creek) Nation, Osage Nation, and Wichita and Affiliated Tribes (Wichita, Keechi, Waco & Tawakonie), Oklahoma.

Alternative 2: No Action Alternative

Under the No Action Alternative, the existing ATCT would not be removed and replaced, and activities associated with the ATCT would remain the same. No impacts to existing historical, architectural, archaeological, and cultural resources would occur.

4.2.2.3 Mitigation

For the Proposed Action, the FAA is coordinating with the Oklahoma SHPO and other consulting parties to resolve adverse effects on the existing ATCT by developing and considering alternatives or modifications to avoid, minimize, or mitigate those effects before proceeding with the proposed undertaking. Mitigation would include plans for a qualified contractor to complete a Historic American Building Survey (HABS) in accordance with NPS guidelines (NPS, 2023). The requirement to conduct the HABS would be contained within a

Memorandum of Agreement (MOA) with the SHPO and other potential consulting parties. Details on this MOA will be included in the Final EA.

4.2.2.4 Unanticipated Discovery

If unanticipated discovery of cultural resources occurs during project implementation, activities would immediately stop in the area of the resource (FAA, 2020). The uncovered resources would be protected. In compliance with all applicable laws and regulations, the FAA would consult with the SHPO and tribes on the discovery. The FAA would consider their recommendations, conduct appropriate actions, then provide a report of those actions after they are completed (36 CFR 800.13).

4.2.3 Department of Transportation Act, Section 4(f)

Section 4(f) of the DOT Act of 1966 (codified in 49 U.S.C. § 303 and 23 U.S.C. § 138) applies to projects that receive funding from or require approval by agencies within the DOT and provides for the consideration of certain properties of national, state, and/or local significance during transportation project development, such as: public owned parks, recreational areas, wildlife and waterfowl refuges, and public and private historic sites.

Before approving a transportation project requiring the use of these properties, the DOT must determine that there is no feasible and prudent alternative to using that land and the project includes all possible planning to minimize harm resulting from the use (FAA, 2020).

4.2.3.1 Affected Environment

In general, actions that have the potential to affect Section 4(f) properties involve a physical or constructive use. Further details on what constitutes a physical or constructive occupation of the property may be found in the ATCT Final PEA.

According to the Bureau of Land Management (BLM) National Data Viewer, there are no listed recreational sites or wildlife refuges listed within the RVS study area (BLM, 2024). South Lakes Golf Course (approximately 0.3 miles south of the project area) is a public golf course that is the nearest public park to RVS (see Figure 4-1). Airport personnel indicated that there is a public parking area at the southern end of the RVS property adjacent to South Airport Way, but the TAIT does not consider the airport viewing area to be a park.

As described in Section 4.2.2, the existing RVS ATCT is eligible for listing on the NRHP per the integrity aspects and criteria found in 36 CFR § 60.4 under Criteria A and C for its association with early national FAA guidelines in the 1960's for construction and implementation of a NAS and as a well-preserved example of a modern master architect-designed ATCT. As such, the NRHP-eligible existing ATCT is also considered a Section 4(f) resource (DOT, n.d.(a)).

No historic properties are shown within the study area on the NPS NRHP Database and the public-facing side of the Oklahoma SHPO's Interactive National Register Sites Viewer (NPS 2024) (Oklahoma State Historic Preservation Office, 2024) The closest site listed in the NRHP to RVS is the B.W. McLean House and Office (Oklahoma State Historic Preservation Office, 2024).

4.2.3.2 Environmental Consequences

Detailed guidance on significance thresholds and effects determinations for DOT Section 4(f) resource impacts can be found in the ATCT Final PEA (FAA ATCT Final PEA, 2023) and FAA Order 1050.1 Desk Reference, Section 5.3.7 (FAA, 2020).

Alternative 1: Proposed Action

The Proposed Action would not impact the South Lakes Golf Course but would impact the historic existing ATCT. The proposed action would substantially impair the NRHP-eligible existing ATCT, a Section 4(f) resource, through the demolition of the existing ATCT itself. The demolition of the NRHP-eligible existing ATCT would adversely impact its physical integrity, resulting in a permanent physical use of the Section 4(f) property.

Alternative 2: No Action Alternative

Under the No Action Alternative, the existing ATCT would not be removed and replaced, and activities associated with the ATCT would remain the same. No impacts to existing DOT Section 4(f) resources would occur.

4.2.3.3 Mitigation

The FAA is preparing a Section 4(f) evaluation and plans to consult with the Oklahoma SHPO and DOI during Section 106 consultation to identify measures to avoid or minimize the harm of impacts before proceeding with the project. The FAA plans to coordinate with the Department of Interior (DOI) to review the project and receive concurrence on the resulting Section 4(f) evaluation. The Final EA would include the mitigation measures identified in the Section 4(f) evaluation. The FAA anticipates the mitigation outlined in the MOA (conducting a HABS) would inform the Section 4(f) finding in consultation with the DOI. The Section 4(f) finding would be included in the Final EA.

