



Chapter 5

Recommended Master Plan Concept

The airport master plan for Powell Municipal Airport (POY) has followed a systematic and logical process to formulate a recommended 20-year development plan. The process began with an evaluation of existing and future operational demand, which aided in assessing future facility needs and was used to develop optional facility plans. Each step in the planning process included the development of draft working papers, which were presented and discussed at planning advisory committee (PAC) meetings and public information workshops and were made available on the project website.

In the previous chapter, several development options were analyzed to explore options for the future growth and development of POY. The development options have been refined into a single recommended concept for the master plan. This chapter describes, in narrative and graphic form, the recommended direction for the future use and development of POY.

The recommended concept allows the City of Powell to meet the disparate needs of an array of airport operators. The goal of this plan is to ensure that the airport may continue, and even improve, in its role of serving general aviation activities in and around the City of Powell and the regional area. The plan has been specifically tailored to support existing and future growth in all forms of potential aviation activity as the demand materializes.

The recommended airport development concept, as shown on **Exhibit 5A**, presents a long-term configuration that preserves and enhances the airport's role while meeting Federal Aviation Administration (FAA) design standards. The phased implementation of the recommended development concept will be presented in Chapter Six. The following sections outline the key details of the concept.

AIRSIDE CONCEPT

The airside plan, depicted on the first page of **Exhibit 5A**, generally considers improvements related to the runway and taxiway system, as well as navigational aids.



DESIGN STANDARDS

The FAA has established design criteria to define the physical dimensions of runways and taxiways, as well as the imaginary surfaces surrounding them, to ensure the safe operation of aircraft at airports. These design standards also define the separation criteria for the placement of landside facilities.

As discussed previously, these design criteria primarily center on the airport’s critical design aircraft. The critical aircraft is the most demanding aircraft (or family of aircraft) that currently conducts, or is projected to conduct, 500 or more operations (takeoffs and landings) per year at the airport. Factors included in airport design are an aircraft’s wingspan, approach speed, tail height, and, in some cases, the instrument approach visibility minimums for each runway. The FAA has established the runway design code (RDC) to relate these design aircraft factors to airfield design standards.

While airfield elements, such as safety areas, must meet design standards associated with the applicable RDC, landside elements can be designed to accommodate specific categories of aircraft. For example, an airside taxiway must meet taxiway object free area (TOFA) standards for all aircraft types using the taxiway, while a taxilane leading to a T-hangar area only needs to meet width standards for smaller single- and multi-engine piston aircraft expected to utilize the taxilane.

Table 5A summarizes the applicable RDC and critical design aircraft for primary Runway 13-31 and turf Runways 17-35 and 3-21 at POY in the existing and ultimate conditions, as established in Chapter Two. The ultimate RDC for Runway 13-31 was previously identified as B-II-4000 based on the potential for an upgraded instrument approach procedure with visibility minimums not lower than ¾-mile; however, as noted in Chapter Four, there would be potential airspace penetrations if lower minimums were implemented, specifically to the Part 77 primary and transitional surfaces. For this reason, and based on new data collected as part of the aeronautical survey that was conducted as part of this master plan, it is recommended that POY maintain its existing LPV approach with one-mile minimums, which results in an existing/ultimate RDC of B-II-5000.

