

**B Agency Coordination, Community Involvement, and
List of Receiving Parties**

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B.1 Notice of Intent Announcement

B.1.1 Notice of Intent Letter



U.S. Department
of Transportation
**Federal Aviation
Administration**

Air Traffic Organization
Central Service Center

10101 Hillwood Pkwy.
Fort Worth, TX 76177

sample

July 28, 2022

Mr. Reid Nelson
Advisory Council on Historic Preservation
401 F St. #308
Washington, DC 20001

Reference: San Antonio Airspace Modernization Project Notice of Intent to Prepare an Environmental Assessment (EA)

Dear Mr. Nelson:

This notification letter is to inform you that the Federal Aviation Administration (FAA) is undertaking preparation of an Environmental Assessment (EA) to consider potential environmental impacts of the San Antonio Airspace Modernization project implementation. Attached is the Legal Notice that will be published in primary newspapers in the San Antonio region of Texas to notify the general public.

The San Antonio region has multiple civilian and military airports and complex air traffic flows. In these areas, heavy air traffic and other constraints can combine to hinder efficient aircraft movement. The San Antonio Airspace Modernization project would seek to improve the efficiency of the national airspace system in the San Antonio airspace by optimizing aircraft arrival and departure procedures serving various airports within the San Antonio Airspace Modernization project General Study Area.

The San Antonio Airspace Modernization project would involve changes in aircraft flight paths and altitudes in certain areas. The FAA has established a General Study Area (attached) to evaluate potential impacts of changes in aircraft routing, including those that would occur below 10,000 feet above ground level (ft. AGL). Additionally, any areas where FAA policy requires special consideration regarding potential noise impacts – these can include, for example, areas in national parks, national wildlife refuges, and historic sites (including traditional cultural properties) – will be studied where flight path changes occur below 18,000 ft. AGL. High altitude changes to flight paths, at altitudes greater than 18,000 ft. AGL, may occur as part of the San Antonio Airspace Modernization project beyond the General Study Area, but such changes are not included in the environmental study area.

The EA will study potential environmental impacts to those airports within the General Study Area that meet environmental analysis criteria identified in FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and the 1050.1F Desk Reference. These airports are:

- San Antonio International Airport (SAT)
- Kelly Field Airport (SKF)
- Randolph Air Force Base (RND)
- New Braunfels National Airport (BAZ)

The FAA has begun preparation of an EA within established laws, regulations, FAA Orders, and guidance. The FAA welcomes your input and is sending this new notification letter for the following reasons:

1. To advise you of the initiation of the EA study
2. To provide you an opportunity to offer any background information that you may have regarding the included General Study Area established for this EA
3. To provide you an opportunity to advise the FAA of any issues, concerns, policies, or regulations that you may have regarding the environmental analysis that will be undertaken in the EA

The FAA intends to hold public workshops following publication of the Draft EA. The FAA will provide public notice of the public workshops and the availability of the Draft EA at a future date. The FAA plans to hold separate consultations with Tribal Governments in accordance with Executive Order 13175, and will consult with their Tribal Historic Preservation Offices as appropriate.

The FAA is currently working on additional details related to this project, and will be coordinating with other agencies as appropriate. If you desire to provide comments and/or have any questions about the information provided, please provide them by letter or email, to be received on or before August 29, 2022, at the following address:

**Attn: San Antonio Airspace Modernization
Operations Support Group
FAA-ATO Central Service Center
10101 Hillwood Pkwy.
Fort Worth, TX 76177
E-mail: 9-ASW-CSA-SAT-PBNSINGLESITE-Comment@faa.gov**

Sincerely,



Robert W. Beck
Director, Central Service Center, AJV-C

Attachments:

1. Notice Regarding the FAA's Preparation of an Environmental Assessment
2. Graphic of General Study Area

**U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration**

**Notice of the Federal Aviation Administration (FAA) Intent to Prepare an Environmental
Assessment for the San Antonio Airspace Modernization Project**

SUMMARY: The FAA is issuing this notice to advise the public that it is preparing an Environmental Assessment (EA) for the San Antonio Airspace Modernization project, which involves flight procedure optimization for a number of airports, referred to as the “EA Study Airports,” that are:

- San Antonio International Airport (SAT)
- Randolph Air Force Base (RND)
- Kelly Field Airport (SKF)
- New Braunfels National Airport (BAZ)

The San Antonio Airspace Modernization project would seek to improve the efficiency of the national airspace system in the San Antonio regional airspace by optimizing aircraft arrival and departure procedures serving a number of airports that meet the defined environmental analysis criteria in FAA Order 1050.1F “Environmental Impacts: Policies and Procedures.” The EA Study Airports that meet the defined criteria will be assessed in the EA. The EA will be prepared pursuant to the National Environmental Policy Act of 1969 and its implementing regulations found at Title 40, Code of Federal Regulations, Sections 1500-1508. The purpose of the proposed San Antonio Airspace Modernization is to improve the efficiency of the airspace using satellite-based navigation technology called Area Navigation (RNAV). The FAA has not made any decisions about the Final EA content.

SUPPLEMENTARY INFORMATION:

Existing and proposed air traffic procedures for the airspace above and near the EA Study Airports will be evaluated in the EA. RNAV-based Standard Instrument Departures (SIDs) and Standard Terminal Arrivals (STARs) have been in effect in the San Antonio region for over a decade. However, since these procedures were first implemented, RNAV design criteria and guidance have been regularly updated as experience has been gained in the design and use of RNAV procedures. As a consequence, older RNAV procedures do not take full advantage of current RNAV design capabilities and have become increasingly less efficient. Air traffic procedures using ground-based navigation aids (NAVAIDS) (referred to as “Conventional procedures” to signify their differentiation from RNAV procedures) will also be considered in the EA. The arrival and departure procedures serving the San Antonio region can be improved to increase the efficient use of the airspace to the benefit of pilots, controllers, and the general public.

Proposed Action

The EA is expected to evaluate at least two alternatives, the No Action alternative and the proposed San Antonio Airspace Modernization alternative (the Proposed Action). The FAA has not finalized the Proposed Action at this time. The Proposed Action as it is currently being configured consists of optimizing aircraft routes within the controlled airspace into and out of the San Antonio Region. The primary components of the proposed San Antonio Airspace Modernization would include:

- **ESTABLISHING UPDATED DEPARTURE ROUTES AND/OR FIXES/WAYPOINTS FROM THE EA STUDY AIRPORTS.** Aircraft departing from the EA Study Airports would transition to air traffic procedures using optimized routes based on RNAV technology. A “fix” (or fixes) or a “waypoint” (or waypoints) are a geographical position determined by reference to one or more radio NAVAIDS, or by some other means such as satellite navigation.

- **ESTABLISHING UPDATED ARRIVAL ROUTES AND/OR FIXES/WAYPOINTS INTO THE EA STUDY AIRPORTS.** Aircraft bound for the EA Study Airports would transition from a cruise (or en route) altitude to optimized air traffic procedures, then to localized air traffic patterns and optimized runway approaches.

Implementation of the proposed San Antonio Airspace Modernization project is not anticipated to increase the number of aircraft operations at the EA Study Airports and would not involve physical construction of any facilities.

General Study Area

Using radar data for the EA Study Airports and preliminary proposed design changes, the FAA has identified a General Study Area in which changes to aircraft routing would occur as a result of the Proposed Action.

The General Study Area will be used to evaluate and compare the potential impacts of the Proposed Action and at least one alternative (the No Action alternative). This evaluation will occur where departing aircraft are anticipated to be at altitudes below 10,000 feet above ground level (AGL) and arriving aircraft at altitudes below 7,000 feet AGL under the Proposed Action or the No Action alternative. Additionally, any areas where FAA policy requires special consideration regarding potential noise impacts – these can include, for example, areas in national parks, national wildlife refuges, and historic sites (including traditional cultural properties) – will be studied where flight path changes occur below 18,000 ft. AGL. High altitude changes to flight paths, at altitudes greater than 18,000 ft. AGL, may occur as part of the San Antonio Airspace Modernization project as far as 200 miles from the Study Airports, but such changes generally are not included in the environmental study area.

PUBLIC WORKSHOPS:

The FAA intends to hold public workshops following publication of the Draft EA at a later date. The FAA will provide public notice of the public workshops and the availability of the Draft EA when appropriate to disclose the draft results of the FAA's analysis.

FOR FURTHER INFORMATION CONTACT:

Attn: San Antonio Airspace Modernization

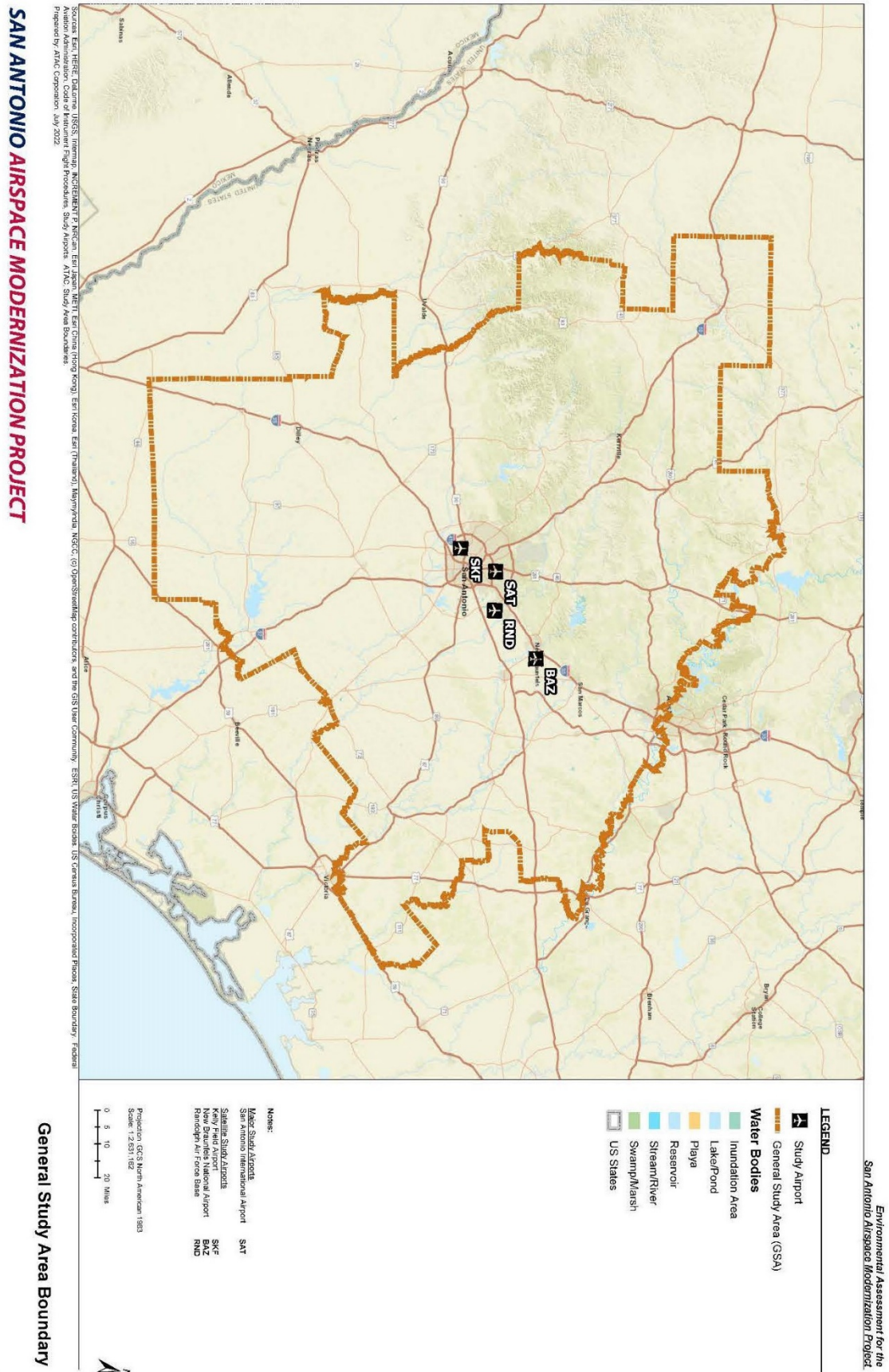
Operations Support Group

FAA-ATO Central Service Center

10101 Hillwood Pkwy.

Fort Worth, TX 76177

E-mail: 9-ASW-CSA-SAT-PBNSINGLESITE-Comment@faa.gov



B.1.2 Workshops Notice



Air Traffic Organization
Central Service Center

10101 Hillwood Pkwy.
Fort Worth, TX 76177

October 4, 2022

Notice of Upcoming San Antonio Airspace Modernization Project Community Engagement

The Federal Aviation Administration is proposing an update to air traffic control procedures that bring aircraft into and out of San Antonio area and will be releasing a Draft Environmental Assessment (EA) under separate notice in mid-October. Please note the information in this notice, including web links, may be found online at FAA's Community Engagement page for the San Antonio Airspace Modernization Project:

- https://www.faa.gov/air_traffic/community_engagement/sanant

The below web address links to register for FAA's virtual public workshops, held on the Zoom platform are:

- 6 p.m., Central Time, Wednesday, November 2, 2022
 - https://us06web.zoom.us/webinar/register/WN_wl4Guaj1R8CwgtyJNaaZLw
- 6 p.m., Central Time, Thursday, November 3, 2022
 - https://us06web.zoom.us/webinar/register/WN_c2HM22CvSTyIWnIfLb16dQ

At these virtual workshops, you will be able to learn about the proposed action, the possible alternatives, and the environmental analysis, as well as to ask questions and receive explanations and answers from the project team. The previously released project information boards from earlier FAA workshops held on May 31, 2022, and June 1, 2022 can be found on the above referenced FAA Community Engagement website link.

You are encouraged to view the prior materials, review the Draft EA when it is announced and released, and share your comments. You may send them via email to:

9-ASW-CSA-SAT-PBNSINGLESITE-Comment@faa.gov

If you prefer, you may also submit your comments via U.S. mail:

**Federal Aviation Administration
Operations Support Group, AJV-C2
ATTN: NAS Analytics Team, 4N313
10101 Hillwood Parkway
Fort Worth, TX 76177-1524**

B.1.3 List of Receiving Parties for Notice of Intent and Notice of Workshops

Envelope Salutation	Title in Letter	First Name	Last Name	Suffi	Organization	District-Department- Division	Position
Federal							
Mr.	Mr.	Reid	Nelson		Advisory Council on Historic Preservation	Office of Federal Agency P	Director
Dr.	Dr.	Shawn	Alam		U.S. Department of the Interior	Office of Environmental P	Environmental Review Team
Mr.	Mr.	Tony	Robinson		Federal Emergency Management Agency	Region 6	Regional Administrator
Dr.	Dr.	Richard	Spinrad		National Oceanic and Atmospheric Administration		Administrator and Undersecret
Mr.	Mr.	Mike	Reynolds		National Park Service	Region 6	Regional Director
Mr.	Mr.	David	Pekoske		Transportation Security Administration		Administrator
SES	Ms.	Lara	Beasley		U.S. Army Corps of Engineers	Environmental Division	Chief
Ms.	Ms.	Candace	Valenzuela		U.S. Department of Housing and Urban	Region 6	Regional Administrator
Dr.	Dr.	Earthea	Nance		U.S. Environmental Protection Agency	Region 6	Regional Administrator
Ms.	Ms.	Amy	Lueders		U.S. Fish & Wildlife Service	Region 2	Field Supervisor
Mr.	Mr.	Ken	Arney		U.S. Forest Service	Region 8	Regional Forester
Dr.	Dr.	Dianna	Hogan		U.S. Geological Survey	Region 6	Regional Director
The Hon.	Senator	Ted	Cruz		U.S. Senate	Texas	U.S. Senator
The Hon.	Senator	John	Hornyn		U.S. Senate	Texas	U.S. Senator
The Hon.	Represent	Michael	McCauley		U.S. House of Representatives	District 10	U.S. Congressperson
The Hon.	Represent	August	Pfizer		U.S. House of Representatives	District 11	U.S. Congressperson
The Hon.	Represent	Vicente	Gonzales		U.S. House of Representatives	District 15	U.S. Congressperson
The Hon.	Represent	Joaquin	Castro		U.S. House of Representatives	District 20	U.S. Congressperson
The Hon.	Represent	Chip	Roy		U.S. House of Representatives	District 21	U.S. Congressperson
The Hon.	Represent	Tony	Gonzales		U.S. House of Representatives	District 23	U.S. Congressperson
The Hon.	Represent	Roger	Williams		U.S. House of Representatives	District 25	U.S. Congressperson
The Hon.	Represent	Michael	Cloud		U.S. House of Representatives	District 27	U.S. Congressperson
The Hon.	Represent	Henry	Cuellar		U.S. House of Representatives	District 28	U.S. Congressperson
The Hon.	Represent	Filemon	Vela		U.S. House of Representatives	District 34	U.S. Congressperson
The Hon.	Represent	Lloyd	Doggett		U.S. House of Representatives	District 35	U.S. Congressperson
State							
The Hon.	Governor	Greg	Abbott		State of Texas		Governor
Mr.	Mr.	Jay	Hall		Texas Div. of Emergency Management	Region 6	Director
Mr.	Mr.	Toby	Baker		Texas Commission on Environmental Quality		Executive Director
Mr.	Mr.	Carter	Smith		Texas Parks and Wildlife		Executive Director
Mr.	Mr.	Craig	Bonds		Texas Parks and Wildlife	Inland Fisheries	Director
Mr.	Mr.	Rodney	Franklin		Texas Parks and Wildlife	State Parks	Director
Dr.	Dr.	Scott	Tinker		Texas State Geological Survey	(Univ of Texas at Austin)	Director, State Geologist
Mr.	Mr.	Al	Davis		Texas A&M Forest Service		Director
Mr.	Mr.	Marc	Williams		Department of Transportation		Executive Director
Mr.	Mr.	Dan	Harmon		Department of Transportation	Aviation Division	
Mr.	Mr.	Doug	Booher		Department of Transportation	Environmental Affairs	Director
Mr.	Mr.	Mark	Wolfe		Texas Historical Commission		Executive Director, SHPO
The Hon.	Senator	Sarah	Eckhardt		Texas State Senate	District 14	State Senator
The Hon.	Senator	Lois	Kolkhorst		Texas State Senate	District 18	State Senator
The Hon.	Senator	Roland	Gutierrez		Texas State Senate	District 19	State Senator
The Hon.	Senator	Judith	Zaffirini		Texas State Senate	District 21	State Senator
The Hon.	Senator	Dawn	Buckingham		Texas State Senate	District 24	State Senator
The Hon.	Senator	Donna	Campbell		Texas State Senate	District 25	State Senator
The Hon.	Senator	Jose	Menendez		Texas State Senate	District 26	State Senator
The Hon.	Senator	Charles	Perry		Texas State Senate	District 28	State Senator
The Hon.	Represent	Ben	Leman		Texas House of Representatives	District 13	State Representative
The Hon.	Represent	John	Cyrier		Texas House of Representatives	District 17	State Representative
The Hon.	Represent	Terry	Wilson		Texas House of Representatives	District 20	State Representative
The Hon.	Represent	Geanie	Morrison		Texas House of Representatives	District 30	State Representative
The Hon.	Represent	Ryan	Guillen		Texas House of Representatives	District 31	State Representative
The Hon.	Represent	J. M.	Lozano		Texas House of Representatives	District 43	State Representative
The Hon.	Represent	John	Kuempel		Texas House of Representatives	District 44	State Representative
The Hon.	Represent	Erin	Zwiener		Texas House of Representatives	District 45	State Representative
The Hon.	Represent	Sheryl	Cole		Texas House of Representatives	District 46	State Representative