4.2.4 Visual Effects

Visual effects are considered under two categories: light emissions and visual resources/character. Light emissions from outdoor lighting in parking lots, streets, and within businesses or homes affect the darkness of the night sky, particularly in rural areas where fewer light sources are present. Visual character is the overall description of an area, such as rural, farmland, urban, coastal, or mountainous. (FAA, 2020).

4.2.4.1 Affected Environment

The proposed new ATCT site is located on existing airport property, approximately 200 feet west of the existing tower (see Figure 4-1). As such, the proposed new ATCT site is within the same viewshed of the existing ATCT. The area surrounding the proposed new ATCT site consists of existing buildings including the ATCT, hangars, taxiways, and roads. The surrounding area is characterized by industrial and residential lands with residential housing neighborhoods adjacent to the southwestern and southern boundaries of the airport. It is unlikely that surrounding residential neighborhoods and the South Lakes Golf Course south of RVS would have the proposed new ATCT within their viewshed due to the presence of trees, commercial buildings, and hangars providing a buffer to block the view. The nearest sensitive receptor is a small residential neighborhood located approximately

0.4-miles southwest of the study area. Once constructed, the proposed new ATCT would be one of the highest structures in the viewshed.

Light Emission

The RVS ATCT operates daily from 7:00 am to 10:00 pm and the lighting of the runways, taxiways, and other airfield safety lights are controlled by air traffic controllers. Currently, the airport operates in the standard configuration at night with light emissions from the following areas: airfield lighting (i.e., runway, taxiway, approach, and landing lights) and landside lighting (i.e., security lights, building interior lighting, parking lights, and signage) (RS&H, 2024). Light emission from airport activities has the potential to impact residential areas and other sensitive land uses. Currently, light emission at RVS does not conflict with neighboring residential and other land uses. Due to the proximity of the proposed ATCT to the existing ATCT which would be demolished, there are no anticipated impacts from light emissions to nearby sensitive receptors.

Wildlife, especially nocturnal species, may be sensitive to nighttime light sources which may disrupt migratory or breeding cycles. As mentioned in Section 4.2.1, the light-sensitive tricolored bat was not identified as a species of concern within the study area. Due to the lack of habitat within the study area, it is not likely that this mobile species would utilize habitat surrounding the ATCT for roosting or nesting.

Visual Resources and Visual Character

Visual resources around the proposed new ATCT site are consistent with those of the existing ATCT at RVS. The area surrounding the existing airport is characterized as light industrial for airport uses surrounded by park and open spaces and some suburban residential development (RS&H, 2024). As stated above, South Lakes Golf Course is located adjacent to and south of the airport and may be within the viewshed of the existing and replacement towers. The nearest residential area is located 0.43 miles southwest of the proposed new ATCT site. Other visual resources within the existing airport environment include active runways and taxiways, storage hangars, and fixed base operator buildings. The tallest structure at RVS is the ATCT with a cab floor eye level elevation of 49 feet AGL. The proposed ATCT would be 100 feet AGL at the cab floor eye level and may be visible from a farther distance than the existing tower.

4.2.4.2 Environmental Consequences

Detailed guidance on significance thresholds and effects determinations for visual resource impacts can be found in the ATCT Final PEA (FAA ATCT Final PEA, 2023) and the FAA Order 1050.1 Desk Reference, Section 13.3.3 (FAA, 2020).

Alternative 1: Proposed Action

The Proposed Action would involve construction of the proposed new ATCT on previously cleared airport property. The proposed new ATCT site is located approximately 200 feet west of the existing ATCT. The reflective surfaces of the proposed new ATCT and support building could alter the visual character of the airport area due to the tower height and change to the viewshed. However, the change in location of light emission from the existing ATCT to the new tower is unlikely to create additional light emissions once the existing ATCT is decommissioned, and the new tower is operational. The addition of a newly lit parking

area for the proposed new ATCT would result in new light emissions as there is no existing lighting at the existing ATCT site. The closest visual receptors, the residential neighborhood approximately 0.43 miles southwest of the proposed new ATCT site, would receive minimal to no effects from the shift in location of airport related lighting. The changes in lighting are not anticipated to affect the visual nature of the area or increase the existing lighting emitted from the airport.

Changes to visual resources and visual character from construction of the new ATCT and removal of the existing ATCT would not affect or obstruct visually important resources. Although the proposed new ATCT would be 41.6 feet taller than the existing RVS ATCT, it would not contrast with the area's visual character upon completion due to the study area being an existing and active airport. The replacement ATCT may be within the viewshed of the South Lakes Golf Course; however, the existing tower would also likely already be within the golf course's viewshed and thus would not alter the visual character of the golf course. General enjoyment of the golf course is anticipated to remain unchanged from the Proposed Action.