TABLE 5A | Airport and Runway Classifications

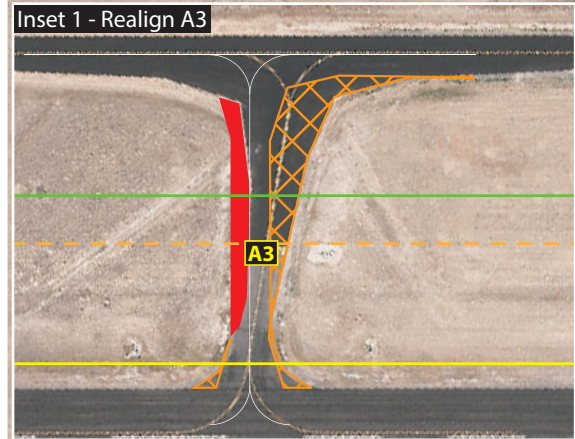
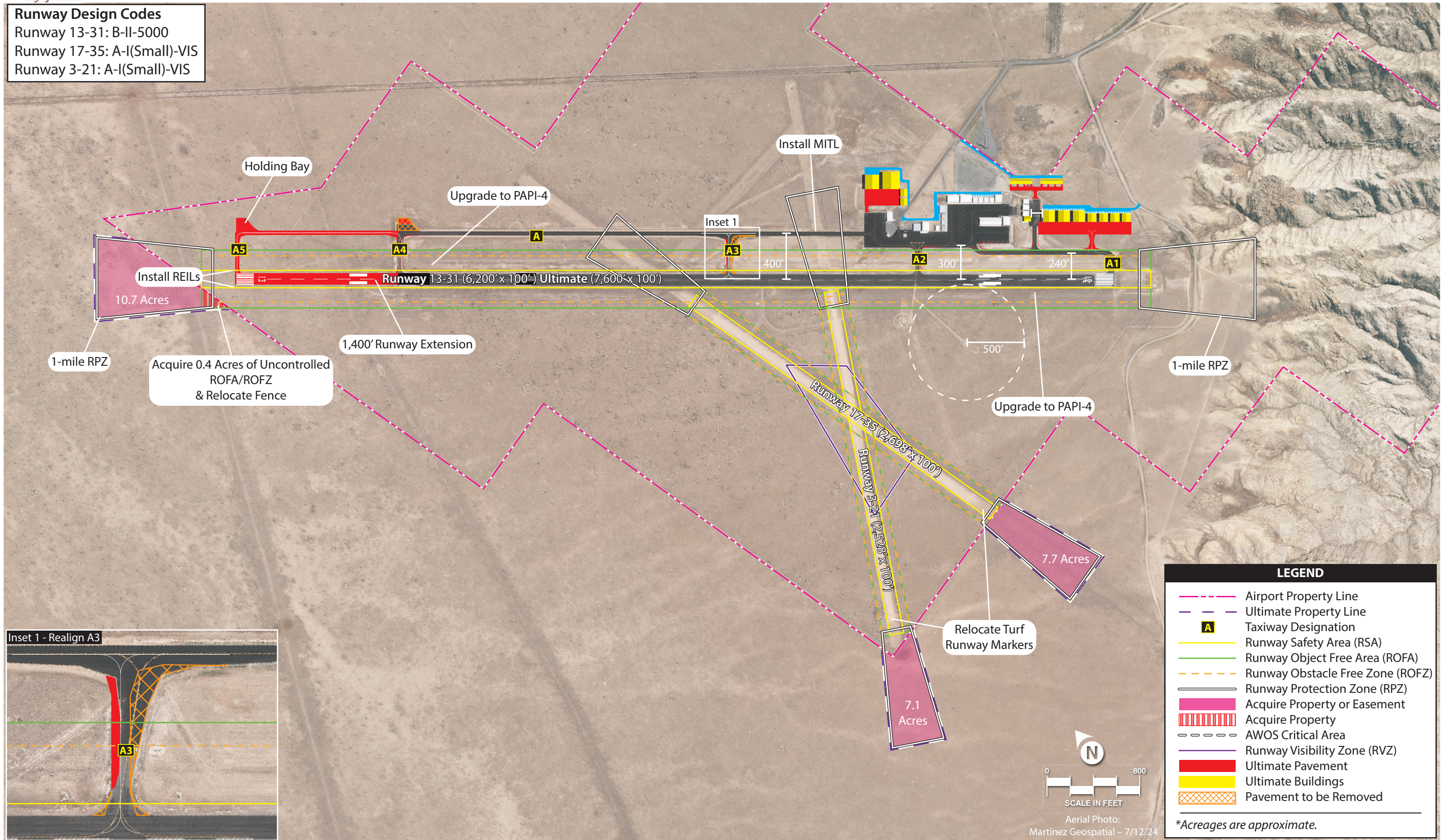
	Runway 13-31	Runway 17-35	Runway 3-21
	Existing & Ultimate	Existing & Ultimate	Existing & Ultimate
Airport Reference Code (ARC)	B-II	A-I(Small)	A-I(Small)
Airport Critical Aircraft	B-II-2A	A-I-1A	A-I-1A
Critical Aircraft (Typ.)	King Air 200/300/350	Cessna 182	Cessna 182
Runway Design Code (RDC)	B-II-5000	A-I(Small)-VIS	A-I(Small)-VIS
Approach Reference Code (APRC)	B/II/4000	N/A	N/A
Departure Reference Code (DPRC)	B/II	N/A	N/A
Taxiway Design Group (TDG)	2A	1A	1A