Appendix B: Agency Coordination, Community Involvement, and List of Receiving Parties

Envelope	Title in		District-Department-			
Salutation	Letter	First Name	Last Name	Suffi	Organization	Position
The Hon.	Represent	Vikki	Goodwin		Texas House of Representatives	State Representative
The Hon.	Represent	Donna	Howard		Texas House of Representatives	State Representative
The Hon.	Represent	Gina	Hinojosa		Texas House of Representatives	State Representative
The Hon.	Represent	Celia	Israel		Texas House of Representatives	State Representative
The Hon.	Represent	Eddie	Rodriguez		Texas House of Representatives	State Representative
The Hon.	Represent	Andrew	Murr		Texas House of Representatives	State Representative
The Hon.	Represent	Kyle	Biedermann		Texas House of Representatives	State Representative
The Hon.	Represent	Tracy	King		Texas House of Representatives	State Representative
The Hon.	Represent	Phil	Stephenson		Texas House of Representatives	State Representative
The Hon.	Represent	Trey	Martinez Fischer		Texas House of Representatives	State Representative
The Hon.	Represent	Philip	Cortez		Texas House of Representatives	State Representative
The Hon.	Represent	John	Lujan		Texas House of Representatives	State Representative
The Hon.	Represent	Liz	Campos		Texas House of Representatives	State Representative
The Hon.	Represent	Barbara	Gervin-Hawkins		Texas House of Representatives	State Representative
The Hon.	Represent	Steve	Allison		Texas House of Representatives	State Representative
The Hon.	Represent	Lyle	Larson		Texas House of Representatives	State Representative
The Hon.	Represent	Diego	Bernal		Texas House of Representatives	State Representative
The Hon.	Represent	Ina	Minjarez		Texas House of Representatives	State Representative
The Hon.	Represent	Ray	Lopez		Texas House of Representatives	State Representative
County						
The Hon.	Judge	Robert	Hurley		County of Atascosa	County Judge
The Hon.	Judge	Richard	Evans		County of Bandera	County Judge
The Hon.	Judge	Paul	Pape		County of Bastrop	County Judge
Mr.	Mr.	David	Smith		County of Bexar	County Manager
The Hon.	Judge	Brett	Bray		County of Blanco	County Judge
The Hon.	Judge	James	Oakley		County of Burnet	County Judge
The Hon.	Judge	Hoppy	Haden		County of Caldwell	County Judge
The Hon.	Judge	Sherman	Krause		County of Comal	County Judge
The Hon.	Judge	Daryl	Fowler		County of DeWitt	County Judge
The Hon.	Judge	Joe	Weber		County of Fayette	County Judge
The Hon.	Judge	Arnulfo	Luna		County of Frio	County Judge
The Hon.	Judge	Mark	Stroeher		County of Gillespie	County Judge
The Hon.	Judge	Patrick	Davis		County of Gonzales	County Judge
The Hon.	Judge	Kyle	Kutscher		County of Guadalupe	County Judge
The Hon.	Judge	Ruben	Becerra		County of Hays	County Judge
The Hon.	Judge	Jill	Sklar		County of Jackson	County Judge
The Hon.	Judge	Wade	Hedtke		County of Karnes	County Judge
The Hon.	Judge	Darrel	Lux		County of Kendall	County Judge
The Hon.	Judge	Rob	Kelly		County of Kerr	County Judge
The Hon.	Judge	Delbert	Roberts		County of Kimble	County Judge
The Hon.	Judge	Joel	Rodriguez	Jr.	County of La Salle	County Judge
The Hon.	Judge	Mark	Myers		County of Lavaca	County Judge
The Hon.	Judge	Jim	Huff		County of Live Oak	County Judge
The Hon.	Judge	Ron	Cunningham		County of Llano	County Judge
The Hon.	Judge	James	Teal		County of McMullen	County Judge
The Hon.	Judge	Chris	Schuchart		County of Medina	County Judge
The Hon.	Judge	Bella	Rubio		County of Real	County Judge
The Hon.	Judge	Andy	Brown		County of Travis	County Judge
The Hon.	Judge	William	Mitchell		County of Uvalde	County Judge
The Hon.	Judge	Ben	Zeller		County of Victoria	County Judge
The Hon.	Judge	Tano	Tijerina		County of Webb	County Judge
The Hon.	Judge	Phillip	Spenrath		County of Wharton	County Judge
The Hon.	Judge	Richard	Jackson		County of Wilson	County Judge
The Hon.	Judge	Joe	Luna		Zavala County	County Judge
City						
Mr.	Mr.	Buddy	Kuhn		City of Alamo Heights	City Manager

Appendix B: Agency Coordination, Community Involvement, and List of Receiving Parties

Envelope	Title in		Last Name		Organization	District-Department-	Position
Salutation	Letter	First Name			Suffi	Division	
Mr.	Mr.	Spencer	Cronk		City of Austin		City Manager
Mr.	Mr.	David J.	Harris		City of Balcones Heights		City Administrator
Mr.	Mr.	David	Jordan		City of Bandera		City Administrator
Mr.	Mr.	Paul A.	Hofmann		City of Bastrop		City Manager
Ms.	Ms.	Kathryn	Rosenbluth		Village of Bear Creek		City Secretary
Mr.	Mr.	Clint	Garza		City of Bee Cave		City Manager
Mr.	Mr.	Warren	Escovy		City of Blanco		City Administrator
Mr.	Mr.	Ben	Thatcher		City of Boerne		City Manager
Mr.	Mr.	Micah	Grau		City of Buda		Deputy City Manager
Ms.	Ms.	Maria	Franco		City of Bulverde		City Secretary
Ms.	Ms.	Patsy	Ruiz		City of Camp Wood		City Secretary
Mr.	Mr.	Ryan	Rapelye		City of Castle Hills		City Manager
Mr.	Mr.	Scott	Dixon		City of Castroville		City Administrator
Ms.	Ms.	Gracie S.	Garcia		City of Charlotte		City Secretary
Ms.	Ms.	Leslie	Bettice		City of China Grove		City Secretary
Ms.	Ms.	Amanda	Stockhorst		City of Christine		City Secretary
Mr.	Mr.	Wayne	Reed		City of Cibolo		City Manager
Ms.	Ms.	Le Ann	Piatt		City of Converse		City Manager
Mr.	Mr.	J.C.	Hughes		City of Cottonwood Shores		City Administrator
Mr.	Mr.	Larry	Dovalina		City of Cotulla		City Administrator
Mr.	Mr.	Robert	Wilhite		City of Creedmoor		City Administrator
Mr.	Mr.	Raymie	Zella		City of Cuero		City Manager
Ms.	Ms.	Dora V.	Rodriguez		City of Devine		Interim City Administrator
Ms.	Ms.	Juanita G.	Fonseca		City of Dilley		City Secretary
Ms.	Ms.	Michelle	Fischer		City of Dripping Springs		City Administrator
Mr.	Mr.	Gary	Broz		City of Edna		City Manager
Mr.	Mr.	Cody	Dailey		City of Elmendorf		City Administrator
Ms.	Ms.	Velma	Davila		City of Encinal		City Manager
Mr.	Mr.	Tobin	Maples		City of Fair Oaks Ranch		City Manager
The Hon.	Mayor	Brent	Houdmann		City of Falls City		Mayor
Mr.	Mr.	Sonya	Bishop		City of Flatonia		City Manager
Mr.	Mr.	Andy	Joslin		City of Floresville		City Manager
Mr.	Mr.	Kent	Myers		City of Fredericksburg		City Manager
Ms.	Ms.	Nancy	Cain		City of Garden Ridge		City Administrator
Mr.	Mr.	Tim	Patek		City of Gonzales		City Manager
Mr.	Mr.	Miguel	Cantu		City of Grey Forest		City Secretary
Ms.	Ms.	Connie	Gibbens		City of Hays		City Secretary
Ms.	Ms.	Marian	Mendoza		City of Helotes		City Administrator
Mr.	Mr.	Frank	Morales Jr.		City of Hill Country Village		City Administrator
Mr.	Mr.	Patrick	Aten		City of Hollywood Park		City Secretary
Mr.	Mr.	Scott L.	Albert		City of Hondo		City Manager
Mr.	Mr.	Jeff	Koska		City of Horseshoe Bay		City Manager
Ms.	Ms.	Geraldine	Rodriguez		City of Ingram		City Secretary
Mr.	Mr.	Rick A.	Schroder		City of Johnson City		Chief Administrative Officer
Ms.	Ms.	Debbie	Molina		City of Jouranton		City Secretary
Ms.	Ms.	Garvene	Adams		City of Junction		City Secretary
Mr.	Mr.	Ken	Roberts		City of Karnes City		City Manager
Mr.	Mr.	William	Linn		City of Kenedy		City Manager
Mr.	Mr.	E.A.	Hoppe		City of Kerrville		City Manager
Ms.	Ms.	Nelda	Hotchkiss		City of Kingsbury		City Clerk
Ms.	Ms.	Monique	Vernon		City of Kirby		City Manager
Mr.	Mr.	Scott	Sellers		City of Kyle		City Manager
Ms.	Ms.	Yvonne	Griffin		City of La Vernia		City Administrator
Mr.	Mr.	Darrell	Rawlings		City of LaCoste		City Administrator
Mrs.	Mrs.	Julie	Oakley		City of Lakeway		City Manager
Ms.	Ms.	Dee Dee	Wally		City of Leakey		City Secretary

Appendix B: Agency Coordination, Community Involvement, and List of Receiving Parties

Envelope Salutation	Title in Letter	First Name	Last Name	Suffi	Organization	District-Department- Division	Position
Ms.	Ms.	Crystal	Caldera		City of Leon Valley		City Manager
Mr.	Mr.	Glen	Martel		City of Live Oak		City Manager
Ms.	Ms.	Erica	Berry		City of Llano		City Manager
Mr.	Mr.	Steve	Lewis		City of Lockhart		City Manager
Mr.	Mr.	Mark	Mayo		City of Luling		City Manager
Ms.	Ms.	Josie	Campa		City of Lytle		City Administrator
Mr.	Mr.	Mike	Hodge		City of Marble Falls		City Manager
Ms.	Ms.	Maria	Hernandez		City of Marion		City Secretary
Mr.	Mr.	Jared	Anable		City of Martindale		City Administrator
Mr.	Mr.	Johnnie L.	Thompson		City of Meadowlakes		City Manager
Ms.	Ms.	Tiffany	Curnutt		City of Mountain City		City Administrator
Ms.	Ms.	Carolyn	Vallejo		City of Mustang Ridge		City Secretary
Ms.	Ms.	Nichole	Bermea		City of Natalia		Interim City Administrator
Ms.	Ms.	Mindy	Paxton		City of New Berlin		City Administrator
Mr.	Mr.	Robert	Camareno		City of New Braunfels		City Manager
Mr.	Mr.	Richard L.	Crandal	Jr.	City of Niederwald		City Secretary
Mr.	Mr.	Harold D.	Rice		City of Nixon		City Manager
Ms.	Ms.	Katy	Garcia		City of Nordheim		City Secretary
Ms.	Ms.	Celia	DeLeon		City of Olmos Park		City Manager
Mr.	Mr.	Federico	Reyes		City of Pearsall		City Manager
Mr.	Mr.	Johnny	Huizar		City of Pleasanton		City Manager
Ms.	Ms.	Kim	Davis		City of Poteet		City Administrator
Ms.	Ms.	Rose	Huizar		City of Poth		City Secretary
Ms.	Ms.	Ingrid W.	Moursund		Town of Round Mountain		Town Secretary
Ms.	Ms.	Esmeralda B.	Castro		City of Runge		City Secretary
Ms.	Ms.	Betty Jo	Harris		City of Sabinal		City Secretary
Mr.	Mr.	Erik	Walsh		City of San Antonio		City Manager
Ms.	Ms.	Rebecca	Howe		Village of San Leanna		City Administrator
Mrs.	Mrs.	Stephanie	Reyes		City of San Marcos		Interim City Manager
Ms.	Ms.	Charlotte	Rabe		City of Sandy Oaks		City Clerk
Ms.	Ms.	Donna L.	White		City of Santa Clara		City Secretary
Mr.	Mr.	Mark	Browne		City of Schertz		City Manager
Mr.	Mr.	Steve	Parker		City of Seguin		City Manager
Mr.	Mr.	Johnny	Casias		City of Selma		City Administrator
Mr.	Mr.	Bill	Hill		City of Shavano Park		City Manager
Ms.	Ms.	Natalie	Fric		City of Shiner		City Secretary
Ms.	Ms.	Rebecca R.	Mejia		City of Smiley		City Secretary
Mr.	Mr.	Robert	Tamble		City of Smithville		City Manager
Ms.	Ms.	Lydia P.	Hernandez		City of Somerset		Mayor
The Hon.	Mayor	James	Mayer		City of Spring Branch		Mayor
The Hon.	Mayor	Dee	Grimm	RN, J	City of St. Hedwig		Mayor
Ms.	Ms.	Marilyn	DeVere		City of Staples		City Secretary
Mr.	Mr.	Banks	Akin		Town of Stockdale		City Manager
The Hon.	Mayor	Tommy	Martin		City of Sunrise Beach Village		Mayor
Ms.	Ms.	Sylvia	Carrillo		City of Sunset Valley		City Administrator
Mr.	Mr.	William	Foley		City of Terrell Hills		City Manager
Ms.	Ms.	Wendy	Smith		Village of The Hills		City Manager
Mr.	Mr.	Thomas	Salazar		City of Three Rivers		City Administrator
Ms.	Ms.	Karen	Gallaher		City of Umland		City Administrator
Ms.	Ms.	Kim	Turner		City of Universal City		City Manager
Mr.	Mr.	Jesús	Garza		City of Victoria		City Manager
Ms.	Ms.	Valerie	Naff		City of Von Ormy		City Administrator
Mr.	Mr.	Steven	McKay		City of Waelder		City Manager
The Hon.	Mayor	Hector	Gonzales		Village of Webberville		Mayor
Mr.	Mr.	Ashby	Grundman		City of West Lake Hills		City Administrator
Mr.	Mr.	Mike	Boese		City of Wimberley		City Administrator

<u>Envelope</u>	<u>Title in</u>					<u>District-Department-</u>	
<u>Salutation</u>	<u>Letter</u>	<u>First Name</u>	<u>Last Name</u>	<u>Suffi</u>	<u>Organization</u>	<u>Division</u>	<u>Position</u>
Mr.	Mr.	Rafael	Castillo		City of Windcrest		City Manager
Mr.	Mr.	Brenton	Lewis		City of Woodcreek		City Manager
Mr.	Mr.	Kevin	Coleman		City of Yoakum		City Manager
Mr.	Mr.	John	Barth		City of Yorktown		City Manager
Tribal Contacts							
Mr.	Mr.	Ricky	Sylestine		Alabama-Coushatta Tribe of Texas		Chairperson
Mr.	Mr.	Bryant	Celestine		Alabama-Coushatta Tribe of Texas		THPO
Mr.	Mr.	Bobby	Komardley		Apache Tribe of Oklahoma		Chairman
Mr.	Mr.	Mark	Woommavovah		Comanche Nation, Oklahoma		Chairman
Ms.	Ms.	Martina	Minthorn		Comanche Nation, Oklahoma		THPO
Mr.	Mr.	Jonathan	Cerne		Coushatta Tribe of Louisiana		Chairman
Mr.	Mr.	Kristian	Poncho		Coushatta Tribe of Louisiana		THPO
Mr.	Mr.	Butch	Blazer		Mescalero Apache Tribe of the Mescalero Reservation, New Mexic		President
Ms.	Ms.	Holly	Houghten		Mescalero Apache Tribe of the Mescalero Reservation, New Mexic		THPO
Ms.	Ms.	Andrea	Hunter		Osage Nation		Director and THPO
The Hon.	Chief	Geoffrey	Standing Bear		Osage Nation		Principal Chief
Mr.	Mr.	Russell	Martin		Tonkawa Tribe of Indians of Oklahoma		President
Ms.	Ms.	Lauren	Norman-Brown		Tonkawa Tribe of Indians of Oklahoma		THPO
Ms.	Ms.	Terri	Parton		Wichita and Affiliated Tribes (Wichita, Keechi, Waco & Tawakonie,		President
Mr.	Mr.	Gary	McAdams		Wichita and Affiliated Tribes (Wichita, Keechi, Waco & Tawakonie,		THPO
Aviation							
Mr.	Mr.	Jesus	Saenz	Jr.	San Antonio International Airport		Director of Airports
Mr.	Mr.	Robert	Lee		New Braunfels National Airport		Airport Director
Brig. Gen.	General	Caroline	Miller		Joint Base San Antonio		Commander
					Kelly Field Airport		
					Randolph Air Force Base		
Interest Groups							
Ms.	Ms.	Shanon	Miller		San Antonio Office of Historic Preservation		Director
Ms.	Ms.	Colleen	Swain		San Antonio World Heritage Office		Director
Ms.	Ms.	Bridgett	White		AICP San Antonio Planning Department		Director
Ms.	Ms.	Kate	Rogers		Alamo Trust, Inc.		Executive Director
Ms.	Ms.	Diane	Rath		Alamo Area Council of Governments		Executive Director
Ms.	Ms.	Marina	Gonzalez	JD	San Antonio Hispanic Chamber of Commerce		President and CEO
Mr.	Mr.	Ed	Hinojosa		San Antonio Housing Authority		President and CEO
Mr.	Mr.	Ramiro	Gonzales		Prosper West		President and CEO
Ms.	Ms.	Margie	Beecher		San Antonio Downtown Residents Association		President
Mr.	Mr.	Robert	Melvin		San Antonio for Growth on the Eastside		President and CEO

B.1.4 Legal Notice Publication

English and Spanish version published in the San Antonio Express-News, the New Braunfels Herald-Zeitung, La Prensa, and the San Antonio Observer. Payment Receipts follow the Legal Notice text. Receipts have been edited for sensitive Trade/Corporate data.

**U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration**

**Notice of the Federal Aviation Administration (FAA) Intent to Prepare an Environmental
Assessment for the San Antonio Airspace Modernization Project**

SUMMARY: The FAA is issuing this notice to advise the public that it is preparing an Environmental Assessment (EA) for the San Antonio Airspace Modernization project, which involves flight procedure optimization for a number of airports, referred to as the “EA Study Airports,” that are:

San Antonio International Airport (SAT)
Randolph Air Force Base (RND)
Kelly Field Airport (SKF)
New Braunfels National Airport (BAZ)

The San Antonio Airspace Modernization project would seek to improve the efficiency of the national airspace system in the San Antonio regional airspace by optimizing aircraft arrival and departure procedures serving a number of airports that meet the defined environmental analysis criteria in FAA Order 1050.1F “Environmental Impacts: Policies and Procedures.” The EA Study Airports that meet the defined criteria will be assessed in the EA. The EA will be prepared pursuant to the National Environmental Policy Act of 1969 and its implementing regulations found at Title 40, Code of Federal Regulations, Sections 1500-1508. The purpose of the proposed San Antonio Airspace Modernization is to improve the efficiency of the airspace using satellite-based navigation technology called Area Navigation (RNAV). The FAA has not made any decisions about the Final EA content.