Alternative 2: No Action Alternative

Under the No Action Alternative, the existing ATCT would not be removed and replaced, and activities associated with the ATCT would remain the same. No impacts to existing visual effects would occur.

4.2.5 Water Resources

Water resources encompass include wetlands, floodplains, surface water, groundwater, and wild and scenic rivers. These resources provide drinking water, irrigation, and other water uses for communities, in addition to recreation and transportation opportunities, and habitat for vegetation and wildlife species.

4.2.5.1 Affected Environment

Wetlands

The USFWS National Wetlands Inventory identifies approximately two distinct wetlands within the study area, as shown on Figure 4-2 (USFWS, 2025). One of the wetlands is riverine and the other is a freshwater forested/shrub wetland. The nearest wetland to the proposed new ATCT site is a 4.86-acre riverine intermittent streambed located outside the study area. This wetland is a seasonally flooded, excavated wetland located approximately 0.3 miles to the west of the proposed new ATCT site. This riverine wetland is associated with Hager Creek.

Floodplains

According to the Federal Emergency Management Agency's (FEMA) National Flood Hazard Layer Viewer, the proposed new ATCT site is located within an area of minimal flood hazard and is therefore not located within a 100- or 500-year FEMA floodplain (FEMA, 2024).

Surface Water

There are no man-made or naturally occurring ponds or lakes within the project area. The nearest river to the study area is Hager Creek which is located approximately 0.3-miles west of the study area (see Figure 4-1).

Groundwater

According to the Oklahoma Water Resource Board, the study area is located above the major alluvial aquifer of the Arkansas River (Oklahoma Water Resources Board, 2024). According to the National Water Dashboard, the study area is not located over a mapped aquifer zone. The nearest aquifer is located approximately 23 miles west of the study area. The flow of groundwater within the study area is to the east towards the Arkansas River (USGS, 2021).

Wild and Scenic Rivers

According to the National Wild and Scenic River System map (National Wild and Scenic Rivers System, 2024), there are no wild and scenic rivers listed within the study area. The closest river listed in the National Rivers Inventory is Elk River, located about 90 miles northeast of the study area (NPS, 2024a). The closest Wild and Scenic River is Mulberry River, located approximately 120 miles southeast of the study area.

4.2.5.2 Environmental Consequences

Detailed guidance on significance thresholds and effects determinations for water resources impacts can be found in the ATCT Final PEA (FAA ATCT Final PEA, 2023) and the FAA Order 1050.1 Desk Reference, Sections 14.1.3 through 14.5.3.1 (FAA, 2020).

Alternative 1: Proposed Action

The Proposed Action would cause temporary, short term surface disturbing activities in the span of approximately two (2) acres involving increased vehicle traffic and use of machinery. No direct impacts to wetlands would occur due to the absence of these areas within the project area. Indirect impacts to wetlands are unlikely to occur given the nearest wetland area is approximately 0.3 miles west of the proposed new ATCT site and the existing ATCT. Implementing BMPs that include erosion and sedimentation controls would reduce or prevent potential impacts to downstream waters.

Disruption of soil surfaces, introduction of non-native plant species through transfer of seeds, and contamination of soils from chemicals such as hydraulic fluids or petroleum leaks could occur during ground disturbing activities. Runoff containing contaminated soil could result in offsite interface with surface waters downstream from the proposed new ATCT site and the existing ATCT but is unlikely due to the distance and location of the nearest tributary. Soil, sediment, or chemical runoff could directly or indirectly damage water quality, alter habitat from sediment build-up, or cause changes to the ecosystems from the introduction of non-native species. The increased presence of heavy construction equipment, fuels, chemicals, or solvents during construction/demolition activities could affect groundwater if spills or leaks were to occur. The severity would depend on the volume or duration of the spill or leak and ability to respond appropriately. Applying BMPs, such as spill/leak monitoring and runoff prevention, could reduce or prevent impacts to groundwater from excavation and construction.