Source: FAA AC 150/5300-13B, Airport Design, Change 1

RUNWAY 13-31

Runway 13-31 is 6,200 feet long, 100 feet wide, served by instrument approach visibility minimums not lower than one-mile, and oriented in a northwest/southeast manner. The existing runway width should be maintained throughout the long-term planning horizon, if feasible. Existing/ultimate RDC B-II design criteria dictate a width of 75 feet. At 100 feet, Runway 13-31 exceeds this standard; however, this width should be maintained, if feasible, as it provides an added safety margin. It should be noted that the FAA

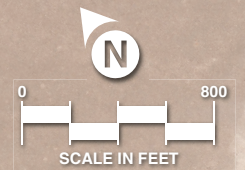
Runway Design Codes
 Runway 13-31: B-II-5000
 Runway 17-35: A-I(Small)-VIS
 Runway 3-21: A-I(Small)-VIS



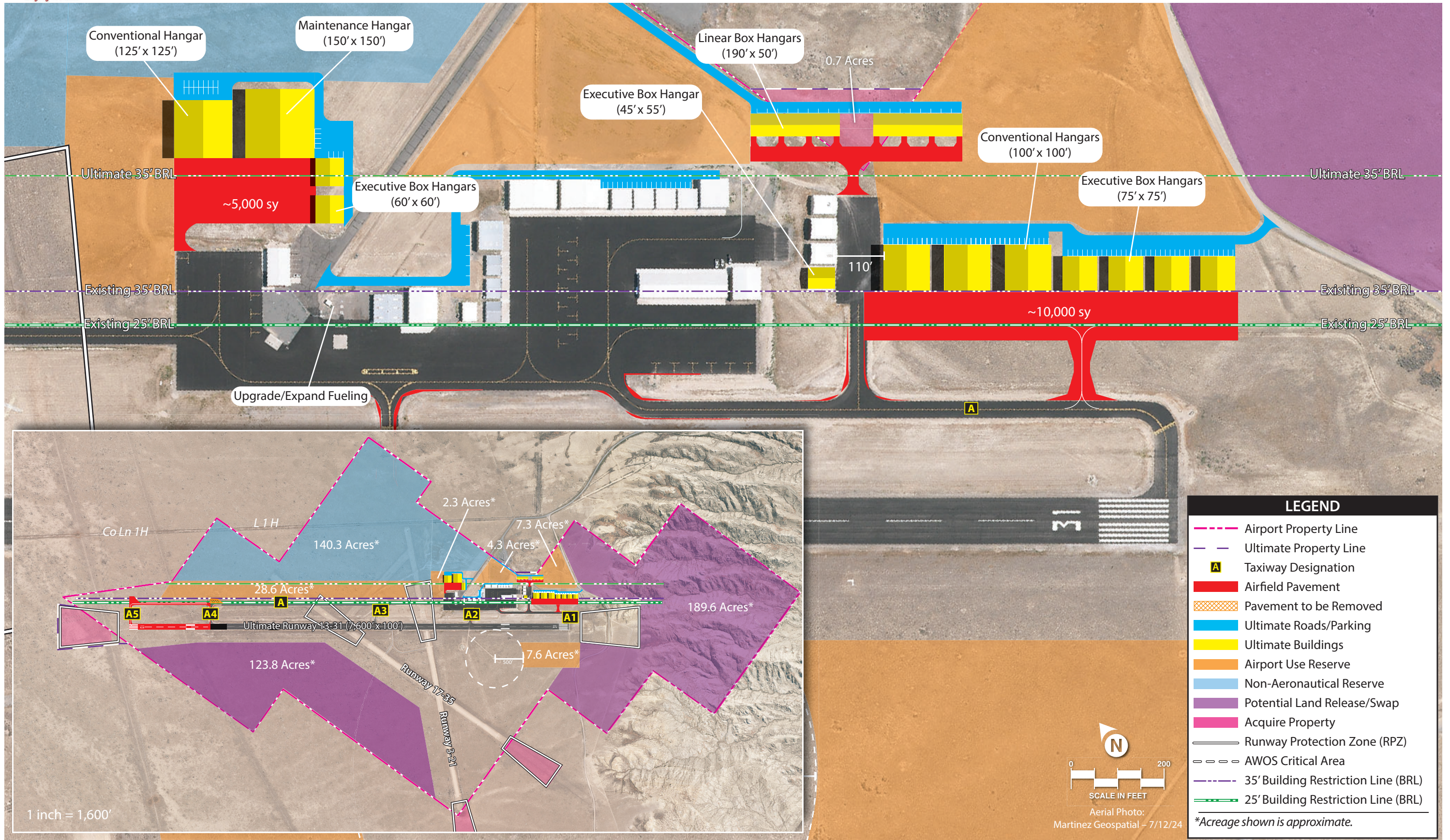
LEGEND

- Airport Property Line
- Ultimate Property Line
- A Taxiway Designation
- Runway Safety Area (RSA)
- Runway Object Free Area (ROFA)
- Runway Obstacle Free Zone (ROFZ)
- Runway Protection Zone (RPZ)
- Acquire Property or Easement
- Acquire Property
- AWOS Critical Area
- Runway Visibility Zone (RVZ)
- Ultimate Pavement
- Ultimate Buildings
- Pavement to be Removed

**Acreages are approximate.*



Aerial Photo: Martinez Geospatial - 7/12/24



may only participate in maintaining a 75-foot-wide surface, and maintenance of the remaining 25 feet of pavement may be the responsibility of the airport sponsor. The runway's current reported pavement strength is 15,000 pounds single wheel loading (S), which is sufficient throughout the long-term planning period; however, the airport should monitor the aircraft frequently operating on Runway 13-31. Should demand dictate, the runway strength should be increased to accommodate the heaviest aircraft (or group of aircraft) using the runway on a regular basis (i.e., at least 500 times per year).

Given the results of the runway length analysis presented in Chapter Three, the length of Runway 13-31 is adequate to accommodate the majority of aircraft operating at the airport and is capable of handling 95 percent of small airplanes with fewer than 10 passenger seats. To accommodate 100 percent of these aircraft, or to accommodate small aircraft with more than 10 passenger seats, a length of 6,400 feet is recommended. The length requirements are greater for turbine aircraft weighing between 12,500 pounds and 60,000 pounds. Analysis in Chapter Three determined that additional runway length could benefit larger and faster business jet operators by providing the opportunity for aircraft to depart with heavier fuel loads and allowing for longer stage lengths. As such, the recommended plan includes extending Runway 13-31 by 1,400 feet to an ultimate length of 7,600 feet.¹ As part of the runway extension, Taxiway A is also planned to be extended, and a new threshold connector constructed. The perimeter fencing in this area is planned to be relocated to accommodate the extended runway and its safety areas.