SUPPLEMENTARY INFORMATION:

Existing and proposed air traffic procedures for the airspace above and near the EA Study Airports will be evaluated in the EA. RNAV-based Standard Instrument Departures (SIDs) and Standard Terminal Arrivals (STARs) have been in effect in the San Antonio region for over a decade. However, since these procedures were first implemented, RNAV design criteria and guidance have been regularly updated as experience has been gained in the design and use of RNAV procedures. As a consequence, older RNAV procedures do not take full advantage of current RNAV design capabilities and have become increasingly less efficient. Air traffic procedures using ground-based navigation aids (NAVAIDS) (referred to as “Conventional procedures” to signify their differentiation from RNAV procedures) will also be considered in the EA. The arrival and departure procedures serving the San Antonio region can be improved to increase the efficient use of the airspace to the benefit of pilots, controllers, and the general public.

Proposed Action

The EA is expected to evaluate at least two alternatives, the No Action alternative and the proposed San Antonio Airspace Modernization alternative (the Proposed Action). The FAA has not finalized the Proposed Action at this time. The Proposed Action as it is currently being configured consists of optimizing aircraft routes within the controlled airspace into and out of the San Antonio Region. The primary components of the proposed San Antonio Airspace Modernization would include:

ESTABLISHING UPDATED DEPARTURE ROUTES AND/OR FIXES/WAYPOINTS FROM THE EA STUDY AIRPORTS. Aircraft departing from the EA Study Airports would transition to air traffic procedures using optimized routes based on RNAV technology. A “fix” (or fixes) or a “waypoint” (or waypoints) is a geographical position determined by reference to one or more radio NAVAIDS, or by some other means such as satellite navigation.

ESTABLISHING UPDATED ARRIVAL ROUTES AND/OR FIXES/WAYPOINTS INTO THE EA STUDY AIRPORTS. Aircraft bound for the EA Study Airports would transition from a cruise (or en route) altitude to optimized air traffic procedures, then to localized air traffic patterns and optimized runway approaches.

Implementation of the proposed San Antonio Airspace Modernization project is not anticipated to increase the number of aircraft operations at the EA Study Airports and would not involve physical construction of any facilities.

General Study Area

Using radar data for the EA Study Airports and preliminary proposed design changes, the FAA has identified a General Study Area in which changes to aircraft routing would occur as a result of the Proposed Action.

The General Study Area will be used to evaluate and compare the potential impacts of the Proposed Action and at least one alternative (the No Action alternative). This evaluation will occur where departing aircraft are anticipated to be at altitudes below 10,000 feet above ground level (AGL) and arriving aircraft at altitudes below 7,000 feet AGL under the Proposed Action or the No Action alternative. Additionally, any areas where FAA policy requires special consideration regarding potential noise impacts – these can include, for example, areas in national parks, national wildlife refuges, and historic sites (including traditional cultural properties) – will be studied where flight path changes occur below 18,000 ft. AGL. High altitude changes to flight paths, at altitudes greater than 18,000 ft. AGL, may occur as part of the San Antonio Airspace Modernization project as far as 200 miles from the Study Airports, but such changes generally are not included in the environmental study area.

PUBLIC WORKSHOPS:

The FAA intends to hold public workshops following publication of the Draft EA at a later date. The FAA will provide public notice of the public workshops and the availability of the Draft EA when appropriate to disclose the draft results of the FAA's analysis.

FOR FURTHER INFORMATION CONTACT:

Attn: San Antonio Airspace Modernization
Operations Support Group
FAA-ATO Central Service Center
10101 Hillwood Pkwy.
Fort Worth, TX 76177
E-mail: 9-ASW-CSA-SAT-PBNSINGLESITE-Comment@faa.gov

**DEPARTAMENTO DE TRANSPORTE DE LOS ESTADOS UNIDOS
Administración Federal de Aviación**

Aviso de la Intención de la Administración Federal de Aviación (FAA) de Preparar una Evaluación Ambiental para el Proyecto de Modernización del Espacio Aéreo de San Antonio

RESUMEN: La FAA está emitiendo este aviso para avisar al público que está preparando una Evaluación Ambiental (EA) para el proyecto de Modernización del Espacio Aéreo de San Antonio, que implica la optimización de procedimientos de vuelo para varios aeropuertos, denominados "Aeropuertos de Estudio de la EA", los cuales son:

San Antonio International Airport (SAT)
Randolph Air Force Base (RND)
Kelly Field Airport (SKF)

New Braunfels National Airport (BAZ)

El proyecto de Modernización del Espacio Aéreo de San Antonio buscaría mejorar la eficiencia del sistema de espacio aéreo nacional en el espacio aéreo regional de San Antonio al optimizar los procedimientos de llegada y salida de aeronaves que brindan servicio a varios aeropuertos que cumplen con los criterios de análisis ambiental definidos en la Orden 1050.1F “Environmental Impacts: Policies and Procedures.” de la FAA. Los Aeropuertos de Estudio de la EA que cumplan con los criterios definidos serán abordados en la EA. La EA se preparará conforme a la Ley Nacional de Política Ambiental de 1969 y sus reglamentos de implementación que se encuentran en el Título 40, Código de Reglamentos Federales, Secciones 1500-1508. El propósito de la Modernización del Espacio Aéreo de San Antonio propuesta es mejorar la eficiencia del espacio aéreo utilizando una tecnología de navegación por satélite denominada Navegación de Área (RNAV). La FAA no ha tomado ninguna decisión sobre el contenido de la EA Final.

INFORMACIÓN SUPLEMENTARIA:

Los procedimientos de tránsito aéreo existentes y propuestos para el espacio aéreo sobre y cerca de los Aeropuertos de Estudio de la EA se evaluarán en la EA. Las Salidas Instrumentales Normalizadas (SIDs) y Llegadas Instrumentales Normalizadas (STARs) basadas en RNAV han estado vigentes en la región de San Antonio durante más de una década. Sin embargo, desde que estos procedimientos se implementaron por primera vez, los criterios de diseño y la guía RNAV se han actualizado periódicamente a medida que se ha adquirido experiencia en el diseño y uso de procedimientos RNAV. Como consecuencia, los procedimientos RNAV más antiguos no aprovechan al máximo las capacidades actuales de diseño RNAV y se han vuelto cada vez menos eficientes. Los procedimientos de tránsito aéreo que utilizan ayudas para la navegación basadas en tierra (NAVAIDS) (denominados “procedimientos convencionales” para indicar su diferenciación de los procedimientos RNAV) también se considerarán en la EA. Los procedimientos de llegada y salida que sirven a la región de San Antonio pueden mejorarse para aumentar el uso eficiente del espacio aéreo en beneficio de los pilotos, los controladores y el público en general.

Acción Propuesta

Se espera que la EA evalúe al menos dos alternativas, la alternativa de No Acción y la alternativa de Modernización del Espacio Aéreo de San Antonio propuesta (la Acción Propuesta). En este momento, la FAA no ha finalizado la Acción Propuesta. La Acción Propuesta, tal como se está configurando actualmente, consiste en optimizar las rutas de las aeronaves dentro del espacio aéreo controlado que entra y sale de la región de San Antonio. Los componentes principales de la Modernización del Espacio Aéreo de San Antonio propuesta incluirían:

ESTABLECIMIENTO DE RUTAS DE SALIDA ACTUALIZADAS Y/O FIXES/WAYPOINTS DESDE LOS AEROPUERTOS DE ESTUDIO DE LA EA. Las aeronaves que salen de los Aeropuertos de Estudio de la EA pasarían a procedimientos de tráfico aéreo utilizando rutas optimizadas basadas en tecnología RNAV. Un “fix” (o fixes) o un “waypoint” es una posición geográfica determinada por referencia a una o más radio NAVAIDS, o por algún otro medio como la navegación por satélite.

ESTABLECIMIENTO DE RUTAS DE LLEGADA ACTUALIZADAS Y/O FIXES/WAYPOINTS A LOS AEROPUERTOS DE ESTUDIO DE LA EA. Las aeronaves con destino a los Aeropuertos de Estudio de la EA pasarían de una altitud de crucero (o en ruta) a procedimientos de tránsito aéreo optimizados, luego a patrones de tránsito aéreo localizados y aproximaciones a la pista optimizadas.

No se prevé que la implementación del proyecto de Modernización del Espacio Aéreo de San Antonio propuesto aumente el número de operaciones de aeronaves en los Aeropuertos de Estudio de la EA y no implicaría la construcción física de alguna instalación.

Área de Estudio General

Mediante el uso de datos de radar para los Aeropuertos de Estudio de la EA y los cambios preliminares de diseño propuestos, la FAA ha identificado un Área de Estudio General en la que se producirían cambios en el encaminamiento de aeronaves como resultado de la Acción Propuesta.

El Área de Estudio General se utilizará para evaluar y comparar los impactos potenciales de la Acción Propuesta y de al menos una alternativa (la alternativa de No Acción). Esta evaluación ocurrirá donde se anticipa que las aeronaves que salen se encuentren a altitudes por debajo de los 10,000 pies sobre el nivel del suelo (AGL) y las aeronaves que lleguen se encuentren a altitudes por debajo de los 7,000 pies AGL bajo la Acción Propuesta o la alternativa de No Acción. Además, cualquier área en la que la política de la FAA requiera una consideración especial con respecto a los posibles impactos de ruido—estos pueden incluir, por ejemplo, áreas en parques nacionales, refugios nacionales de vida silvestre, y lugares históricos (incluyendo propiedades culturales tradicionales)—será estudiada donde ocurran cambios en la trayectoria de vuelo por debajo de 18,000 ft AGL. Cambios de gran altitud en las rutas de vuelo, a altitudes mayores de 18,000 ft AGL, pueden ocurrir como parte del Proyecto de Modernización del Espacio Aéreo de San Antonio hasta 200 millas de los Aeropuertos de Estudio, pero generalmente no son incluidos en el área de estudio ambiental.

TALLERES PÚBLICOS:

La FAA tiene la intención de realizar talleres públicos después de la publicación de la EA Preliminar en una fecha posterior. La FAA proporcionará un aviso público de los talleres públicos y de la disponibilidad de la EA Preliminar cuando sea apropiado divulgar los resultados preliminares del análisis de la FAA.

PARA MÁS INFORMACIÓN CONTACTAR:

Attn: San Antonio Airspace Modernization
Operations Support Group
FAA-ATO Central Service Center
10101 Hillwood Pkwy.
Fort Worth, TX 76177
E-mail: 9-ASW-CSA-SAT-PBNSINGLESITE-Comment@faa.gov

**Hearst Newspapers, LLC
DBA San Antonio Express - News
Payment Receipt**

Tuesday, July 26, 2022

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Order Number: 0034216829	Account Number:
Payment Method: Credit Card Pymt	Phone Number: 4087362822
Credit Card Number:	Company / Individual: Company
Credit Card Expire Date: 7/28/2023	Customer Name: ATAC
Payment Amount:	Customer Address:
Reference Number: 026794	2770 DE LA CRUZ BLVD
Charge to Company: SA Express-News	SANTA CLARA, CA 95050
Category: Classified	USA
Credit to Transaction Number: P128232	Check Number:
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Invoice Notes:	

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Houston, TX 77057
713-266-5481

Account: 71989
Name: ATAC
Care of:
Addr1: 2770 De La Cruz Blvd.
Addr2:
City/State/Zip: Santa Clara CA 95050

Phone: 408-736-2822

Ticket #: 0
Billing Note: Payment Thank You
PO #:

Ad Start Date:

Amount Paid:
Payment Date: 07/26/22
Payment Type: CREDIT
Card/CheckNo:
Received By:

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Card#: XXXXXXXXXXXX6229
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2- Full Page Legal Notices (1 English, 1 Spanish)

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PO Box 10296, San Antonio, TX 78210

B.1.5 Comments Received on the Notice of Intent to Prepare an Environmental Assessment

From: noreply@thc.state.tx.us <noreply@thc.state.tx.us>
Sent: Friday, August 12, 2022 4:48 PM
To: 9-ASW-CSA-SAT-PBNSINGLESITE-Comment (FAA) <9-ASW-CSA-SAT-PBNSINGLESITE-Comment@faa.gov>; reviews@thc.state.tx.us
Subject: Section 106 Submission



Re: Project Review under Section 106 of the National Historic Preservation Act
THC Tracking #202213045
Date: 08/12/2022
San Antonio Airspace

Description: modernization project to improve efficiency of the national airspace system

Dear Client:

Thank you for your submittal regarding the above-referenced project. This response represents the comments of the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC), pursuant to review under Section 106 of the National Historic Preservation Act.

The review staff, led by Justin Kockritz and Emily Dylla, has completed its review and has made the following determinations based on the information submitted for review:

We have the following comments: Information on known historic properties can be found on the THC's Historic Sites Atlas (<https://atlas.thc.texas.gov/>). We have no specific comments at this time, but we look forward to reviewing the Draft Environmental Assessment, when available.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this review process, and for your efforts to preserve the irreplaceable heritage of Texas. If the project changes, or if new historic properties are found, please contact the review staff. If you have any questions concerning our review or if we can be of further assistance, please email the following reviewers: justin.kockritz@thc.texas.gov, emily.dylla@thc.texas.gov.

This response has been sent through the electronic THC review and compliance system (eTRAC). Submitting your project via eTRAC eliminates mailing delays and allows you to check the status of the review, receive an electronic response, and generate reports on your submissions. For more information, visit <http://thc.texas.gov/etrac-system>.

Sincerely,



for Mark Wolfe, State Historic Preservation Officer
Executive Director, Texas Historical Commission

Please do not respond to this email.

From: Patrick Aten <paten@hollywoodpark-tx.gov>
Sent: Friday, August 12, 2022 2:50 PM
To: 9-ASW-CSA-SAT-PBNSINGLESITE-Comment (FAA) <9-ASW-CSA-SAT-PBNSINGLESITE-Comment@faa.gov>
Subject: San Antonio airspace modernization project

Please inform me of when the FAA public workshops will be.

Patrick Aten, MPA
City Secretary



From: NEPA <NEPA@tceq.texas.gov>
Sent: Thursday, August 18, 2022 9:49 AM
To: 9-ASW-CSA-SAT-PBNSINGLESITE-Comment (FAA) <9-ASW-CSA-SAT-PBNSINGLESITE-Comment@faa.gov>
Subject: TCEQ NEPA Review: San Antonio Airspace Modernization

Hello,

Attached is the NEPA review by TCEQ for the proposed project "San Antonio Airspace Modernization Project" in Bexar County.

Please feel free to contact us if you require additional information.

Thanks,

Coleman Nickum

Pollution Prevention and Recycling Specialist
External Relations Division
Texas Commission on Environmental Quality
Ph: 512-239-2619
Coleman.Nickum@tceq.texas.gov



Jon Niermann, *Chairman*
Emily Lindley, *Commissioner*
Bobby Janicka, *Commissioner*
Toby Baker, *Executive Director*



TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

August 18, 2022

Robert W. Beck
Director
Central Service Center
10101 Hillwood Pkwy.
Fort Worth, TX 76177

Via: **E-mail**

Re: TCEQ NEPA Request #2022-139. San Antonio Airspace Modernization Project. Bexar County.

Dear Mr. Beck,

The Texas Commission on Environmental Quality (TCEQ) has reviewed the above-referenced project and offers the following comments:

In accordance with the general conformity regulations in 40 CFR Part 93, this proposed action should be reviewed for air quality impact. Some counties in Texas, including Bexar County, are designated nonattainment for one or more National Ambient Air Quality Standards (NAAQS). Bexar County is designated nonattainment for the 2015 eight-hour ozone standard with a classification of marginal. The TCEQ looks forward to reviewing the draft environmental assessment for this proposed action.

We recommend the environmental assessment address actions that will be taken to prevent surface and groundwater contamination.

The proposed projects are generally located outside of the Edwards Aquifer regulated area; however, the San Antonio International Airport is adjacent to the Edwards Aquifer Transition Zone, which is defined in Title 30, Texas Administrative Code, Chapter 213. Based on the nature of the proposed activities, pollution control measures may be required under these rules to protect the Edwards Aquifer. In developing the Environmental Assessments, please review the Edwards Aquifer Protection rules (30 TAC 213) and include water pollution abatement structures and other best management practices if required based on the project location.

Any debris or waste disposal should be at an appropriately authorized disposal facility.

Thank you for the opportunity to review this project. If you have any questions, please contact the agency NEPA coordinator at (512) 239-2619 or NEPA@tceq.texas.gov

Sincerely,

A handwritten signature in black ink, appearing to read "R. Vise".

Ryan Vise,

P.O. Box 13087 • Austin, Texas 78711-3087 • 512-239-0010 • tceq.texas.gov

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Division Director
External Relations



U.S. Department
of Transportation
**Federal Aviation
Administration**

Air Traffic Organization
Central Service Center

10101 Hillwood Pkwy.
Fort Worth, TX 76177

#48312

July 28, 2022
Mr. Toby Baker
Texas Commission on Environmental Quality
PO Box 13087; Mail Code 109
Austin, TX 78711-3087

Reference: San Antonio Airspace Modernization Project Notice of Intent to Prepare an Environmental Assessment (EA)

Dear Mr. Baker:

This notification letter is to inform you that the Federal Aviation Administration (FAA) is undertaking preparation of an Environmental Assessment (EA) to consider potential environmental impacts of the San Antonio Airspace Modernization project implementation. Attached is the Legal Notice that will be published in primary newspapers in the San Antonio region of Texas to notify the general public.

The San Antonio region has multiple civilian and military airports and complex air traffic flows. In these areas, heavy air traffic and other constraints can combine to hinder efficient aircraft movement. The San Antonio Airspace Modernization project would seek to improve the efficiency of the national airspace system in the San Antonio airspace by optimizing aircraft arrival and departure procedures serving various airports within the San Antonio Airspace Modernization project General Study Area.

The San Antonio Airspace Modernization project would involve changes in aircraft flight paths and altitudes in certain areas. The FAA has established a General Study Area (attached) to evaluate potential impacts of changes in aircraft routing, including those that would occur below 10,000 feet above ground level (ft. AGL). Additionally, any areas where FAA policy requires special consideration regarding potential noise impacts – these can include, for example, areas in national parks, national wildlife refuges, and historic sites (including traditional cultural properties) – will be studied where flight path changes occur below 18,000 ft. AGL. High altitude changes to flight paths, at altitudes greater than 18,000 ft. AGL, may occur as part of the San Antonio Airspace Modernization project beyond the General Study Area, but such changes are not included in the environmental study area.

The EA will study potential environmental impacts to those airports within the General Study Area that meet environmental analysis criteria identified in FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and the 1050.1F Desk Reference. These airports are:

- San Antonio International Airport (SAT)
- Kelly Field Airport (SKF)
- Randolph Air Force Base (RND)
- New Braunfels National Airport (BAZ)

The FAA has begun preparation of an EA within established laws, regulations, FAA Orders, and guidance. The FAA welcomes your input and is sending this new notification letter for the following reasons:

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EXECUTIVE OFFICE

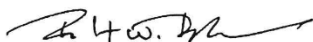
1. To advise you of the initiation of the EA study
2. To provide you an opportunity to offer any background information that you may have regarding the included General Study Area established for this EA
3. To provide you an opportunity to advise the FAA of any issues, concerns, policies, or regulations that you may have regarding the environmental analysis that will be undertaken in the EA

The FAA intends to hold public workshops following publication of the Draft EA. The FAA will provide public notice of the public workshops and the availability of the Draft EA at a future date. The FAA plans to hold separate consultations with Tribal Governments in accordance with Executive Order 13175, and will consult with their Tribal Historic Preservation Offices as appropriate.