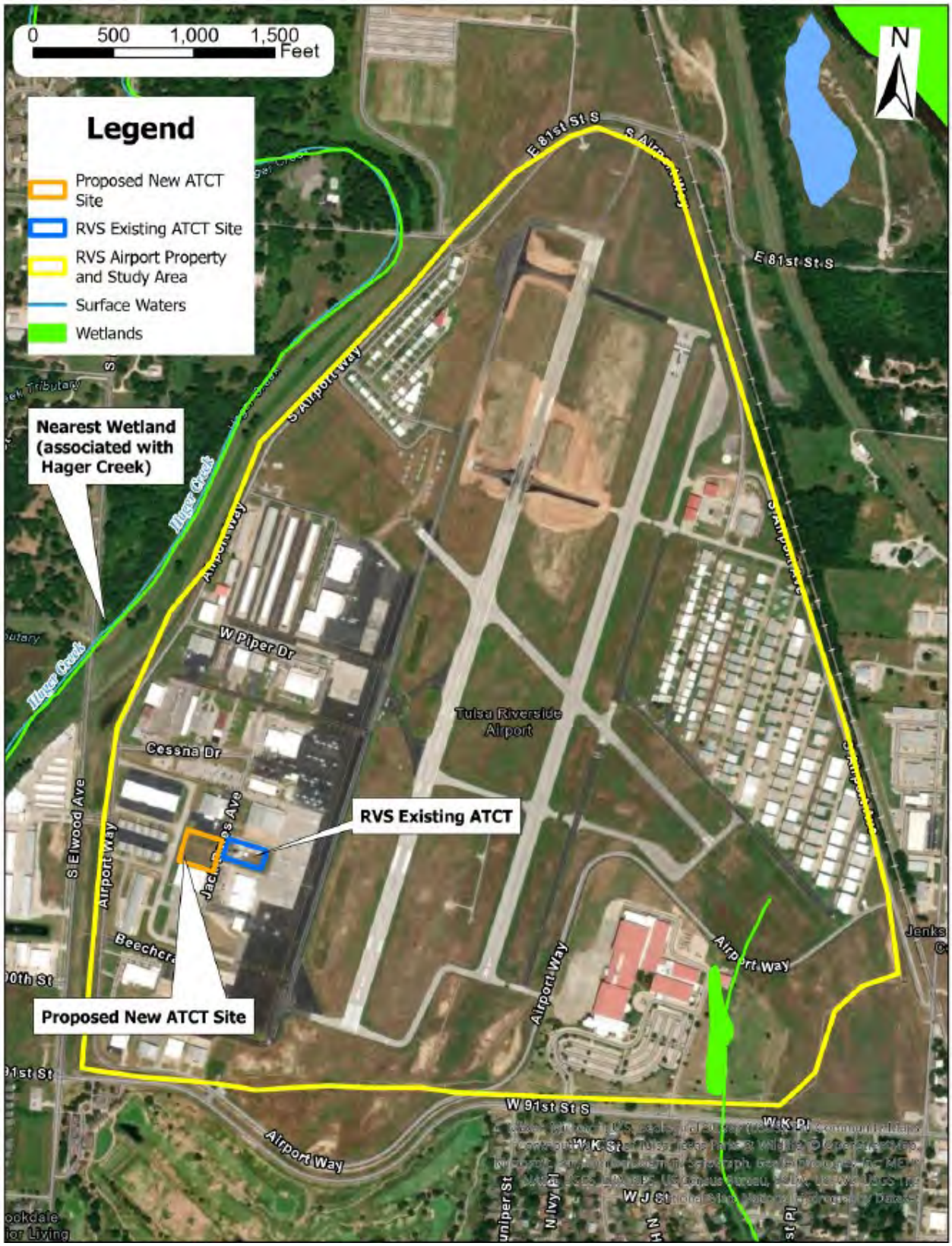

Figure 4-2. Aerial Image of Wetlands and Surface Water Features near RVS Airport

Excavation volume and depth for foundation structural components is unknown at this time. Groundwater could be encountered during excavation and construction activities. If this were to occur and pumping was required to extract water and continue construction, the excess water may be discharged offsite through the RVS stormwater system. The RVS Stormwater Pollution Prevention Plan notes one primary outfall on airport property. The airport property drains towards Outfall #001 discharging to the Arkansas River (TAIT, 2023). Discharging this water could result in sediment and chemical runoff where outflow occurs. Disruption of groundwater or groundwater flow could occur at excavation sites and where placement of structural components is located; however, these potential impacts would be temporary in nature. Applying runoff and contamination prevention BMPs could reduce or prevent impacts to groundwater from excavation and construction.

As stated above, RVS is in an area of minimal flood hazard and no impacts to floodplains are likely to result from the Proposed Action.

Alternative 2: No Action Alternative

Under the No Action Alternative, the existing ATCT would not be removed and replaced, and activities associated with the ATCT would remain the same. No impacts to existing water resources would occur.

4.2.5.3 Best Management Practices

BMPs to offset unavoidable impacts to water resources allow for onsite absorption of rainwater such as permeable surfaces, allowing natural drainage processes, and erosion prevention measures. Descriptions of recommended management practices for these wetlands, surface water, and groundwater are described below.