Analysis in Chapter Three indicated that the existing runway safety area (RSA), runway object free area (ROFA), and runway obstacle free zone (ROFZ) serving Runway 13-31 are free of obstructions or non-standard features. With the proposed runway extension, the ROFA and ROFZ near the Runway 13 threshold will extend beyond existing airport property; as such, the recommended plan includes fee simple acquisition of this property (approximately 0.4 acres) to provide and protect these safety areas. Clearing and grading of the ultimate RSA is also planned, along with the clearing of any potential obstructions in the ROFA and ROFZ. The perimeter fence on the west side of airport property would become an obstruction to these safety areas and is planned to be relocated outside the ROFA.

As depicted on **Exhibit 5A**, approximately 10.7 acres of land within the ultimate Runway 13 runway protection zone (RPZ) is planned to be protected, either through fee simple acquisition of the property or via an easement to limit development within the RPZ. An option to engage in a land swap with the Bureau of Reclamation (BOR), the agency managing the land, is another strategy that could be considered (this will be discussed in greater detail later in the chapter). The Runway 31 RPZ is contained entirely on airport property; however, an unnamed public road does pass through the RPZ. As discussed previously, public roads are generally considered an incompatible land use within RPZs. Consideration was given to potential mitigative actions (i.e., closure/reroute of the road); however, none were deemed reasonable or feasible given the surrounding terrain and infrequent usage of the road. As such, the recommended development concept does not include a plan to modify this road. Airport officials and the City of Powell should continue to monitor activity within the existing and proposed safety areas and RPZs serving Runway 13-31 and maintain them free of incompatible land uses, to the extent practicable. Continued coordination with FAA officials will be important when implementing any projects that could require changes to the existing RPZs at POY.

¹ Justification (500 annual operations by aircraft requiring the additional length) is required before the FAA will participate in funding a runway extension project.

Analysis presented in Chapter Three also determined a need to re-designate Runway 13-31 as Runway 14-32 based on the magnetic declination change in the area of Powell Municipal Airport. This update could be needed as early as 2026 but will require coordination with the FAA to determine its necessity and to update all publications appropriately.²

RUNWAY 17-35

As one of POY's two turf/dirt runways, Runway 17-35 is designed to accommodate the small aircraft that utilize the airport, as they are more affected by high crosswind conditions. The published dimensions of turf Runway 17-35 are 2,709 feet long and 100 feet wide, as of February 2025. The runway is oriented in a north/south manner and has visual-only approaches. Given that the runway is unpaved, the load-bearing strength capacity is unknown; however, the runway is generally capable of accommodating small aircraft that weigh less than 12,500 pounds. At its existing length, Runway 17-35 does not meet the FAA length requirement of 6,200 feet to accommodate 95 percent of the small general aviation aircraft fleet; however, the current fleet of small aircraft (Category A-I[S]) that utilize the runway for crosswind purposes can operate in a safe and efficient manner. As such, Runway 17-35 is not planned to be extended and will continue to be maintained under RDC A-I(S)-VIS design standards.

Under existing and ultimate RDC A-I(S) standards, the RSA serving Runway 17-35 should be maintained clear of obstructions and graded according to FAA standards. Previous chapters identified a deficiency in the safety areas on the south end of the runway (Runway 35). This included a portion of the RSA and ROFA that extended beyond the airport's property and encompassed the perimeter fence, which is a non-standard condition. The options presented in Chapter Four considered the potential acquisition of unowned safety area property, as well as relocation of fencing; however, new data collected as part of the updated aeronautical survey determined an error was made during the previous airfield survey and the siting of the turf runway markers on the south end. To correct this error, the Runway 35 end points must be adjusted and the markers relocated. Following coordination with the airport sponsor, the recommendation is that the Runway 35 end points be relocated 11 feet to the north and the turf markers relocated accordingly. This action will bring the ultimate runway length to 2,698 feet and will shift the RSA and ROFA onto airport property, resolving the safety area deficiency and clearing the obstructing perimeter fence.