The FAA is currently working on additional details related to this project, and will be coordinating with other agencies as appropriate. If you desire to provide comments and/or have any questions about the information provided, please provide them by letter or email, to be received on or before August 29, 2022, at the following address:

**Attn: San Antonio Airspace Modernization
Operations Support Group
FAA-ATO Central Service Center
10101 Hillwood Pkwy.
Fort Worth, TX 76177
E-mail: 9-ASW-CSA-SAT-PBNSINGLESITE-Comment@faa.gov**

Sincerely,



Robert W. Beck
Director, Central Service Center, AJV-C

Attachments:

1. Notice Regarding the FAA's Preparation of an Environmental Assessment
2. Graphic of General Study Area

**U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration**

**Notice of the Federal Aviation Administration (FAA) Intent to Prepare an Environmental
Assessment for the San Antonio Airspace Modernization Project**

SUMMARY: The FAA is issuing this notice to advise the public that it is preparing an Environmental Assessment (EA) for the San Antonio Airspace Modernization project, which involves flight procedure optimization for a number of airports, referred to as the “EA Study Airports,” that are:

- San Antonio International Airport (SAT)
- Kelly Field Airport (SKF)
- Randolph Air Force Base (RND)
- New Braunfels National Airport (BAZ)

The San Antonio Airspace Modernization project would seek to improve the efficiency of the national airspace system in the San Antonio regional airspace by optimizing aircraft arrival and departure procedures serving a number of airports that meet the defined environmental analysis criteria in FAA Order 1050.1F “Environmental Impacts: Policies and Procedures.” The EA Study Airports that meet the defined criteria will be assessed in the EA. The EA will be prepared pursuant to the National Environmental Policy Act of 1969 and its implementing regulations found at Title 40, Code of Federal Regulations, Sections 1500-1508. The purpose of the proposed San Antonio Airspace Modernization is to improve the efficiency of the airspace using satellite-based navigation technology called Area Navigation (RNAV). The FAA has not made any decisions about the Final EA content.

SUPPLEMENTARY INFORMATION:

Existing and proposed air traffic procedures for the airspace above and near the EA Study Airports will be evaluated in the EA. RNAV-based Standard Instrument Departures (SIDs) and Standard Terminal Arrivals (STARs) have been in effect in the San Antonio region for over a decade. However, since these procedures were first implemented, RNAV design criteria and guidance have been regularly updated as experience has been gained in the design and use of RNAV procedures. As a consequence, older RNAV procedures do not take full advantage of current RNAV design capabilities and have become increasingly less efficient. Air traffic procedures using ground-based navigation aids (NAVAIDS) (referred to as “Conventional procedures” to signify their differentiation from RNAV procedures) will also be considered in the EA. The arrival and departure procedures serving the San Antonio region can be improved to increase the efficient use of the airspace to the benefit of pilots, controllers, and the general public.

Proposed Action

The EA is expected to evaluate at least two alternatives, the No Action alternative and the proposed San Antonio Airspace Modernization alternative (the Proposed Action). The FAA has not finalized the Proposed Action at this time. The Proposed Action as it is currently being configured consists of optimizing aircraft routes within the controlled airspace into and out of the San Antonio Region. The primary components of the proposed San Antonio Airspace Modernization would include:

- **ESTABLISHING UPDATED DEPARTURE ROUTES AND/OR FIXES/WAYPOINTS FROM THE EA STUDY AIRPORTS.** Aircraft departing from the EA Study Airports would transition to air traffic procedures using optimized routes based on RNAV technology. A “fix” (or fixes) or a “waypoint” (or waypoints) are a geographical position determined by reference to one or more radio NAVAIDS, or by some other means such as satellite navigation.

- **ESTABLISHING UPDATED ARRIVAL ROUTES AND/OR FIXES/WAYPOINTS INTO THE EA STUDY AIRPORTS.** Aircraft bound for the EA Study Airports would transition from a cruise (or en route) altitude to optimized air traffic procedures, then to localized air traffic patterns and optimized runway approaches.

Implementation of the proposed San Antonio Airspace Modernization project is not anticipated to increase the number of aircraft operations at the EA Study Airports and would not involve physical construction of any facilities.

General Study Area

Using radar data for the EA Study Airports and preliminary proposed design changes, the FAA has identified a General Study Area in which changes to aircraft routing would occur as a result of the Proposed Action.

The General Study Area will be used to evaluate and compare the potential impacts of the Proposed Action and at least one alternative (the No Action alternative). This evaluation will occur where departing aircraft are anticipated to be at altitudes below 10,000 feet above ground level (AGL) and arriving aircraft at altitudes below 7,000 feet AGL under the Proposed Action or the No Action alternative. Additionally, any areas where FAA policy requires special consideration regarding potential noise impacts – these can include, for example, areas in national parks, national wildlife refuges, and historic sites (including traditional cultural properties) – will be studied where flight path changes occur below 18,000 ft. AGL. High altitude changes to flight paths, at altitudes greater than 18,000 ft. AGL, may occur as part of the San Antonio Airspace Modernization project as far as 200 miles from the Study Airports, but such changes generally are not included in the environmental study area.

PUBLIC WORKSHOPS:

The FAA intends to hold public workshops following publication of the Draft EA at a later date. The FAA will provide public notice of the public workshops and the availability of the Draft EA when appropriate to disclose the draft results of the FAA's analysis.

FOR FURTHER INFORMATION CONTACT:

Attn: San Antonio Airspace Modernization

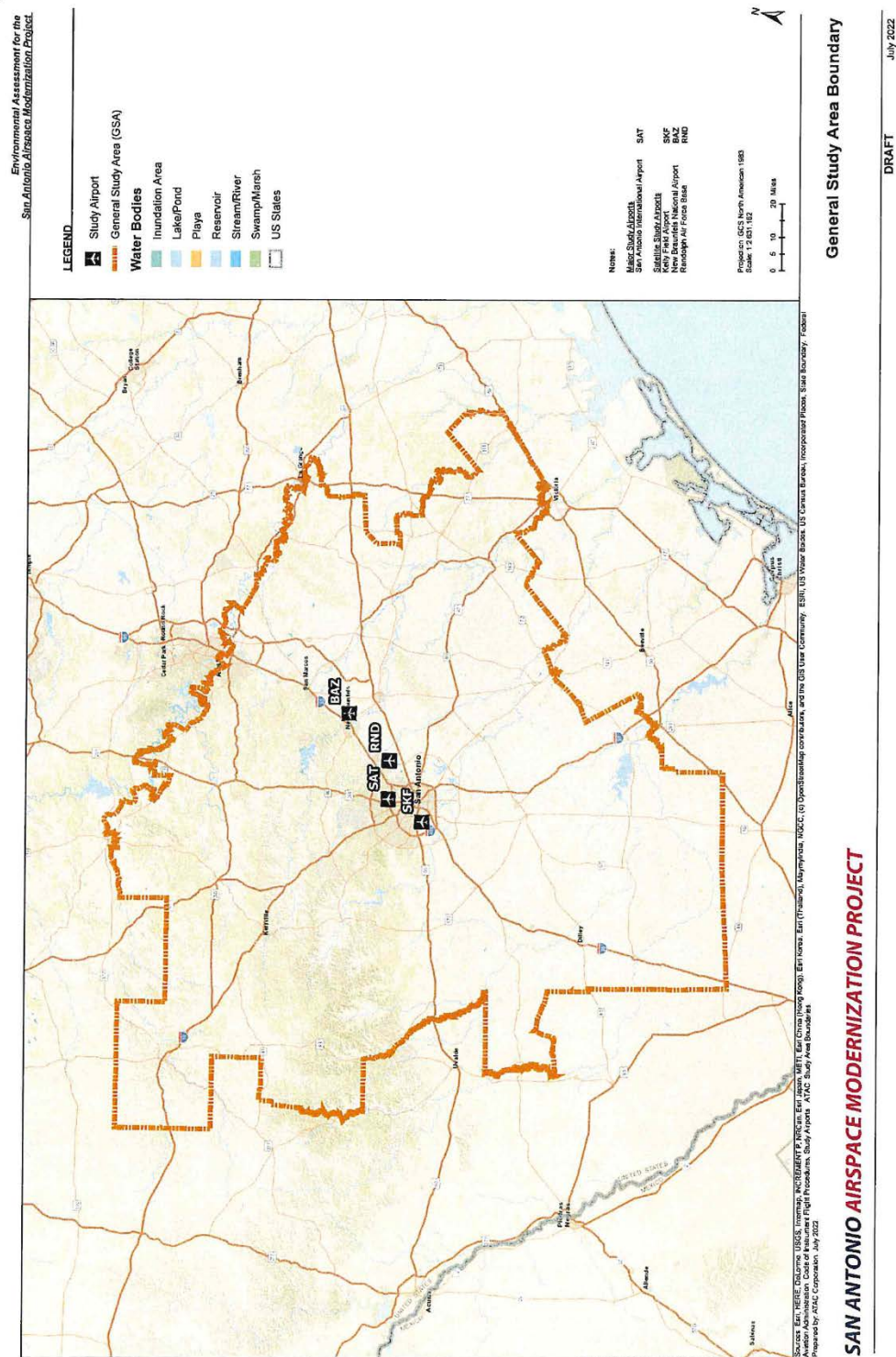
Operations Support Group

FAA-ATO Central Service Center

10101 Hillwood Pkwy.

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E-mail: 9-ASW-CSA-SAT-PBNSINGLESITE-Comment@faa.gov



B.2 Public Agencies, Related Parties, and Tribal Consultation

B.2.2 Public Agencies and Related Parties



U.S. Department
of Transportation
**Federal Aviation
Administration**

October 20, 2022

Mr. Mark S. Wolfe, SHPO
Texas Historical Commission
P.O. Box 12276
Austin, TX 78711-2276

RE: Section 106 Consultation for the proposed San Antonio Airspace Modernization Project

Dear Mr. Wolfe:

The purpose of this letter is to inform you that the Federal Aviation Administration (FAA) is completing a Draft Environmental Assessment (EA) to consider the potential environmental impacts of the implementation of the San Antonio Airspace Modernization Project. Early notification of the FAA's intent to prepare an EA was previously sent to the Texas Historical Commission (THC) State Historic Preservation Office (SHPO) on July 28, 2022. The purpose of this letter is to inform the THC that as part of the EA process the FAA will consider potential impacts to Section 4(f) properties.

Project Description

A variety of factors have combined to reduce the efficiency of airspace within the San Antonio region and surrounding area. The FAA proposes to optimize the efficiency of aircraft routes and the supporting airspace management structure through the implementation of the San Antonio Airspace Modernization Project. This would entail implementation of Area Navigation (RNAV) defined Instrument Flight Procedures that improve upon existing, but less efficient ground-based and/or radar vector procedures.

The Study Airports are:

- San Antonio International Airport (SAT)
- Kelly Field (SKF)
- Randolph Air Force Base Airfield (RND)
- New Braunfels National Airport (BAZ)

Identifying Potential Impacts to Section 4(f) Properties

Under Section 4(f), the FAA may approve a transportation project that requires the use of a Section 4(f) property only if there is no feasible and prudent alternative to the use and the project includes all possible planning to minimize harm resulting from the use. Use of a Section 4(f) property can be either *physical* or *constructive*. The San Antonio Airspace Modernization Project does not include land acquisition, construction, or other ground disturbance activities that could result in physical use of Section 4(f) properties. Accordingly, the EA will assess the Project's potential for constructive use from noise.

Constructive use occurs when the impacts of a project on a Section 4(f) property are so severe that the activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. As stated in FAA Order 1050.1F (Appendix B, paragraph B-2.2.2):

“Substantial impairment occurs only when the protected activities, features, or attributes of the Section 4(f) property that contribute to its significance or enjoyment are substantially diminished. This means that the value of the Section 4(f) property, in terms of its prior significance and enjoyment, is substantially reduced or lost. For example, noise would need to be at levels high enough to have negative consequences of a substantial nature that amount to a taking of a park or portion of a park for transportation purposes.”

Under FAA Order 1050.1F, the FAA is responsible for determining whether Project-related impacts would substantially impair a Section 4(f) property. When making this determination, the FAA consults the official(s) with jurisdiction over the property.

Consistent with FAA Order 1050.1F, the FAA’s noise analysis for the San Antonio Airspace Modernization Project includes identifying any “significant” or “reportable” noise increases. As defined in that order, a significant noise increase is an increase of DNL 1.5 dB or more in a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the No Action Alternative for the same timeframe. A reportable noise increase is an increase of:

- DNL 3.0 dB or more in areas exposed to aircraft noise of between DNL 60 and DNL 64.9 dB; or
- DNL 5.0 dB or more in areas exposed to aircraft noise of between DNL 45 and DNL 59.9 dB.

Consistent with the FAA’s methodology for other airspace modernization projects, if the noise analysis resulted in a reportable or significant increase in noise, the FAA would consider further whether the increase would result in a constructive use of a Section 4(f) property. For a Section 106 property, the FAA would consult with your office to seek concurrence with its findings. Information supporting the FAA’s findings would be contained in the Draft EA and provided to the THC as part of the consultation process.

Initial Area of Potential Effects (APE) and Refinement

For the current undertaking, the FAA initially defined an APE for historic and cultural resources that was contiguous with the General Study Area identified for the EA. The initial APE graphic is attached (1a) and will be described in Section 4.1 of the Draft EA and depicted on Exhibit 4-1. The General Study Area based APE was the genesis to obtain georeferenced receptor points for which the FAA’s noise model can provide noise results:

- 46,954 2020 Census block centroids;

- 118,489 uniform grid points at 0.5-nautical mile (NM) intervals on a uniform grid covering the General Study Area, some of which were also used to calculate DNL values at potential Department of Transportation Act (DOT), Section 4(f) resources and historic sites;
- 46,453 unique points representing Section 4(f) resources, including 143 National Register of Historic Places (NRHP) listed historic sites; and,
- 198 noise sensitive uses in areas around the Study Airports exposed to noise levels of DNL 65 dB and higher.

A list of the historic and cultural properties evaluated in the EA along with noise modeling results will be included in the upcoming San Antonio Airspace Modernization Project Draft EA Appendix I: Noise Technical Report.

Noise exposure levels are calculated via high fidelity four-dimensional (lateral, vertical, speed) flight scenario modeling using FAA's Aviation Environmental Design Tool (AEDT) version 3d, at points within the APE representing the above-listed receptor point sets. Noise exposure results for points located on the uniform grid (located at 0.5-nautical mile intervals throughout the APE) are evaluated for purposes of identifying potential adverse effects to historic properties that are both listed and eligible-to-be-listed on the National Register. In the event that a significant or reportable noise increase was identified at one of these grid points, the surrounding area would be examined for the presence of NHRP listed and eligible-to-be-listed historic properties. Using the above identified receptor points, noise values were established to identify focused APEs for further analysis.

All historic and cultural resources identified within the General Study Area APE were evaluated by the FAA to determine if the property may experience a potential adverse effect. Those that were identified are geographically grouped and shown on the attached exhibits in focused APEs. As indicated in the prior section, the FAA recognizes certain DNL increases that are considered reportable noise increases warranting further evaluation for potential adverse effect on historic properties. If the noise analysis indicates a reportable noise increase for the resources, further research on the subject property may be conducted to determine if the reportable increase would diminish the integrity of a property's setting for which the setting contributes to historical or cultural significance.

Request for Concurrence

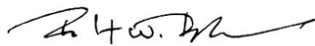
We request that you please review the attached list of properties, initial General Study Area derived APE, further refined and focused APEs, aforementioned proposed methodology, and potential adverse effects criteria. Based on your review, we would appreciate any additional information you may have pertaining to eligible properties and request your concurrence with our proposed APE definition methodology and potential adverse effects criteria.

Please provide comments and a methodology concurrence determination by letter or email before November 20, 2022 to the undersigned at the following address:

Attn: San Antonio Airspace Modernization
Operations Support Group
FAA-ATO Central Service Center
10101 Hillwood Pkwy.
Fort Worth, TX 76177
E-mail: 9-ASW-CSA-SAT-PBNSINGLESITE-Comment@faa.gov

FAA would like to thank you for your interest in this project. If you have any questions about the information provided, please feel free to contact me.

Sincerely,



Robert W. Beck
Director, Central Service Center, AJV-C

Attachments:

1. Areas of Potential Effect within the General Study Area
 - a. Initial General Study Area derived APE
 - b. Focused APEs
2. Identification of NRHP listed and eligible to be listed properties within the focused APEs.



U.S. Department
of Transportation
**Federal Aviation
Administration**

October 20, 2022

City of San Antonio Office of Historic Preservation
Ms. Shanon Shea Miller
Director
PO Box 839966
San Antonio, TX 78283

RE: Section 106 Consultation for the proposed San Antonio Airspace Modernization Project

Dear Ms. Miller:

The purpose of this letter is to inform you that the Federal Aviation Administration (FAA) is completing a Draft Environmental Assessment (EA) to consider the potential environmental impacts of the implementation of the San Antonio Airspace Modernization Project. Early notification of the FAA's intent to prepare an EA was previously sent to the City of San Antonio Office of Historic Preservation on July 28, 2022. The purpose of this letter is to inform your office that as part of the EA process the FAA will consider potential impacts to Section 4(f) properties.

Project Description

A variety of factors have combined to reduce the efficiency of airspace within the San Antonio region and surrounding area. The FAA proposes to optimize the efficiency of aircraft routes and the supporting airspace management structure through the implementation of the San Antonio Airspace Modernization Project. This would entail implementation of Area Navigation (RNAV) defined Instrument Flight Procedures that improve upon existing, but less efficient ground-based and/or radar vector procedures.

The Study Airports are:

- San Antonio International Airport (SAT)
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Identifying Potential Impacts to Section 4(f) Properties

Under Section 4(f), the FAA may approve a transportation project that requires the use of a Section 4(f) property only if there is no feasible and prudent alternative to the use and the project includes all possible planning to minimize harm resulting from the use. Use of a Section 4(f) property can be either *physical* or *constructive*. The San Antonio Airspace Modernization Project does not include land acquisition, construction, or other ground

disturbance activities that could result in physical use of Section 4(f) properties. Accordingly, the EA will assess the Project's potential for constructive use from noise. Constructive use occurs when the impacts of a project on a Section 4(f) property are so severe that the activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. As stated in FAA Order 1050.1F (Appendix B, paragraph B-2.2.2):

"Substantial impairment occurs only when the protected activities, features, or attributes of the Section 4(f) property that contribute to its significance or enjoyment are substantially diminished. This means that the value of the Section 4(f) property, in terms of its prior significance and enjoyment, is substantially reduced or lost. For example, noise would need to be at levels high enough to have negative consequences of a substantial nature that amount to a taking of a park or portion of a park for transportation purposes."

Under FAA Order 1050.1F, the FAA is responsible for determining whether Project-related impacts would substantially impair a Section 4(f) property. When making this determination, the FAA consults the official(s) with jurisdiction over the property.