The City of Tulsa has developed a Storm Water Management Criteria Manual for use within the city (City of Tulsa, 2024). This document provides stormwater management criteria relative to drainage policies and procedures for submittal and review of drainage designs and reports, including construction and post-construction requirements related to erosion and sediment controls and other measures to control storm water pollutants.

Measures for reducing runoff and erosion, as described below, would prevent or reduce sediment and the introduction of non-native plant species from degrading nearby water resources. These measures should be implemented within the study area to avoid the potential for temporary construction impacts to the airport's outfall to the Arkansas River.

- Use pervious surfaces where practicable.
- Control runoff, while ensuring the runoff control measure do not attract wildlife hazardous to aviation.
- Control waste and spoils disposal to prevent contaminating ground and surface water, while not attracting wildlife hazardous to aviation (e.g., control the use of pesticides and herbicides, maintain vegetative buffers to reduce sedimentation and delivery of chemical pollutants to the waterbody).
- Limit ground disturbance to the areas necessary for project-related construction.
- Employ erosion control measures to minimize sedimentation of surface waters.

- Restore vegetation on disturbed areas to prevent soil erosion following project completion.

BMPs to reduce direct impacts to groundwater include, but are not limited to, the following:

- Protect water quality of surface water runoff that may infiltrate into the ground.
- Restore vegetation on disturbed areas to prevent soil erosion following project completion.
- Limit the area of new impervious surfaces to the areas necessary for project-related construction.

4.3 CUMULATIVE IMPACTS

FAA Order 1050.1F Paragraph 4.2.d(3) implementing the procedural provisions of NEPA defines cumulative impacts as:

> *"those that result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions, whether Federal or non-Federal*." *(FAA, 2015)*

Cumulative impacts can also "be viewed as the total combined impacts on the environment of the proposed action or alternative(s) and other known or reasonably foreseeable actions" (FAA, 2020).

On a programmatic level and combined with other actions, Alternative 1 could lead to cumulative impacts depending on the scale (number of projects) or geography (localized area) in which the actions are performed. Although the ATCT Final PEA (FAA ATCT Final PEA, 2023) indicated that the ATCT Replacement Program would not result in cumulative impacts, this EA included a site-specific analysis to confirm that no cumulative impacts would result locally. This site-specific analysis included an evaluation of past, present, and reasonably foreseeable future projects in the vicinity of the airport and within the study area to identify actions that may amplify the effects of any potential impacts from the Proposed Action.

The Tulsa Riverside Airport Master Plan provides long term guidance to assist management and airport users in the development of airport facilities in response to anticipated future demand (RS&H, 2024). The revised RVS Master Plan, issued February 2024, reviews future conditions and aviation forecasts and addresses airfield, terminal, landside and airside services, and land use issues. The RVS Master Plan consists of eight chapters, and several chapters address future facility requirements and infrastructure alternatives that are dependent on future aviation activity levels.

A recent airport project is the new taxiway connectors to meet FAA safety standards (Booz Allen Hamilton, 2024).

According to the RVS Airport Manager, future projects at RVS include hangar development, demolition of a maintenance building, new security fencing at the southwest portion of the airport property, drainage improvements at the northwest side of the airport, and a new main airport entrance/administrative building near Gate 5. These future projects at RVS

have not yet been planned or designed. As such, these projects are not reasonably foreseeable and cannot be specifically evaluated as potential cumulative impacts in this EA (Booz Allen Hamilton, 2024).

During construction activities, minor erosion and sedimentation may occur. The proposed new ATCT would not contribute to a significant adverse cumulative impact to natural resources or energy supply. The sustainable design of the proposed new ATCT is anticipated to exhibit energy and water efficiencies, thereby reducing energy and resource supply needs.

The cumulative impact of the proposed new ATCT presented in this EA is not anticipated to result in significant impacts or significant cumulative impacts to either human health or the environment.

4.4 CONCLUSION

This site-specific EA evaluates the existing environment at RVS and analyzes the potential environmental consequences of the Proposed Action. The cumulative impact of the replacement ATCT presented in this EA is not anticipated to result in significant impacts or significant cumulative impacts to either human health or the environment.

SECTION 5 | Public Involvement

The FAA is providing a 508-compliant electronic copy of this draft EA for review by the public on the following website: https://www.faa.gov/air_traffic/atf. Comments may be submitted to the FAA (Aaron.Comrov@faa.gov). The FAA published a Notice of Availability in the Tulsa World newspaper to advertise the availability of the EA to allow the public to view the document electronically and how to submit comments.

SECTION 6 | List of Preparers

This EA was prepared by:

FAA

Aaron Comrov
FAA Air Traffic Organization
Environmental Team Lead (AJW-2C16E)
Central Service Area Engineering Services
Environmental and Occupational Safety & Health Center

Booz Allen Hamilton

Jennifer Salerno – NEPA Program Manager
M.S., Environmental Studies, American University
B.S., Biology, University of Maryland at College Park

Marissa Carvalho – Resource Specialist
M.N.R.S., Ecological Restoration, Colorado State University
B.S., Environmental Science, Northeastern University

Jeffrey Furr – Resource Specialist
M.S., Environmental Sciences and Engineering, Virginia Tech
A.B., Earth Sciences, Dartmouth College

Joseph Tomberlin – Resource Specialist
M.H.P., Historic Preservation, Georgia State University
B.A., History, Oglethorpe University

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APPENDIX A | FEDERALLY LISTED SPECIES REPORTS FOR TULSA COUNTY AND THE STUDY AREA

This appendix contains the list of threatened, endangered, candidate, or species under review by the U.S. Fish and Wildlife Service for Tulsa County, Oklahoma. Appendix A also provides site-specific species list, critical habitat, migratory birds, and other information.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Oklahoma Ecological Services Field Office
9014 East 21st Street
Tulsa, OK 74129-1428
Phone: (918) 581-7458 Fax: (918) 581-7467

In Reply Refer To:
Project Code: 2025-0091869
Project Name: RVS Airport

05/02/2025 20:30:19 UTC

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see https://www.fws.gov/program/migratory-bird-permit/what-we-do.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see https://www.fws.gov/library/collections/threats-birds.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds,* obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/partner/council-conservation-migratory-birds.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Bald & Golden Eagles
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Oklahoma Ecological Services Field Office
9014 East 21st Street
Tulsa, OK 74129-1428
(918) 581-7458

PROJECT SUMMARY

Project Code: 2025-0091869
Project Name: RVS Airport
Project Type: Airport - Maintenance/Modification
Project Description: Airport traffic control tower replacement
Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@36.040443249999996,-95.98540681540979,14z

Counties: Tulsa County, Oklahoma

ENDANGERED SPECIES ACT SPECIES

There is a total of 6 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Tricolored Bat *Perimyotis subflavus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

BIRDS

NAME	STATUS
Piping Plover *Charadrius melodus* Population: [Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered. There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6039	Threatened
Rufa Red Knot *Calidris canutus rufa* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1864	Threatened

REPTILES

NAME	STATUS
Alligator Snapping Turtle *Macrochelys temminckii* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4658	Proposed Threatened

INSECTS

NAME	STATUS
American Burying Beetle *Nicrophorus americanus* Population: Wherever found, except where listed as an experimental population No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/66	Threatened
Monarch Butterfly *Danaus plexippus* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

BALD & GOLDEN EAGLES

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act [2] and the Migratory Bird Treaty Act (MBTA) [1]. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

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1. The Bald and Golden Eagle Protection Act of 1940.
2. The Migratory Birds Treaty Act of 1918.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

BALD & GOLDEN EAGLES INFORMATION WAS NOT AVAILABLE WHEN THIS SPECIES LIST WAS GENERATED. PLEASE CONTACT THE FIELD OFFICE FOR FURTHER INFORMATION.

MIGRATORY BIRDS

The Migratory Bird Treaty Act (MBTA) [1] prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service). The incidental take of migratory birds is the injury or death of birds that results from, but is not the purpose, of an activity. The Service interprets the MBTA to prohibit incidental take.

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1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

MIGRATORY BIRD INFORMATION WAS NOT AVAILABLE WHEN THIS SPECIES LIST WAS GENERATED. PLEASE CONTACT THE FIELD OFFICE FOR FURTHER INFORMATION.

WETLANDS

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

FRESHWATER FORESTED/SHRUB WETLAND
- PFO1C

RIVERINE
- R4SBC

IPAC USER CONTACT INFORMATION

Agency: Federal Aviation Administration
Name: Marissa Carvalho
Address: 1349 W Peachtree Street NW
City: Atlanta
State: GA
Zip: 30305
Email marissacarvalho92@gmail.com
Phone: 4047902092

You have indicated that your project falls under or receives funding through the following special project authorities:

- BIPARTISAN INFRASTRUCTURE LAW (BIL) (OTHER)

APPENDIX B | NHPA SECTION 106 CONSULTATION

U.S. Department of Transportation
Federal Aviation Administration

United States Department of Transportation
FEDERAL AVIATION ADMINISTRATION
Great Lakes Regional Office
Des Plaines, IL 60018

AIRPORT TRAFFIC CONTROL TOWER REPLACEMENT PROGRAM

May 27, 2025

Re: Initiation of Consultation under Section 106 of the National Historic Preservation Act and Finding of Adverse Effect for the Proposed Replacement Airport Traffic Control Tower at the Tulsa Riverside Airport, Tulsa County, Oklahoma

Lynda Ozan
Deputy State Historic Preservation Officer
State Historic Preservation Office
Oklahoma Historical Society
800 Nazih Zuhdi Drive
Oklahoma City, OK 73105

Dear Ms. Ozan:

Introduction

The Federal Aviation Administration (FAA), in accordance with Section 106 of the National Historic Preservation Act of 1966 and implementing regulations (36 Code of Federal Regulations [CFR] Part 800), invites you to participate in consultation for the proposed construction of a new Airport Traffic Control Tower (ATCT) at Tulsa Riverside Airport at 8777 S Jack Bates Ave, Tulsa, OK 74126. In accordance with 36 CFR 800.3(g), this letter's purpose is to initiate a Section 106 consultation with your office and seek your concurrence with the FAA's findings.