Consistent with FAA Order 1050.1F, the FAA's noise analysis for the San Antonio Airspace Modernization Project includes identifying any "significant" or "reportable" noise increases. As defined in that order, a significant noise increase is an increase of DNL 1.5 dB or more in a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the No Action Alternative for the same timeframe. A reportable noise increase is an increase of:

- DNL 3.0 dB or more in areas exposed to aircraft noise of between DNL 60 and DNL 64.9 dB; or
- DNL 5.0 dB or more in areas exposed to aircraft noise of between DNL 45 and DNL 59.9 dB.

Consistent with the FAA's methodology for other airspace modernization projects, if the noise analysis resulted in a reportable or significant increase in noise, the FAA would consider further whether the increase would result in a constructive use of a Section 4(f) property. To seek concurrence with its findings for a Section 106 property outside of the City, the FAA would consult with the Texas Historical Commission SHPO. For a section 106 property inside the City limits, the FAA would also consult with your office. Information supporting the FAA's findings would be contained in the Draft EA and provided to your office as part of the consultation process.

Initial Area of Potential Effects (APE) and Refinement

For the current undertaking, the FAA initially defined an APE for historic and cultural resources that was contiguous with the General Study Area identified for the EA. The APE

graphic is attached and will be described in Section 4.1 of the Draft EA and depicted on Exhibit 4-1. The General Study Area based APE was the genesis to obtain georeferenced receptor points for which the FAA's noise model can provide noise results:

- 46,954 2020 Census block centroids;
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A list of the historic and cultural properties evaluated in the EA along with noise modeling results will be included in the upcoming San Antonio Airspace Modernization Project Draft EA Appendix I: Noise Technical Report.

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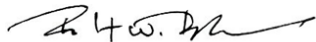
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Please provide comments and concurrence determination by letter or email before November 20, 2022 to the undersigned at the following address:

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E-mail: 9-ASW-CSA-SAT-PBNSINGLESITE-Comment@faa.gov**

FAA would like to thank you for your interest in this project. If you have any questions about the information provided, please feel free to contact me.

Sincerely,



Robert W. Beck
Director, Central Service Center, AJV-C

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1. Areas of Potential Effect within the General Study Area
 - a. Initial General Study Area derived APE
 - b. Focused APEs
2. Identification of NRHP listed and eligible to be listed properties within the focused APEs.



U.S. Department
of Transportation
**Federal Aviation
Administration**

October 20, 2022

The Texas General Land Office
George P. Bush
Commissioner
PO Box 12873
Austin, TX 78711-2873

RE: Section 106 Consultation for the proposed San Antonio Airspace Modernization Project

Dear Commissioner Bush:

The purpose of this letter is to inform you that the Federal Aviation Administration (FAA) is completing a Draft Environmental Assessment (EA) to consider the potential environmental impacts of the implementation of the San Antonio Airspace Modernization Project. The purpose of this letter is to inform your office that as part of the EA process the FAA will consider potential impacts to Section 4(f) properties, including The Alamo.

Project Description

A variety of factors have combined to reduce the efficiency of airspace within the San Antonio region and surrounding area. The FAA proposes to optimize the efficiency of aircraft routes and the supporting airspace management structure through the implementation of the San Antonio Airspace Modernization Project. This would entail implementation of Area Navigation (RNAV) defined Instrument Flight Procedures that improve upon existing, but less efficient ground-based and/or radar vector procedures.

The Study Airports are:

- San Antonio International Airport (SAT)
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Identifying Potential Impacts to Section 4(f) Properties

Under Section 4(f), the FAA may approve a transportation project that requires the use of a Section 4(f) property only if there is no feasible and prudent alternative to the use and the project includes all possible planning to minimize harm resulting from the use. Use of a Section 4(f) property can be either *physical* or *constructive*. The San Antonio Airspace Modernization Project does not include land acquisition, construction, or other ground disturbance activities that could result in physical use of Section 4(f) properties. Accordingly, the EA will assess the Project's potential for constructive use from noise.

Constructive use occurs when the impacts of a project on a Section 4(f) property are so severe that the activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. As stated in FAA Order 1050.1F (Appendix B, paragraph B-2.2.2):

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Consistent with FAA Order 1050.1F, the FAA’s noise analysis for the San Antonio Airspace Modernization Project includes identifying any “significant” or “reportable” noise increases. As defined in that order, a significant noise increase is an increase of DNL 1.5 dB or more in a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the No Action Alternative for the same timeframe. A reportable noise increase is an increase of:

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Consistent with the FAA’s methodology for other airspace modernization projects, if the noise analysis resulted in a reportable or significant increase in noise, the FAA would consider further whether the increase would result in a constructive use of a Section 4(f) property. To seek review with its findings for a Section 106 property outside of your organization, the FAA would consult with the Texas Historical Commission SHPO. For The Alamo property, the FAA would also consult with your office. The FAA has also requested consultation with The Alamo, Inc. Board of Directors and the City of San Antonio Office of Historic Preservation. Information supporting the FAA’s findings would be contained in the Draft EA and provided to your office as part of the consultation process.

Initial Area of Potential Effects (APE) and Refinement

For the current undertaking, the FAA initially defined an APE for historic and cultural resources that was contiguous with the General Study Area identified for the EA. The APE graphic is attached and will be described in Section 4.1 of the Draft EA and depicted on

Exhibit 4-1. The General Study Area based APE was the genesis to obtain georeferenced receptor points for which the FAA's noise model can provide noise results:

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U.S. Department
of Transportation
**Federal Aviation
Administration**

October 20, 2022

The Alamo Trust, Inc.
Mr. Welcome Wilson, Jr.
Chair, Board of Directors
300 Alamo Plaza
San Antonio, TX 78205

RE: Section 106 Consultation for the proposed San Antonio Airspace Modernization Project

Dear Mr. Wilson:

The purpose of this letter is to inform you that the Federal Aviation Administration (FAA) is completing a Draft Environmental Assessment (EA) to consider the potential environmental impacts of the implementation of the San Antonio Airspace Modernization Project. The purpose of this letter is to inform your office that as part of the EA process the FAA will consider potential impacts to Section 4(f) properties, including The Alamo.

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“Substantial impairment occurs only when the protected activities, features, or attributes of the Section 4(f) property that contribute to its significance or enjoyment are substantially diminished. This means that the value of the Section 4(f) property, in terms of its prior significance and enjoyment, is substantially reduced or lost. For example, noise would need to be at levels high enough to have negative consequences of a substantial nature that amount to a taking of a park or portion of a park for transportation purposes.”

Under FAA Order 1050.1F, the FAA is responsible for determining whether Project-related impacts would substantially impair a Section 4(f) property. When making this determination, the FAA consults the official(s) with jurisdiction over the property.

Consistent with FAA Order 1050.1F, the FAA’s noise analysis for the San Antonio Airspace Modernization Project includes identifying any “significant” or “reportable” noise increases. As defined in that order, a significant noise increase is an increase of DNL 1.5 dB or more in a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the No Action Alternative for the same timeframe. A reportable noise increase is an increase of:

- DNL 3.0 dB or more in areas exposed to aircraft noise of between DNL 60 and DNL 64.9 dB; or
- DNL 5.0 dB or more in areas exposed to aircraft noise of between DNL 45 and DNL 59.9 dB.

Consistent with the FAA’s methodology for other airspace modernization projects, if the noise analysis resulted in a reportable or significant increase in noise, the FAA would consider further whether the increase would result in a constructive use of a Section 4(f) property. To seek review with its findings for a Section 106 property outside of your organization, the FAA would consult with the Texas Historical Commission SHPO. For The Alamo property, the FAA would also consult with your office. The FAA has also requested consultation with the City of San Antonio Office of Historic Preservation. Information supporting the FAA’s findings would be contained in the Draft EA and provided to your office as part of the consultation process.

Initial Area of Potential Effects (APE) and Refinement

For the current undertaking, the FAA initially defined an APE for historic and cultural resources that was contiguous with the General Study Area identified for the EA. The APE graphic is attached and will be described in Section 4.1 of the Draft EA and depicted on

Exhibit 4-1. The General Study Area based APE was the genesis to obtain georeferenced receptor points for which the FAA's noise model can provide noise results:

- 46,954 2020 Census block centroids;
- 118,489 uniform grid points at 0.5-nautical mile (NM) intervals on a uniform grid covering the General Study Area, some of which were also used to calculate DNL values at potential Department of Transportation Act (DOT), Section 4(f) resources and historic sites;
- 46,453 unique points representing Section 4(f) resources, including 143 National Register of Historic Places (NRHP) listed historic sites; and,
- 198 noise sensitive uses in areas around the Study Airports exposed to noise levels of DNL 65 dB and higher.

A list of the historic and cultural properties evaluated in the EA along with noise modeling results will be included in the upcoming San Antonio Airspace Modernization Project Draft EA Appendix I: Noise Technical Report.

Noise exposure levels were calculated via high fidelity four-dimensional (lateral, vertical, speed) flight scenario modeling using FAA's Aviation Environmental Design Tool (AEDT) version 3d, at points within the APE representing the above-listed receptor point sets. Noise exposure results for points located on the uniform grid (located at 0.5-nautical mile intervals throughout the APE) were evaluated for purposes of identifying potential adverse effects to historic properties that are listed and eligible eligible-to-be-listed on the National Register. In the event that a significant or reportable noise increase was identified at one of these grid points, the surrounding area would be examined for the presence of NHRP listed and eligible-to-be-listed historic properties. Using the above identified receptor points, noise values were established to identify focused APEs for further analysis.

All historic and cultural resources identified within the General Study Area APE were evaluated by the FAA to determine if the property may experience a potential adverse effect. Those that were identified are geographically grouped and shown on the attached exhibits in focused APEs. As indicated in the prior section, the FAA recognizes certain DNL increases that are considered reportable noise increases warranting further evaluation for potential adverse effect on historic properties. If the noise analysis indicates a reportable noise increase for the resources, further research on the subject property may be conducted to determine if the reportable increase would diminish the integrity of a property's setting for which the setting contributes to historical or cultural significance.

Request for Concurrence

We request that you please review the attached list of properties, initial General Study Area derived APE, further refined and focused APEs, aforementioned proposed methodology, and potential adverse effects criteria. Based on your review, we would appreciate any additional information you may have pertaining to eligible properties and request your comments on our proposed APE definition methodology and potential adverse effects criteria.

Please provide comments by letter or email before November 20, 2022 to the undersigned at the following address:

**Attn: San Antonio Airspace Modernization
Operations Support Group
FAA-ATO Central Service Center
10101 Hillwood Pkwy.
Fort Worth, TX 76177
E-mail: 9-ASW-CSA-SAT-PBNSINGLESITE-Comment@faa.gov**

FAA would like to thank you for your interest in this project. If you have any questions about the information provided, please feel free to contact me.

Sincerely,



Robert W. Beck
Director, Central Service Center, AJV-C

Attachments:

1. Areas of Potential Effect within the General Study Area
 - a. Initial General Study Area derived APE
 - b. Focused APEs
2. Identification of NRHP listed and eligible to be listed properties within the focused APEs.



U.S. Department
of Transportation
**Federal Aviation
Administration**

October 20, 2022

Natural Bridge Caverns, Inc.
Mr. Brad Wuest
President/CEO
26495 Natural Bridge Caverns Road
Natural Bridge Caverns, TX 78266

RE: Section 106 Consultation for the proposed San Antonio Airspace Modernization Project

Dear Mr. Wuest:

The purpose of this letter is to inform you that the Federal Aviation Administration (FAA) is completing a Draft Environmental Assessment (EA) to consider the potential environmental impacts of the implementation of the San Antonio Airspace Modernization Project. The purpose of this letter is also to inform your business that as part of the EA process the FAA will consider potential impacts to Section 4(f) properties, including Natural Bridge Caverns, and the Natural Bridge Sinkhole as a listed National Historic Register Property. For the purposes of FAA's analysis, these two resources were collocated at the geographic listing for the Natural Bridge Caverns, recognizing the Natural Bridge Caverns Sinkhole geographic location is protected.

Project Description

A variety of factors have combined to reduce the efficiency of airspace within the San Antonio region and surrounding area. The FAA proposes to optimize the efficiency of aircraft routes and the supporting airspace management structure through the implementation of the San Antonio Airspace Modernization Project. This would entail implementation of Area Navigation (RNAV) defined Instrument Flight Procedures that improve upon existing, but less efficient ground-based and/or radar vector procedures.

The Study Airports are:

- San Antonio International Airport (SAT)
- Kelly Field (SKF)
- Randolph Air Force Base Airfield (RND)
- New Braunfels National Airport (BAZ)

Identifying Potential Impacts to Section 4(f) Properties

Under Section 4(f), the FAA may approve a transportation project that requires the use of a Section 4(f) property only if there is no feasible and prudent alternative to the use and the project includes all possible planning to minimize harm resulting from the use. Use of a Section 4(f) property can be either *physical* or *constructive*. The San Antonio Airspace

Modernization Project does not include land acquisition, construction, or other ground disturbance activities that could result in physical use of Section 4(f) properties. Accordingly, the EA will assess the Project's potential for constructive use from noise. Constructive use occurs when the impacts of a project on a Section 4(f) property are so severe that the activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. As stated in FAA Order 1050.1F (Appendix B, paragraph B-2.2.2):

"Substantial impairment occurs only when the protected activities, features, or attributes of the Section 4(f) property that contribute to its significance or enjoyment are substantially diminished. This means that the value of the Section 4(f) property, in terms of its prior significance and enjoyment, is substantially reduced or lost. For example, noise would need to be at levels high enough to have negative consequences of a substantial nature that amount to a taking of a park or portion of a park for transportation purposes."

Under FAA Order 1050.1F, the FAA is responsible for determining whether Project-related impacts would substantially impair a Section 4(f) property. When making this determination, the FAA consults the official(s) with jurisdiction over the property.

Consistent with FAA Order 1050.1F, the FAA's noise analysis for the San Antonio Airspace Modernization Project includes identifying any "significant" or "reportable" noise increases. As defined in that order, a significant noise increase is an increase of DNL 1.5 dB or more in a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the No Action Alternative for the same timeframe. A reportable noise increase is an increase of:

- DNL 3.0 dB or more in areas exposed to aircraft noise of between DNL 60 and DNL 64.9 dB; or
- DNL 5.0 dB or more in areas exposed to aircraft noise of between DNL 45 and DNL 59.9 dB.

Consistent with the FAA's methodology for other airspace modernization projects, if the noise analysis resulted in a reportable or significant increase in noise, the FAA would consider further whether the increase would result in a constructive use of a Section 4(f) property. To seek concurrence with its findings for a Section 106 property outside of the City, the FAA would consult with the Texas Historical Commission SHPO. Information supporting the FAA's findings would be contained in the Draft EA and provided to your office as part of the consultation process.

Initial Area of Potential Effects (APE) and Refinement

For the current undertaking, the FAA initially defined an APE for historic and cultural resources that was contiguous with the General Study Area identified for the EA. The APE graphic is attached and will be described in Section 4.1 of the Draft EA and depicted on

Exhibit 4-1. The General Study Area based APE was the genesis to obtain georeferenced receptor points for which the FAA's noise model can provide noise results:

- 46,954 2020 Census block centroids;
- 118,489 uniform grid points at 0.5-nautical mile (NM) intervals on a uniform grid covering the General Study Area, some of which were also used to calculate DNL values at potential Department of Transportation Act (DOT), Section 4(f) resources and historic sites;
- 46,453 unique points representing Section 4(f) resources, including 143 National Register of Historic Places (NRHP) listed historic sites; and,
- 198 noise sensitive uses in areas around the Study Airports exposed to noise levels of DNL 65 dB and higher.

A list of the historic and cultural properties evaluated in the EA along with noise modeling results will be included in the upcoming San Antonio Airspace Modernization Project Draft EA Appendix I: Noise Technical Report.

Noise exposure levels were calculated via high fidelity four-dimensional (lateral, vertical, speed) flight scenario modeling using FAA's Aviation Environmental Design Tool (AEDT) version 3d, at points within the APE representing the above-listed receptor point sets. Noise exposure results for points located on the uniform grid (located at 0.5-nautical mile intervals throughout the APE) were evaluated for purposes of identifying potential adverse effects to historic properties that are listed and eligible to be listed on the National Register. In the event that a significant or reportable noise increase was identified at one of these grid points, the surrounding area would be examined for the presence of NHRP listed and eligible-to-be-listed historic properties. Using the above identified receptor points, noise values were established to identify focused APEs for further analysis.

All historic and cultural resources identified within the General Study Area APE were evaluated by the FAA to determine if the property may experience a potential adverse effect. Those that were identified are geographically grouped and shown on the attached exhibits in focused APEs. As indicated in the prior section, the FAA recognizes certain DNL increases that are considered reportable noise increases warranting further evaluation for potential adverse effect on historic properties. If the noise analysis indicates a reportable noise increase for the resources, further research on the subject property may be conducted to determine if the reportable increase would diminish the integrity of a property's setting for which the setting contributes to historical or cultural significance.

Request for Review


We request that you please review the attached list of properties, initial General Study Area derived APE, further refined and focused APEs, aforementioned proposed methodology, and potential adverse effects criteria. Based on your review, we would appreciate any additional information you may have pertaining to eligible properties and request any comments you may have with our proposed APE definition methodology and potential adverse effects criteria.

Please provide comments by letter or email before November 20, 2022 to the undersigned at the following address:

**Attn: San Antonio Airspace Modernization
Operations Support Group
FAA-ATO Central Service Center
10101 Hillwood Pkwy.
Fort Worth, TX 76177
E-mail: 9-ASW-CSA-SAT-PBNSINGLESITE-Comment@faa.gov**

FAA would like to thank you for your interest in this project. If you have any questions about the information provided, please feel free to contact me.

Sincerely,



Robert W. Beck
Director, Central Service Center, AJV-C

Attachments:

1. Areas of Potential Effect within the General Study Area
 - a. Initial General Study Area derived APE
 - b. Focused APEs
2. Identification of NRHP listed and eligible to be listed properties within the focused APEs.



U.S. Department
of Transportation
**Federal Aviation
Administration**

October 20, 2022

Mr. Mike Reynolds
National Park Service, Region 6
Regional Director
12795 W Alameda Pkwy
Denver, CO 80225

**RE: The San Antonio Airspace Modernization Project and Section 4(f) of the
Department of Transportation Act of 1966**

Dear Mr. Reynolds:

The purpose of this letter is to inform you that the Federal Aviation Administration (FAA) is completing a Draft Environmental Assessment (EA) to consider the potential environmental impacts of the implementation of the San Antonio Airspace Modernization Project. Early notification of the FAA's intent to prepare an EA was previously sent on July 28, 2022. The purpose of this letter is to inform the NPS that as part of the EA process the FAA will assess potential impacts to resources subject to Section 4(f) of the Department of Transportation Act of 1966 (DOT Act), 49 U.S.C. § 303(c). These resources—referred to in this letter as “Section 4(f) properties”—include resources managed by the NPS. The purpose of this letter is to inform the NPS that as part of the EA process the FAA will consider potential impacts to Section 4(f) properties managed by the NPS.

Project Description

A variety of factors have combined to reduce the efficiency of airspace within the San Antonio region and surrounding area. The FAA proposes to optimize the efficiency of aircraft routes and the supporting airspace management structure through the implementation of the San Antonio Airspace Modernization Project. This would entail implementation of Area Navigation (RNAV) defined Instrument Flight Procedures that improve upon existing, but less efficient ground-based and/or radar vector procedures.