Under the ATCT Replacement Program (Program), the FAA plans to replace existing FAA-owned ATCTs with modern facilities at airports across the nation. The Infrastructure Investment and Jobs Act (Public Law 117-58), formerly known as the Bipartisan Infrastructure Law (BIL), provided funding to improve ATCTs nationwide.

This project is a component of the Program and an undertaking under Section 106 to construct a new ATCT and demolish the existing ATCT at Tulsa Riverside Airport. The FAA will be coordinating its review under Section 106 with its compliance under the National Environmental Policy Act (NEPA). The proposed undertaking would occur within Tulsa Riverside Airport, Tulsa, Oklahoma (see Exhibit 1 – Project Area and Area of Potential Effects).

Description of the Undertaking

The FAA is proposing to build and operate an ATCT at latitude 36° 02' 08.91" N, longitude 95° 59' 27.99" W, located 200 feet west from the existing ATCT at 8777 S Jack Bates Ave, Tulsa, OK 74126 (see Exhibit 2 – Site Plans). Total acreage of the project area is 1.65-acres, including the 0.65-acre area of the existing ATCT and the 1.00-acre area of the proposed ATCT. The proposed undertaking would provide for a modern, operationally efficient ATCT that would meet all applicable FAA requirements.

The existing ATCT is beyond its useful design life and has reached its operational and functional capability. The existing ATCT does not have the ability to accommodate upgrades to the latest air traffic control technologies, lacks personnel space requirements and modern amenities, and exhibits physical problems such as maintenance-intensive deficient mechanical appurtenances (e.g., heating and ventilation). The proposed ATCT would enable the installation of modern and required air traffic control equipment, provide adequate space and an enhanced work environment for FAA personnel, lower operating costs, and improve environmental performance, resulting in reduced energy consumption due to an efficient design while meeting applicable FAA requirements.

The proposed tower cab floor elevation would be 90.58 ft above ground level and 713.58 ft above mean sea level. This is the minimum height that would meet all siting criteria under the Safety Management System. At this height, controllers would have unobstructed views of all airport-controlled areas and all airborne traffic with existing infrastructure. The proposed tower would have a 10-sided, 550 square foot cab. The proposed design includes space for four air traffic controller positions: Ground Control, Local Control, Flight Data, and Supervisor. Stairs would be located opposite the Ground Control position. This proposed design would allow for a safe operating environment and include upgrades for resistance against seismic events.

For new construction, site access for the project would occur using Jack Bates Avenue and Airport Way west and east of the project area, and staging areas would consist of parking lots and previously disturbed areas adjacent to and within the project area. For the demolition of the existing ATCT, site access for the project would occur via Terminal Drive west of the existing ATCT, and staging areas would consist of the parking lot south adjacent to the existing ATCT. To provide uninterrupted air traffic control services, the current ATCT would be demolished after construction of the proposed ATCT is completed.

Area of Potential Effects

The Area of Potential Effects (APE), as defined at 36 CFR 800.16(d), is the geographic area or areas within which the undertaking may directly or indirectly cause alterations in the character or use of any historic properties. Actions that have the potential to affect historic properties include construction and ground disturbance as well as noise, vibration, and visual effects.

Based on the potential for direct and indirect effects, the APE for the proposed undertaking includes a 0.5-mile radius around the location of the proposed ATCT and the existing ATCT. Within the project area, construction, demolition, maintenance, and usage effects may occur (see Exhibit 1). New utilities would

be placed from existing utility lines within the APE. The existing airport perimeter, maintenance, and public access roads would be used for construction and maintenance traffic.

The proposed ATCT would be visible from much of the surrounding airport area. The design intention for the proposed ATCT is to create an efficient, low maintenance facility which meets the operational requirements of the airport, harmonizes with the surrounding environment, and is consistent in character with the existing and proposed airport facilities.

Historic Property Identification

The Tulsa Riverside Airport was first established in 1956. Construction of the existing RVS ATCT was a significant event in Tulsa's local history, as growing operations and the airport's first fatal collision led to a recognized need for the ATCT. The existing ATCT on the property is of a Type O tower type and was commissioned in 1965. The Type O standard ATCT design consists of an occupied pentagonal steel framed shaft with inwardly sloping walls along its height supporting a pentagonal prefabricated, aluminum framed cab. In November 1962, the FAA accepted the Type O standard design concept prepared by I.M. Pei & Associates. Previously, towers were airport sponsored and designed. The first Type O tower in the nation was commissioned prior to the construction of the RVS ATCT, in February 1965, and the last commissioned in 1968.

SWCA Environmental Consultants (SWCA) prepared a report, *Tulsa Riverside Airport Traffic Control Tower Architectural/Historic Resources Survey*, evaluating the eligibility of the existing ATCT (see Exhibit 3). This report recommended the: (1) existing ATCT as individually eligible for the NRHP under Criteria A and C; and (2) remaining surveyed historic-age resources within the APE as not eligible for the NRHP under Criteria A, B, C, or D. Due to previous ground disturbance within the project area, no archaeological work was recommended.

No National Historic Landmarks, NRHP-listed or eligible properties or districts, cemeteries, City Historic Places or Districts, Centennial Farms or Ranches, or All Black Towns were identified within a one-mile buffer (i.e., study area) of the direct APE. A total of one previous cultural resources investigation, one archaeological site, and one Oklahoma Landmark Inventory (OLI) resource were identified within the study area (City of Tulsa 2025; Cox McLain Environmental Consulting now Stantec 2023; NPS 2025; OAS 2025; OHS 2025; OLI 2025). The cultural resource investigation, conducted in 1998 by the City of Tulsa Public Works Department, identified the one OLI resource; however, the landmark is no longer extant. The archaeological site, 34TU99, is located 0.3 miles (0.5 kilometers) west of the project; however, no data is available at the OAS (Oklahoma Archeological Survey) concerning this site (OAS 2024).

Assessment of Effects

Construction of the proposed ATCT would occur within the developed airport property. The proposed site is located within the airport operations area at latitude 36° 02' 08.91" N, longitude 95° 59' 27.99" W. The existing ATCT proposed for demolition is in the project area at 8777 S Jack Bates Ave, Tulsa, OK 74126 and is a historic property considered eligible for the NRHP. The proposed project would displace

the historic RVS ATCT as the FAA proposes to demolish the existing tower and replace it with a new tower, constituting an adverse effect on the property.

Construction of the proposed new ATCT and demolition of the existing ATCT would occur within previously disturbed areas of the developed airport. Therefore, it is unlikely that undisturbed cultural resources remain within the project area. If, however, during construction or maintenance activities any cultural resources are discovered, construction would cease and the appropriate state, federal, and tribal officials would be notified and given the opportunity to review, determine its significance, and implement any necessary mitigation measures.

The FAA proposes a Finding of Adverse Effect due to the existing ATCT's proposed demolition. In accordance with 36 CFR 800.6, the FAA will consult with you and other Section 106 consulting parties to develop and evaluate strategies to avoid, minimize, or mitigate adverse effects to this historic property.

Section 106 Consultation

In accordance with 36 CFR 800.3, the FAA has identified the Tulsa Riverside Airport, Tulsa Preservation Commission, and Tulsa Air & Space Museum as Section 106 consulting parties. The FAA identified and will separately initiate consultation with the following federally recognized Tribes with known interests in the area: Alabama-Quassarte Tribal Town, Apache Tribe of Oklahoma, Cherokee Nation, Cheyenne and Arapaho Tribes, Oklahoma, Delaware Tribe of Indians, Muscogee (Creek) Nation, Osage Nation, and Wichita and Affiliated Tribes (Wichita, Keechi, Waco & Tawakonie), Oklahoma. Invited parties will have 30 days to respond and provide their comments.

The FAA integrated the public involvement for this undertaking with this project's NEPA process. Information regarding the Program is available at Tower Design Initiative website (https://www.faa.gov/tower-design); information on the Draft Environmental Assessment for the RVS Replacement ATCT is available through a dedicated website at: https://www.faa.gov/air_traffic/atf.

Request for Comment and Concurrence

As outlined above, the purpose of this letter is to seek your concurrence with the FAA's Finding of Adverse Effect and invite your views on the effects.

We request that you review the information and respond within 30 days of receiving this letter. If you should need any further information or wish to discuss the project, please contact Aaron Comrov at 847-294-7665 and aaron.comrov@faa.gov.

Sincerely,

Aaron Comrov

Aaron Comrov
Environmental Team Lead
CSA ES EOSH Center
Federal Aviation Administration

Enclosures

Exhibit 1 – Project Area and Area of Potential Effects
Exhibit 2 – Site Plans
Exhibit 3 – *Tulsa Riverside Airport Traffic Control Tower Historic Resources Survey, Tulsa County, Oklahoma*