The Study Airports are:

- San Antonio International Airport (SAT)
- Kelly Field (SKF)
- Randolph Air Force Base Airfield (RND)
- New Braunfels National Airport (BAZ)

Identifying Potential Impacts to Section 4(f) Properties

Under Section 4(f), the FAA may approve a transportation project that requires the use of a Section 4(f) property only if there is no feasible and prudent alternative to the use and the project includes all possible planning to minimize harm resulting from the use. Use of a

Section 4(f) property can be either *physical* or *constructive*. The San Antonio Airspace Modernization Project does not include land acquisition, construction, or other ground disturbance activities that could result in physical use of Section 4(f) properties. Accordingly, the EA will assess the Project's potential for constructive use from noise. Constructive use occurs when the impacts of a project on a Section 4(f) property are so severe that the activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. As stated in FAA Order 1050.1F (Appendix B, paragraph B-2.2.2):

"Substantial impairment occurs only when the protected activities, features, or attributes of the Section 4(f) property that contribute to its significance or enjoyment are substantially diminished. This means that the value of the Section 4(f) property, in terms of its prior significance and enjoyment, is substantially reduced or lost. For example, noise would need to be at levels high enough to have negative consequences of a substantial nature that amount to a taking of a park or portion of a park for transportation purposes."

Under FAA Order 1050.1F, the FAA is responsible for determining whether Project-related impacts would substantially impair a Section 4(f) property. When making this determination, the FAA consults the official(s) with jurisdiction over the property.

Consistent with FAA Order 1050.1F, the FAA's noise analysis for the San Antonio Airspace Modernization Project includes identifying any "significant" or "reportable" noise increases. As defined in that order, a significant noise increase is an increase of DNL 1.5 dB or more in a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the No Action Alternative for the same timeframe. A reportable noise increase is an increase of:

- DNL 3.0 dB or more in areas exposed to aircraft noise of between DNL 60 and DNL 64.9 dB; or
- DNL 5.0 dB or more in areas exposed to aircraft noise of between DNL 45 and DNL 59.9 dB.

Consistent with the FAA's methodology for other airspace modernization projects, if the noise analysis resulted in a reportable or significant increase in noise, the FAA would consider further whether the increase would result in a constructive use of a Section 4(f) property. For a Section 4(f) property managed by the NPS, the FAA would consult with the NPS to seek concurrence with its findings. Information supporting the FAA's findings would be contained in the Draft EA and provided to the NPS as part of the consultation process.

Initial Area of Potential Effects (APE) and Refinement

For the current undertaking, the FAA initially defined an APE for historic and cultural resources that was contiguous with the General Study Area identified for the EA. The initial

APE graphic is attached (1a) and will be described in Section 4.1 of the Draft EA and depicted on Exhibit 4-1. The General Study Area based APE was the genesis to obtain georeferenced receptor points for which the FAA's noise model can provide noise results:

- 46,954 2020 Census block centroids;
- 118,489 uniform grid points at 0.5-nautical mile (NM) intervals on a uniform grid covering the General Study Area, some of which were also used to calculate DNL values at potential Department of Transportation Act (DOT), Section 4(f) resources and historic sites;
- 46,453 unique points representing Section 4(f) resources, including 143 National Register of Historic Places (NRHP) listed historic sites; and,
- 198 noise sensitive uses in areas around the Study Airports exposed to noise levels of DNL 65 dB and higher.

A list of the historic and cultural properties evaluated in the EA along with noise modeling results will be included in the upcoming San Antonio Airspace Modernization Project Draft EA Appendix I: Noise Technical Report.

Noise exposure levels are calculated via high fidelity four-dimensional (lateral, vertical, speed) flight scenario modeling using FAA's Aviation Environmental Design Tool (AEDT) version 3d, at points within the APE representing the above-listed receptor point sets. Noise exposure results for points located on the uniform grid (located at 0.5-nautical mile intervals throughout the APE) are evaluated for purposes of identifying potential effects to 4(f) resources. In the event that a significant or reportable noise increase was identified at one of these grid points, the surrounding area would be examined for the presence of NPS managed properties. Using the above identified receptor points, noise values were established to identify focused APEs for further analysis.

All 4(f) resources identified within the General Study Area APE were evaluated by the FAA to determine if the resource may experience an adverse effect. Those that were identified are geographically grouped and shown on the attached exhibits in focused APEs. As indicated in the prior section, the FAA recognizes certain DNL increases that are considered reportable noise increases warranting further evaluation for potential adverse effect. If the noise analysis indicates a reportable noise increase for the resources, further research on the subject property may be conducted to determine if the reportable increase would adversely affect the activities, features, or attributes qualifying a park, recreation area, or wildlife or waterfowl refuge.

Request for Concurrence

We request that you please review the attached list of resources, initial General Study Area derived APE, further refined and focused APEs, aforementioned proposed methodology, and potential adverse effects criteria. Based on your review, we would appreciate any additional information you may have pertaining to eligible properties and request your concurrence with our proposed APE definition methodology and potential adverse effects criteria.

Please provide comments and a methodology concurrence determination by letter or email before November 20, 2022 to the undersigned at the following address:

**Attn: San Antonio Airspace Modernization
Operations Support Group
FAA-ATO Central Service Center
10101 Hillwood Pkwy.
Fort Worth, TX 76177
E-mail: 9-ASW-CSA-SAT-PBNSINGLESITE-Comment@faa.gov**

FAA would like to thank you for your interest in this project. If you have any questions about the information provided, please feel free to contact me.

Sincerely,



Robert W. Beck
Director, Central Service Center, AJV-C

Attachments:

1. Areas of Potential Effect within the General Study Area
 - a. Initial General Study Area derived APE
 - b. Focused APEs
2. Identification of NRHP listed and eligible to be listed properties within the focused APEs.



U.S. Department
of Transportation
**Federal Aviation
Administration**

October 20, 2022

Ms. Amy Lueders
Field Supervisor
U.S. Fish & Wildlife Service, Region 2
500 Gold Avenue SW
Albuquerque, NM 87102

**RE: The San Antonio Airspace Modernization Project and Section 4(f) of the
Department of Transportation Act of 1966**

Dear Ms. Lueders:

The purpose of this letter is to inform you that the Federal Aviation Administration (FAA) is completing a Draft Environmental Assessment (EA) to consider the potential environmental impacts of the implementation of the San Antonio Airspace Modernization Project. Early notification of the FAA's intent to prepare an EA was previously sent on July 28, 2022. The purpose of this letter is to inform the USFWS that as part of the EA process the FAA will assess potential impacts to resources subject to Section 4(f) of the Department of Transportation Act of 1966 (DOT Act), 49 U.S.C. § 303(c). These resources—referred to in this letter as “Section 4(f) properties”—include resources managed by the USFWS. The purpose of this letter is to inform the USFWS that as part of the EA process the FAA will consider potential impacts to Section 4(f) properties managed by the USFWS.

Project Description

A variety of factors have combined to reduce the efficiency of airspace within the San Antonio region and surrounding area. The FAA proposes to optimize the efficiency of aircraft routes and the supporting airspace management structure through the implementation of the San Antonio Airspace Modernization Project. This would entail implementation of Area Navigation (RNAV) defined Instrument Flight Procedures that improve upon existing, but less efficient ground-based and/or radar vector procedures.

The Study Airports are:

- San Antonio International Airport (SAT)
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- Randolph Air Force Base Airfield (RND)
- New Braunfels National Airport (BAZ)

Identifying Potential Impacts to Section 4(f) Properties

Under Section 4(f), the FAA may approve a transportation project that requires the use of a Section 4(f) property only if there is no feasible and prudent alternative to the use and the project includes all possible planning to minimize harm resulting from the use. Use of a

Section 4(f) property can be either *physical* or *constructive*. The San Antonio Airspace Modernization Project does not include land acquisition, construction, or other ground disturbance activities that could result in physical use of Section 4(f) properties. Accordingly, the EA will assess the Project's potential for constructive use from noise. Constructive use occurs when the impacts of a project on a Section 4(f) property are so severe that the activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. As stated in FAA Order 1050.1F (Appendix B, paragraph B-2.2.2):

"Substantial impairment occurs only when the protected activities, features, or attributes of the Section 4(f) property that contribute to its significance or enjoyment are substantially diminished. This means that the value of the Section 4(f) property, in terms of its prior significance and enjoyment, is substantially reduced or lost. For example, noise would need to be at levels high enough to have negative consequences of a substantial nature that amount to a taking of a park or portion of a park for transportation purposes."

Under FAA Order 1050.1F, the FAA is responsible for determining whether Project-related impacts would substantially impair a Section 4(f) property. When making this determination, the FAA consults the official(s) with jurisdiction over the property.

Consistent with FAA Order 1050.1F, the FAA's noise analysis for the San Antonio Airspace Modernization Project includes identifying any "significant" or "reportable" noise increases. As defined in that order, a significant noise increase is an increase of DNL 1.5 dB or more in a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the No Action Alternative for the same timeframe. A reportable noise increase is an increase of:

- DNL 3.0 dB or more in areas exposed to aircraft noise of between DNL 60 and DNL 64.9 dB; or
- DNL 5.0 dB or more in areas exposed to aircraft noise of between DNL 45 and DNL 59.9 dB.

Consistent with the FAA's methodology for other airspace modernization projects, if the noise analysis resulted in a reportable or significant increase in noise, the FAA would consider further whether the increase would result in a constructive use of a Section 4(f) property. For a Section 4(f) property managed by the USFWS, the FAA would consult with the USFWS to seek concurrence with its findings. Information supporting the FAA's findings would be contained in the Draft EA and provided to the USFWS as part of the consultation process.

Initial Area of Potential Effects (APE) and Refinement

For the current undertaking, the FAA initially defined an APE for historic and cultural resources that was contiguous with the General Study Area identified for the EA. The initial

APE graphic is attached (1a) and will be described in Section 4.1 of the Draft EA and depicted on Exhibit 4-1. The General Study Area based APE was the genesis to obtain georeferenced receptor points for which the FAA's noise model can provide noise results:

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Request for Concurrence


We request that you please review the attached list of resources, initial General Study Area derived APE, further refined and focused APEs, aforementioned proposed methodology, and potential adverse effects criteria. Based on your review, we would appreciate any additional information you may have pertaining to eligible properties and request your concurrence with our proposed APE definition methodology and potential adverse effects criteria.

Please provide comments and a methodology concurrence determination by letter or email before November 20, 2022 to the undersigned at the following address:

**Attn: San Antonio Airspace Modernization
Operations Support Group
FAA-ATO Central Service Center
10101 Hillwood Pkwy.
Fort Worth, TX 76177
E-mail: 9-ASW-CSA-SAT-PBNSINGLESITE-Comment@faa.gov**

FAA would like to thank you for your interest in this project. If you have any questions about the information provided, please feel free to contact me.

Sincerely,



Robert W. Beck
Director, Central Service Center, AJV-C

Attachments:

1. Areas of Potential Effect within the General Study Area
 - a. Initial General Study Area derived APE
 - b. Focused APEs
2. Identification of NRHP listed and eligible to be listed properties within the focused APEs.



U.S. Department
of Transportation
**Federal Aviation
Administration**

October 20, 2022

Dr. Shawn Alam
U.S. Department of the Interior Office of Environmental Policy and Compliance
Environmental Review Team
1849 C Street, NW MS 2629
Washington, DC 20240

**RE: The San Antonio Airspace Modernization Project and Section 4(f) of the
Department of Transportation Act of 1966**

Dear Dr. Alam:

The purpose of this letter is to inform you that the Federal Aviation Administration (FAA) is completing a Draft Environmental Assessment (EA) to consider the potential environmental impacts of the implementation of the San Antonio Airspace Modernization Project. Early notification of the FAA's intent to prepare an EA was previously sent on July 28, 2022. The purpose of this letter is to inform the DOI that as part of the EA process the FAA will assess potential impacts to resources subject to Section 4(f) of the Department of Transportation Act of 1966 (DOT Act), 49 U.S.C. § 303(c). These resources—referred to in this letter as “Section 4(f) properties”—include resources managed by the DOI. Where appropriate, one identified resource funded with Land and Water Conservation Funds is referred to as a “Section 6(f)” resource. The purpose of this letter is to inform the DOI that as part of the EA process the FAA will consider potential impacts to Section 4(f) properties and a Section 6(f) property.

Project Description

A variety of factors have combined to reduce the efficiency of airspace within the San Antonio region and surrounding area. The FAA proposes to optimize the efficiency of aircraft routes and the supporting airspace management structure through the implementation of the San Antonio Airspace Modernization Project. This would entail implementation of Area Navigation (RNAV) defined Instrument Flight Procedures that improve upon existing, but less efficient ground-based and/or radar vector procedures.

The Study Airports are:

- San Antonio International Airport (SAT)
- Kelly Field (SKF)
- Randolph Air Force Base Airfield (RND)
- New Braunfels National Airport (BAZ)

Identifying Potential Impacts to Section 4(f) Properties

Under Section 4(f), the FAA may approve a transportation project that requires the use of a Section 4(f) property only if there is no feasible and prudent alternative to the use and the project includes all possible planning to minimize harm resulting from the use. Use of a Section 4(f) property can be either *physical* or *constructive*. The San Antonio Airspace Modernization Project does not include land acquisition, construction, or other ground disturbance activities that could result in physical use of Section 4(f) properties. Accordingly, the EA will assess the Project's potential for constructive use from noise. Constructive use occurs when the impacts of a project on a Section 4(f) property are so severe that the activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. As stated in FAA Order 1050.1F (Appendix B, paragraph B-2.2.2):

"Substantial impairment occurs only when the protected activities, features, or attributes of the Section 4(f) property that contribute to its significance or enjoyment are substantially diminished. This means that the value of the Section 4(f) property, in terms of its prior significance and enjoyment, is substantially reduced or lost. For example, noise would need to be at levels high enough to have negative consequences of a substantial nature that amount to a taking of a park or portion of a park for transportation purposes."

Under FAA Order 1050.1F, the FAA is responsible for determining whether Project-related impacts would substantially impair a Section 4(f) property. When making this determination, the FAA consults the official(s) with jurisdiction over the property.

Consistent with FAA Order 1050.1F, the FAA's noise analysis for the San Antonio Airspace Modernization Project includes identifying any "significant" or "reportable" noise increases. As defined in that order, a significant noise increase is an increase of DNL 1.5 dB or more in a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the No Action Alternative for the same timeframe. A reportable noise increase is an increase of:

- DNL 3.0 dB or more in areas exposed to aircraft noise of between DNL 60 and DNL 64.9 dB; or
- DNL 5.0 dB or more in areas exposed to aircraft noise of between DNL 45 and DNL 59.9 dB.

Consistent with the FAA's methodology for other airspace modernization projects, if the noise analysis resulted in a reportable or significant increase in noise, the FAA would consider further whether the increase would result in a constructive use of a Section 4(f) property. For a Section 4(f) property managed by the DOI, the FAA would consult with the DOI to seek concurrence with its findings. Information supporting the FAA's findings would be contained in the Draft EA and provided to the DOI as part of the consultation process.

Initial Area of Potential Effects (APE) and Refinement

For the current undertaking, the FAA initially defined an APE for historic and cultural resources that was contiguous with the General Study Area identified for the EA. The initial APE graphic is attached (1a) and will be described in Section 4.1 of the Draft EA and depicted on Exhibit 4-1. The General Study Area based APE was the genesis to obtain georeferenced receptor points for which the FAA's noise model can provide noise results:

- 46,954 2020 Census block centroids;
- 118,489 uniform grid points at 0.5-nautical mile (NM) intervals on a uniform grid covering the General Study Area, some of which were also used to calculate DNL values at potential Department of Transportation Act (DOT), Section 4(f) resources and historic sites;
- 46,453 unique points representing Section 4(f) resources, including 143 National Register of Historic Places (NRHP) listed historic sites; and,
- 198 noise sensitive uses in areas around the Study Airports exposed to noise levels of DNL 65 dB and higher.

A list of the historic and cultural properties evaluated in the EA along with noise modeling results will be included in the upcoming San Antonio Airspace Modernization Project Draft EA Appendix I: Noise Technical Report.

Noise exposure levels are calculated via high fidelity four-dimensional (lateral, vertical, speed) flight scenario modeling using FAA's Aviation Environmental Design Tool (AEDT) version 3d, at points within the APE representing the above-listed receptor point sets. Noise exposure results for points located on the uniform grid (located at 0.5-nautical mile intervals throughout the APE) are evaluated for purposes of identifying potential effects to 4(f) resources. In the event that a significant or reportable noise increase was identified at one of these grid points, the surrounding area would be examined for the presence of Section 6(f) funded properties. Using the above identified receptor points, noise values were established to identify focused APEs for further analysis.

All 4(f) resources identified within the General Study Area APE were evaluated by the FAA to determine if the resource may experience an adverse effect. As part of that initial evaluation, Niemietz Park in Cibolo, TX was identified as a Section 6(f) funded resource. This property and those that were identified are geographically grouped and shown on the attached exhibits in focused APEs. As indicated in the prior section, the FAA recognizes certain DNL increases that are considered reportable noise increases warranting further evaluation for potential adverse effect. If the noise analysis indicates a reportable noise increase for the resources, further research on the subject property may be conducted to determine if the reportable increase would potentially convert the 6(f) funded resource or have an adverse effect on any Section 4(f) resources.

Request for Concurrence

We request that you please review the attached list of resources, initial General Study Area derived APE, further refined and focused APEs, aforementioned proposed methodology, and

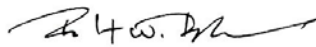
potential adverse effects criteria. Based on your review, we would appreciate any additional information you may have pertaining to eligible properties and request your concurrence with our proposed APE definition methodology and potential adverse effects criteria.

Please provide comments and a methodology concurrence determination by letter or email before November 20, 2022 to the undersigned at the following address:

**Attn: San Antonio Airspace Modernization
Operations Support Group
FAA-ATO Central Service Center
10101 Hillwood Pkwy.
Fort Worth, TX 76177
E-mail: 9-ASW-CSA-SAT-PBNSINGLESITE-Comment@faa.gov**

FAA would like to thank you for your interest in this project. If you have any questions about the information provided, please feel free to contact me.

Sincerely,



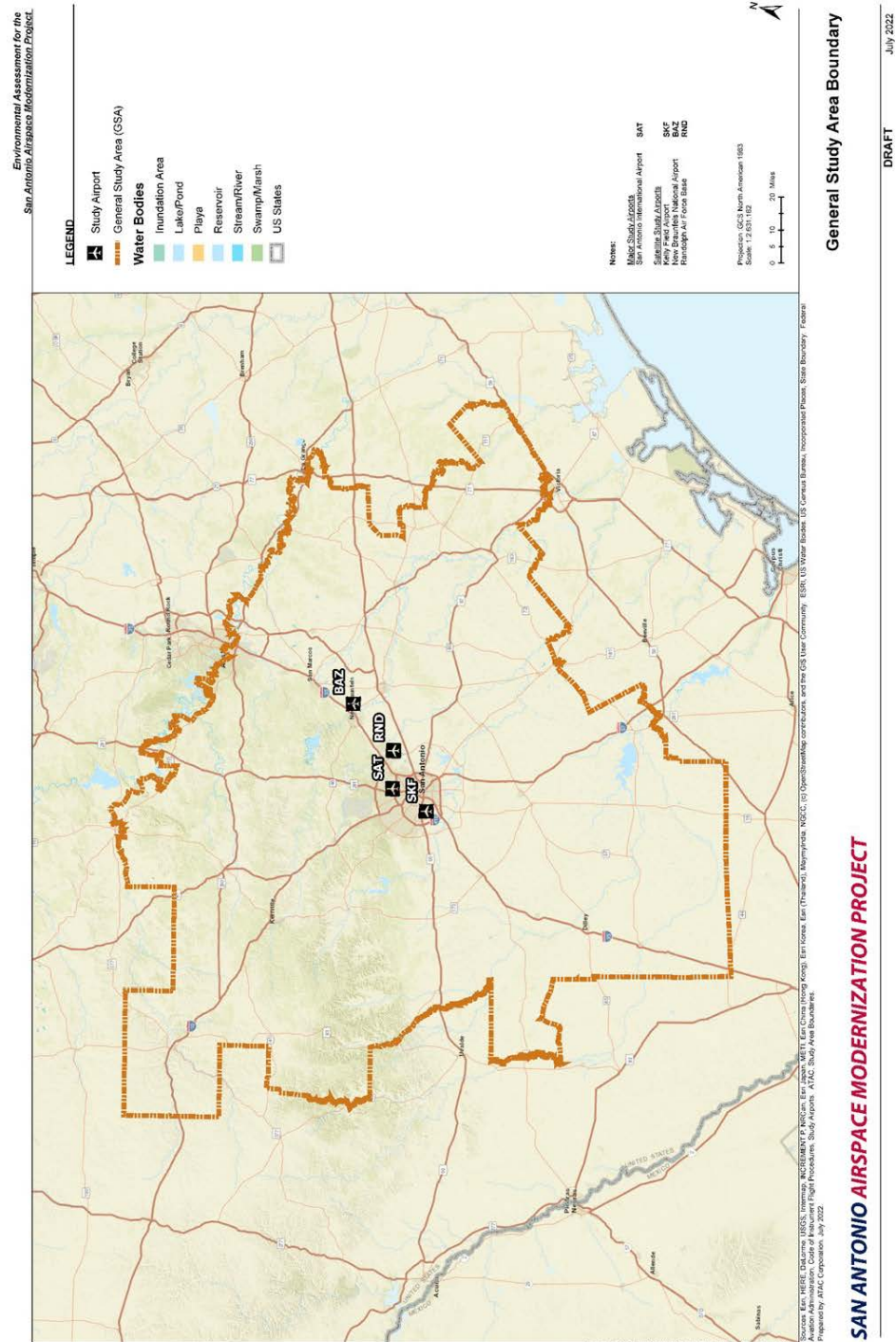
Robert W. Beck
Director, Central Service Center, AJV-C

Attachments:

1. Areas of Potential Effect within the General Study Area
 - a. Initial General Study Area derived APE
 - b. Focused APEs
2. Identification of NRHP listed and eligible to be listed properties within the focused APEs.

B.2.2.1 Attachments and Exhibits to B.2.1 Letters

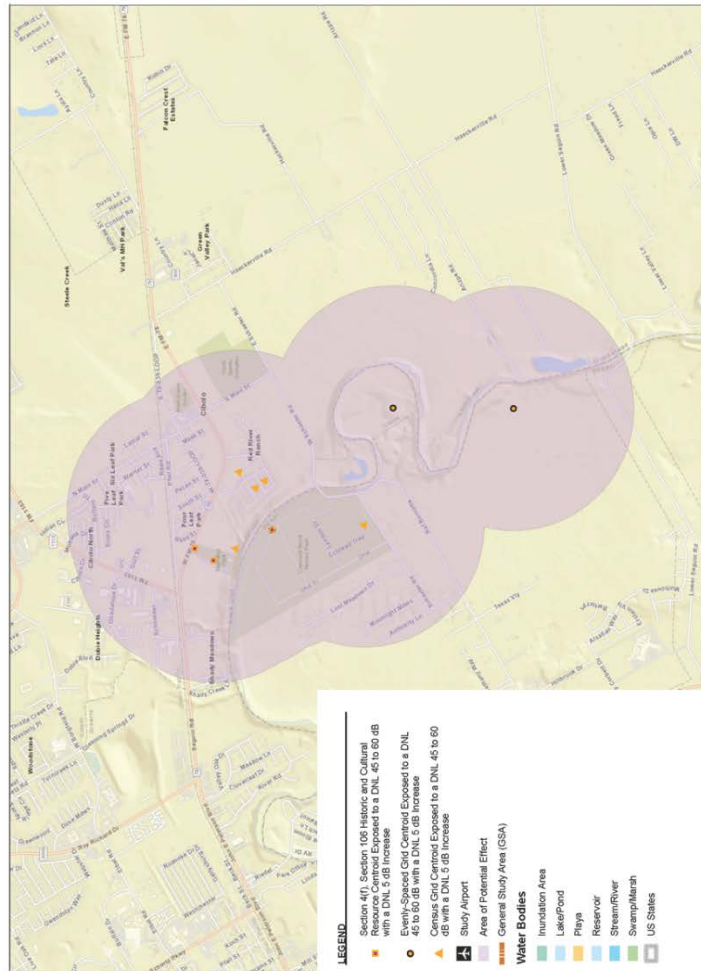
ATTACHMENT 1a. Initial General Study Area derived Area of Potential Effect



Attachment 1b Focused Area of Potential Effect

Reportable Noise 2023

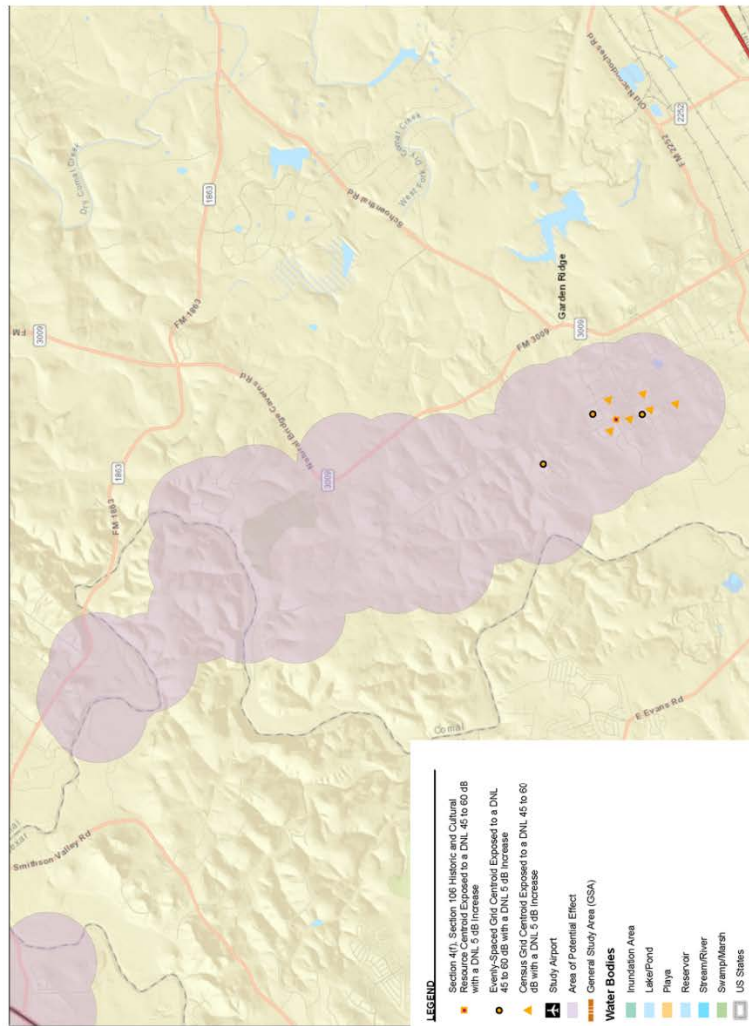
- Cibola area
- Niemietz Park
- Crescent Bend Nature Park
- Border of Bexar and Guadalupe Counties



Attachment 1b
Focused Area of Potential Effect

Reportable Noise 2023

- Garden Ridge Area
- South of Natural Bridge Caverns
- Comal County



Attachment 1b Focused Area of Potential Effect

Reportable Noise 2028

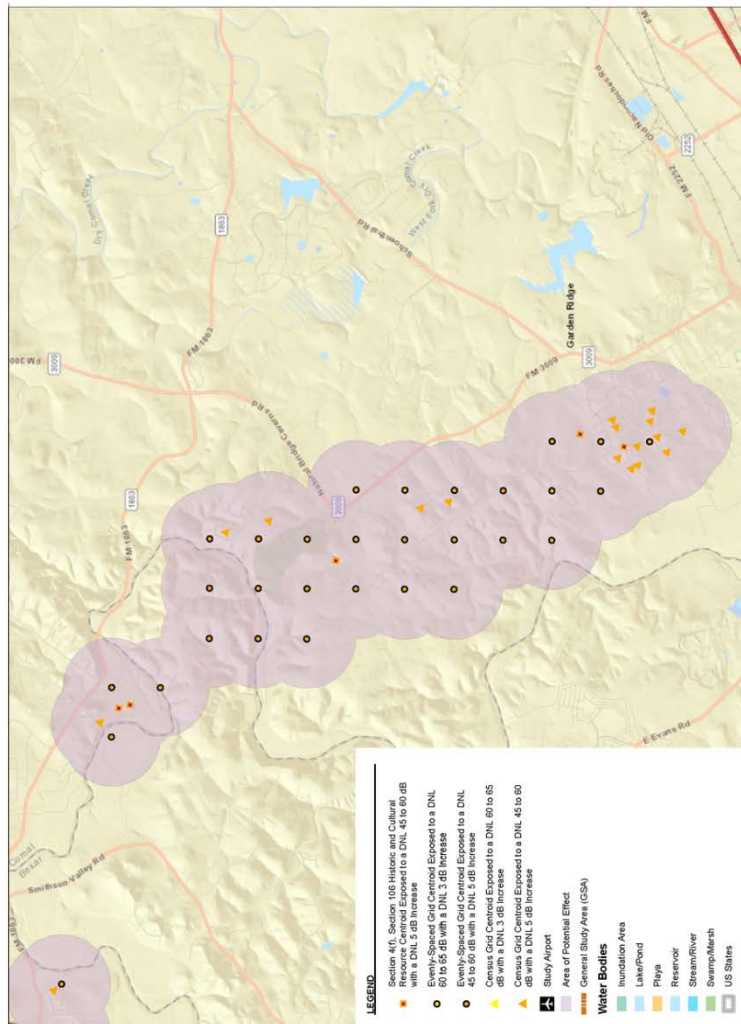
- Cibolo area
- Border of Bexar and Guadalupe Counties



Attachment 1b Focused Area of Potential Effect

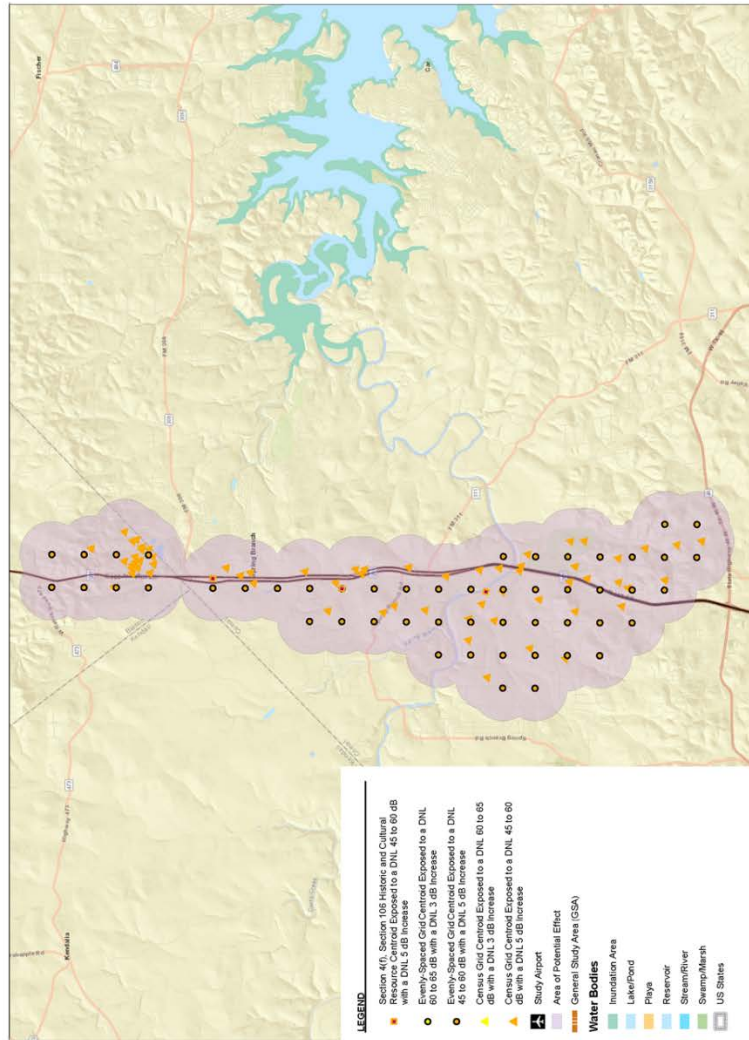
Reportable Noise 2028

- Garden Ridge Area
- Natural Bridge Caverns
- Comal and Bexar Counties



Reportable Noise 2028

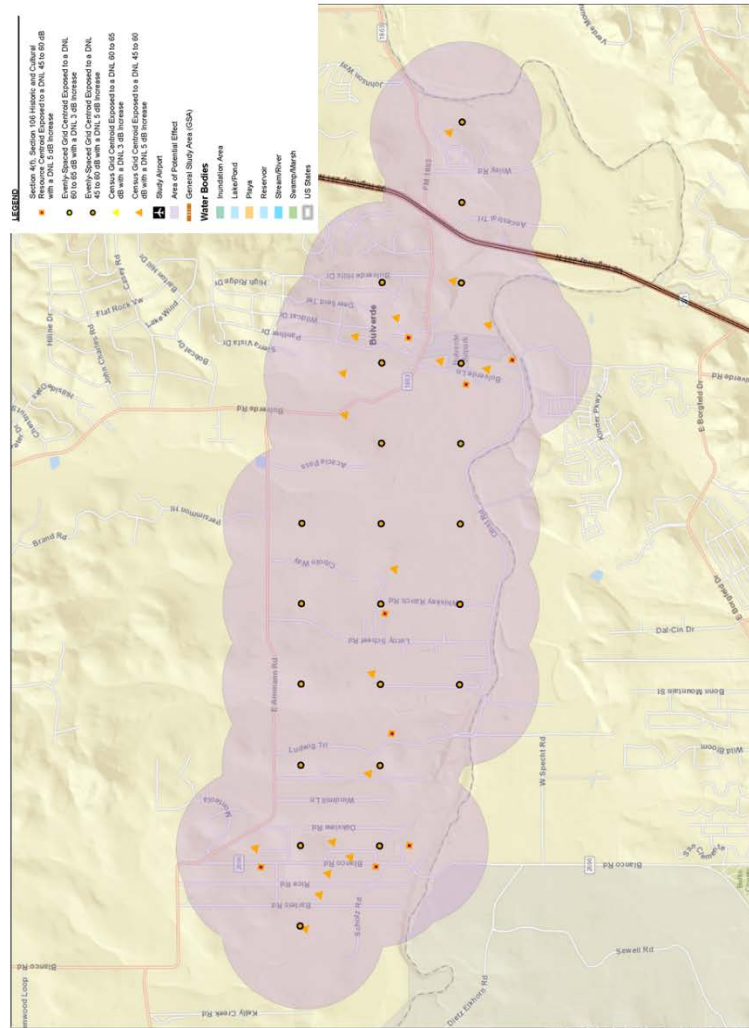
- Bulverde to Spring Branch Area Along Hwy 281
- Jumbo Evans Sports Complex
- Comal and Blanco Counties



Attachment 1b
Focused Area of Potential Effect

Reportable Noise 2028

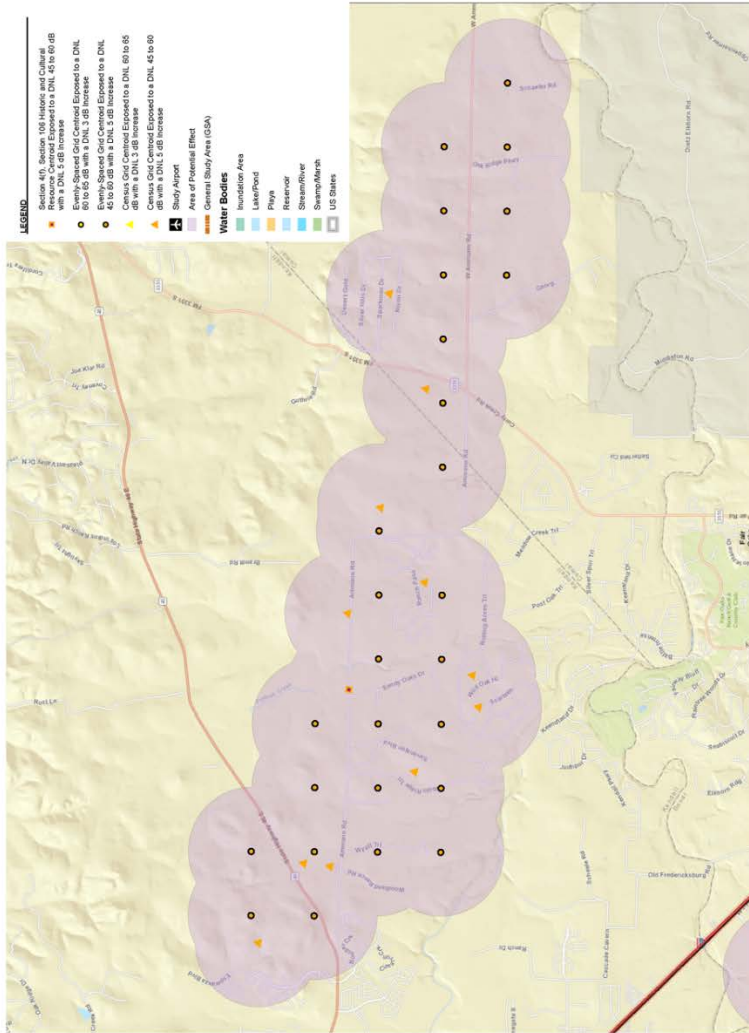
- Bulverde Area
- West of Hwy 281
- S of W Ammann Rd
- Comal County



Attachment 1b Focused Area of Potential Effect

Reportable Noise 2028

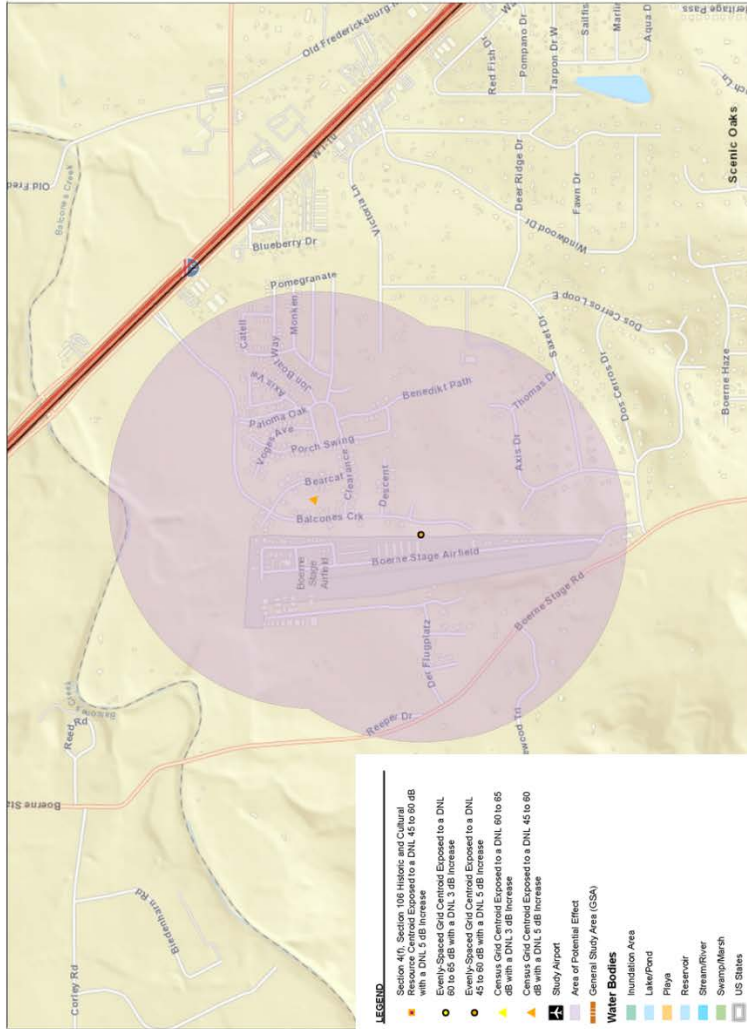
- Bulverde Area
- Comal and Kendall Counties



Attachment 1b Focused Area of Potential Effect

Reportable Noise 2028

- Boerne Stage Airfield and Balcones Creek neighborhood
- Bexar County
- Boerne Stage Airfield is served by the Proposed Action Flight Procedures



Attachment 2

Identification of NRHP listed and eligible to be listed properties within the focused APEs.

Location ID	Latitude	Longitude	Name
2028 4(f) Resources in Focused APE Noise Receptor Points Note: Duplicates are the result of multiple state, local, and federal database sources.			
SECTION4F12755768	29.64259532	-98.32059523	Park Lane Park
SECTION4F12757719	29.64259532	-98.32059523	Park Lane Park
SECTION4F12767505	29.65010499	-98.31810117	Boehm
SECTION4F12763604	29.69197909	-98.3425163	Natural Bridge Caverns
SECTION4F12763604	29.69197909	-98.3425163	Natural Bridge Caverns Sinkhole
SECTION4F12780020	29.69198417	-98.34252404	Natural Bridge Caverns
SECTION4F12765780	29.72736932	-98.37029143	Romple #2
SECTION4F12765779	29.7292944	-98.3709115	Romple #1
SECTION4F12766936	29.73389826	-98.45284006	Scharmann
SECTION4F12755639	29.73878244	-98.45571305	Bulverde Community Park
SECTION4F12757590	29.73878244	-98.45571305	Bulverde Community Park
SECTION4F12767300	29.74478497	-98.51065653	Poss
SECTION4F12767323	29.74487605	-98.4501331	Stahl
SECTION4F12767276	29.74661549	-98.49728961	Prasch
SECTION4F12766935	29.74737508	-98.48308085	Traughott #2
SECTION4F12767312	29.74830184	-98.51321661	Kupferschmidt
SECTION4F12766986	29.76043414	-98.51325044	Tristan Grave
SECTION4F12764215	29.78574866	-98.64948373	Pinta Trail in Kendall County
SECTION4F12780624	29.78575375	-98.64949155	Pinta Trail in Kendall County
SECTION4F12766915	29.86081113	-98.41475834	Kuebel
GRID000007212623	29.89818536	-98.4138547	County Park, Comal, County of
GRID000007212623	29.89818536	-98.4138547	Jumbo Evans Sports Park
GRID000007212623	29.89818536	-98.4138547	Jumbo Evans Sports Park
SECTION4F12765754	29.9317447	-98.41091443	Spring Branch

Attachment 2

Identification of NRHP listed and eligible to be listed properties within the focused APEs.

<u>Location ID</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Name</u>
2023 Section 4(f) Resources in Focused APE Noise Receptor Points Note: Duplicates are the result of multiple state, local, and federal database sources.			
GRID000007226281	29.55397453	-98.23400488	Crescent Bend Nature Park
GRID000007226281	29.55397453	-98.23400488	Crescent Bend Nature Park
GRID000007226281	29.55397453	-98.23400488	Lakewood Acres Park
GRID000007226281	29.55397453	-98.23400488	Park, Bexar, County of
SECTION4F12754845	29.5580673	-98.23638084	Niemietz Park
SECTION4F12756796	29.5580673	-98.23638084	Niemietz Park
SECTION4F12759227	29.55806731	-98.23638084	Park, Cibolo, City of
SECTION4F12763339	29.55934409	-98.23543707	Cibolo
SECTION4F12779759	29.55934915	-98.23544479	Cibolo
SECTION4F12755768	29.64259532	-98.32059523	Park Lane Park
SECTION4F12757719	29.64259532	-98.32059523	Park Lane Park

B.2.2 Tribal Historic Preservation Officers (THPOs)

B.2.2.1 Letter sent to THPOs



Air Traffic Organization
Central Service Center

10101 Hillwood Pkwy
Fort Worth TX 76177

SAMPLE

October 20, 2022

«Salutation» «First_Name» «Last_Name» «Suffix»
«Organization»
«DistrictDepartmentDivision»
«Street_Address»
«City», «State» «Zip_Code»

Reference: Initiation of Government-to-Government Consultation on the San Antonio Airspace Modernization Project

Dear «Title» «Last_Name»:

On July 28, 2022 the FAA sent a letter to introduce your Tribe to the San Antonio Airspace Modernization Project that would also make changes to flight procedures serving San Antonio-area airports. The purpose of this letter is to initiate government-to-government consultation with your Tribe regarding the San Antonio area project.

In accordance with regulations of the Council on Environmental Quality implementing the National Environmental Policy Act (NEPA), the FAA is preparing a Draft Environmental Assessment (EA) to consider the potential impacts of the implementation of the Project in the San Antonio area as defined by the attached Study Area map. The extent of the environmental assessment study area for the Project will be defined by changes to aircraft flight paths that occur up to 10,000 feet (ft) above ground level (AGL). Any areas where FAA policy requires special consideration regarding potential noise impacts—these can include, for example, areas in national parks, national wildlife refuges, and historic sites (including traditional cultural properties)—will be studied where flight path changes occur below 18,000 feet AGL. High altitude changes to flight paths, at altitudes greater than 18,000 feet AGL, may occur as part of the Project beyond the Study Area boundary but such changes generally are not included in the environmental study area.

Beyond the FAA's public participation process, for which a notice is being sent separately, which will include additional public workshops and an opportunity for interested parties to comment on a Draft EA, the FAA is seeking to consult with your Tribe on a government-to-government basis on concerns that uniquely or significantly affect your Tribe related to the proposed project. Identification of Tribal concerns will allow the FAA to consider ways to effectively avoid and minimize potential impacts to Tribal resources and/or cultural practices as project planning proceeds and the Proposed Action is developed and refined. Toward that end, the FAA cordially invites you and/or your representative(s) to attend a meeting at which the FAA will provide an overview of the project and project timelines and receive any input your Tribe may wish to provide at that time. Please see the enclosed *Tribal Government-to-Government Project Consultation Options Form* for meeting dates.

Project Information

The Project would improve the efficiency of the San Antonio Area airspace by optimizing aircraft arrival and departure procedures at the below listed airports:

- San Antonio International Airport (SAT)
- Kelly Field (SKF)
- Randolph Air Force Base Airfield (RND)
- New Braunfels National Airport (BAZ)

The project would involve changes in aircraft flight paths and/or altitudes in certain areas, but would not involve any construction or other ground disturbance or increase the number of aircraft operations within the San Antonio area.

Purpose of Government-to-Government Consultation

The primary purpose of government-to-government consultation, as described in Executive Order 13175, "Consultation and Coordination with Indian Tribal Governments," and FAA Order 1210.20, "American Indian and Alaska Native Tribal Consultation Policy and Procedures," is to ensure that Federally Recognized Tribes are given the opportunity to provide meaningful and timely input regarding proposed FAA actions that may uniquely or significantly affect them.

Confidentiality

We understand that you may have concerns regarding the confidentiality of information on areas or resources of religious, traditional, and cultural importance to the Tribe. We would be happy to discuss these concerns and develop procedures to ensure that the confidentiality of such information is maintained.

FAA Contact Information

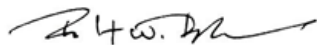
If you wish to provide comments related to this proposed project, please email:

9-ASW-CSA-SAT-PBNSINGLESITE-Comment@faa.gov

Project Consultation Options Form

Your timely responses on the enclosed *Tribal Government-to-Government Project Consultation Options Form* will assist us in incorporating your concerns into project planning. For that purpose, we respectfully request that you complete the form and forward it to the FAA within thirty (30) days of your receipt of this correspondence.

Sincerely,



Robert W. Beck
Director, Central Service Center, AJV-C

Enclosures:

Tribal Government-to-Government Project Consultation Options Form
Map of General Study Area

Tribal Government-to-Government Project Consultation Options Form

«Organization»
«Street_Address»
«City», «State» «Zip_Code»

Project Name: San Antonio Airspace Modernization Project

Please check all responses that apply, provide contact information, sign, and mail, email or fax this form to FAA within thirty (30) days receipt of this correspondence.

- _____ The «Organization», a federally recognized tribe, would like to consult with the FAA in a government-to-government relationship for this proposed project.
- _____ The Tribe would like to attend one of the following informational meetings with the FAA (check no more than one date):
- _____ November 15, 2022 (time and location to be determined)
- _____ November 16, 2022 (time and location to be determined)
- _____ November 17, 2022 (time and location to be determined)
- _____ The «Organization» has no interest associated with this proposed project and further consultation is not required.

Tribal Leader (Please print)

Telephone

Tribal Leader (Signature)

Date

If you have decided to consult, please identify a Tribal Representative for the consultation.

Name of Formal Tribal Representative (Please print)

Telephone

Name of Formal Tribal Representative (Signature)

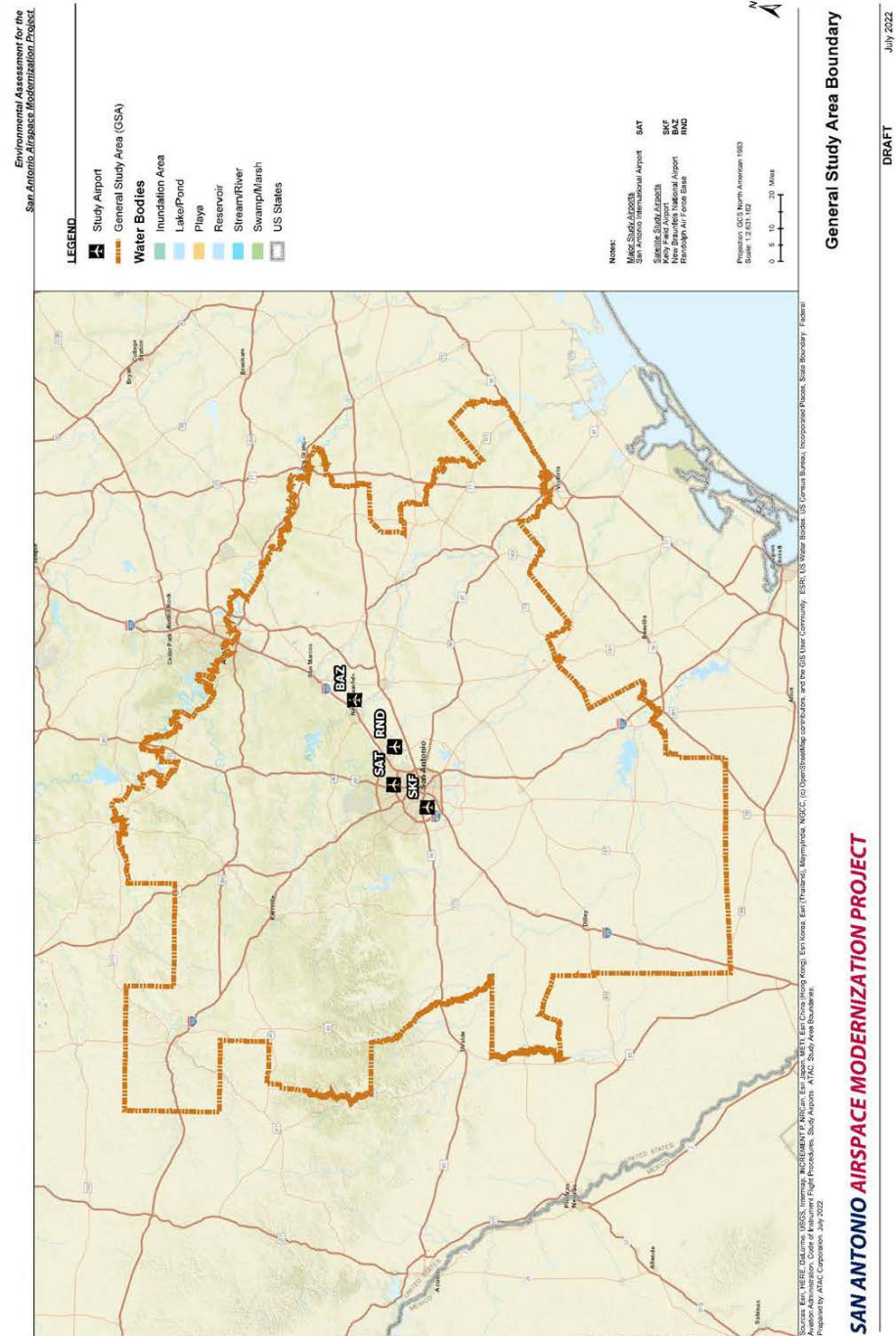
Date

Tribal Contact information:

Phone: _____
Fax: _____
e-mail: _____
Other: (please describe) : _____

Please mail or email Response Form or for additional inquiry:

Attn: San Antonio Airspace Modernization – Operations Support Group
FAA-ATO Central Service Center
10101 Hillwood Pkwy.
Fort Worth, TX 76177 E-mail: 9-ASW-CSA-SAT-PBNSINGLESITE-Comment@faa.gov



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B.2.2.2 List of Tribal Recipients

Tribal Name	First Name	Last Name	Title	Street Address	City	State	Zip-Code
Alabama-Coushatta Tribe of Texas	Bryant	Celestine	THPO	571 State Park Road 56	Livingston	TX	77351
Alabama-Coushatta Tribe of Texas	Ricky	Sylestine	Chairperson	571 State Park Road 56	Livingston	TX	77351
Apache Tribe of Oklahoma	Bobby	Komardley	Chairman	PO Box 1330	Anadarko	OK	73005
Comanche Nation, Oklahoma	Mark	Woomnavovah	Chairman	PO Box 908	Lawton	OK	73502
Comanche Nation, Oklahoma	Martina	Mintum	THPO	6 SW D Avenue	Lawton	OK	73502
Coushatta Tribe of Louisiana	Jonathan	Cerneke	Chairman	PO Box 818	Elton	LA	70532
Coushatta Tribe of Louisiana	Kristian	Poncho	THPO	PO Box 10	Elton	LA	70532
Mescalero Apache Tribe of the Mescalero Reservation, New Mexico	Arthur "Butch"	Blazer	President	PO Box 217	Mescalero	NM	88340-0227
Mescalero Apache Tribe of the Mescalero Reservation, New Mexico	Holly	Houghten	Tribal Historic Pres	PO Box 227	Mescalero	NM	88340
Osage Nation	Andrea A.	Hunter	Director and THPO	627 Grandview Avenue	Pawhuska	OK	74056
Osage Nation	Geoffrey	Standing Bear	Principal Chief	PO Box 779	Pawhuska	OK	74056
Tonkawa Tribe of Indians of Oklahoma	Lauren	Norman Brown	THPO	1 Rush Buffalo Road	Tonkawa	OK	74653
Tonkawa Tribe of Indians of Oklahoma	Russell	Martin	President	1 Rush Buffalo Road	Tonkawa	OK	74653
Wichita and Affiliated Tribes (Wichita, Keechi, Waco & Tawakonie), Oklahoma	Gary	McAdams	THPO	Wichita and Affiliated Tribes PO	Anadarko	OK	73005
Wichita and Affiliated Tribes (Wichita, Keechi, Waco & Tawakonie), Oklahoma	Terri	Parlon	President	PO Box 729	Anadarko	OK	73005

B.3 Notice of Upcoming Public Workshops



U.S. Department
of Transportation
**Federal Aviation
Administration**

Air Traffic Organization
Central Service Center

10101 Hillwood Pkwy.
Fort Worth, TX 76177

October 4, 2022

Notice of Upcoming San Antonio Airspace Modernization Project Community Engagement

The Federal Aviation Administration is proposing an update to air traffic control procedures that bring aircraft into and out of San Antonio area and will be releasing a Draft Environmental Assessment (EA) under separate notice in mid-October. Please note the information in this notice, including web links, may be found online at FAA's Community Engagement page for the San Antonio Airspace Modernization Project:

- https://www.faa.gov/air_traffic/community_engagement/sanant

The below web address links to register for FAA's virtual public workshops, held on the Zoom platform are:

- 6 p.m., Central Time, Wednesday, November 2, 2022
 - https://us06web.zoom.us/webinar/register/WN_wl4Guaj1R8CwgtyJNaaZLw
- 6 p.m., Central Time, Thursday, November 3, 2022
 - https://us06web.zoom.us/webinar/register/WN_c2HM22CvSTyIWnIfLb16dQ

At these virtual workshops, you will be able to learn about the proposed action, the possible alternatives, and the environmental analysis, as well as to ask questions and receive explanations and answers from the project team. The previously released project information boards from earlier FAA workshops held on May 31, 2022, and June 1, 2022 can be found on the above referenced FAA Community Engagement website link.

You are encouraged to view the prior materials, review the Draft EA when it is announced and released, and share your comments. You may send them via email to:

9-ASW-CSA-SAT-PBNSINGLESITE-Comment@faa.gov

If you prefer, you may also submit your comments via U.S. mail:

**Federal Aviation Administration
Operations Support Group, AJV-C2
ATTN: NAS Analytics Team, 4N313
10101 Hillwood Parkway
Fort Worth, TX 76177-1524**

B.4 Community Involvement

General project design focused public workshops extraordinary to the Draft EA and prior to the Notice of Intent were held virtually on May 31, 2022 and June 1, 2022. A recording of the livestream exists on YouTube at <https://youtu.be/6YDGs6SBlqU> (May 31, 2022) and at <https://youtu.be/Qc0dFg-9KYA> (June 1, 2022). Public Workshops on the Draft EA will be held virtually as well on November 2 and 3, 2022. Additional information and to register online is found at https://www.faa.gov/air_traffic/community_engagement/sanant