As presented on **Exhibit 5A**, the RPZ serving the Runway 35 end extends beyond airport property to the south, encompassing approximately 7.7 acres of uncontrolled property. The master plan development concept recommends attaining positive ownership/control over this land through fee simple acquisition, avigation easement, or via a land swap.

² For the purposes of this master plan, the primary runway will continue to be referenced as Runway 13-31.



RUNWAY 3-21

Turf/dirt Runway 3-21 is designed to accommodate the small aircraft that utilize the airport. Runway 3-21 is currently published at 2,623 feet long and 100 feet wide, oriented in a northeast/southwest manner, with visual-only approaches. The load-bearing strength capacity is unknown; however, the runway is generally capable of accommodating small aircraft that weigh less than 12,500 pounds. As with Runway 17-35, Runway 3-21 will continue to be maintained under RDC A-I(S)-VIS design standards.

Under existing and ultimate RDC A-I(S) standards, the RSA serving Runway 3-21 should be maintained clear of obstructions and graded according to FAA standards. Like Runway 17-35, previous chapters noted a deficiency in the existing Runway 3-21 RSA, ROFA, and ROFZ, with these safety areas extending beyond airport property to the south and are obstructed by the airport's perimeter fencing. Updated survey data indicate a similar scenario to Runway 17-35, with discrepancies noted on the south end of Runway 3-21 in regard to previous survey work and placement of turf markers. To rectify this issue, the master plan recommends a relocation of the Runway 3 end points and markers to a location 95 feet northeast. This results in an ultimate runway length of 2,528 feet and resolves the previously noted safety area deficiencies.

As presented on **Exhibit 5A**, the RPZ serving the Runway 3 end extends beyond airport property to the south, encompassing approximately 7.1 acres of uncontrolled property. As such, the master plan development concept recommends attaining ownership/control over this land through fee simple acquisition, avigation easement, or a land swap.

TAXIWAY IMPROVEMENTS

Taxiway Design | All taxiways at POY are at least 35 feet wide, which meets existing/ultimate taxiway design group (TDG) 2A standards. Taxiway A1, which serves the Runway 31 threshold, exceeds the standard at 50 feet wide. The development concept includes a plan to maintain all existing taxiways at their current width, and for new taxiway pavement to be constructed at 35 feet wide.³ Taxiway fillets are also planned to be expanded where necessary to meet TDG 2A standards.

Taxiway A | Taxiway A, the full-length parallel taxiway supporting Runway 13-31, is separated from the runway by 240 feet, centerline to centerline, at its closest point. This meets the existing and ultimate B-II-4000 design standards for runway to taxiway separation, which call for a separation of at least 240 feet. As such, the plan maintains Taxiway A in its existing location. As previously mentioned, the plan proposes an extension of Taxiway A to the northwest to provide access to the extended Runway 13 threshold.

Taxiway Geometry Improvements | The taxiway system at POY generally meets FAA design standards; however, the plan calls for a slight modification to Taxiway A3. Currently, this taxiway connects to Runway 13-31 at an angle. The FAA prefers 90-degree connections where feasible, so the plan proposes the realignment of Taxiway A3 to allow for a right-angled connection between the taxiway and runway.

³ It should be noted that the FAA may elect not to participate in funding the additional width on Taxiway A1 that exceeds the TDG 2A standard. Prior to taxiway pavement rehabilitation or reconstruction, the City of Powell should coordinate with the FAA regarding funding availability.



Holding Bay | Holding bays allow pilots to pull off busier taxiways to perform pre-flight checks and engine run-ups, allowing other aircraft to bypass them for departure. Holding bays have specific design and separation standards based on an airport's airplane design group (ADG). While these areas are generally recommended for busy airports (those that experience 75,000 operations annually, or 20,000 annual itinerant operations), it is not uncommon for holding bays to be available at less busy airports. Such is the case at Powell Municipal Airport, where a holding bay is currently available on Taxiway A near the Runway 13 threshold. The current holding bay does not meet ADG II design standards for the taxiway object free area (TOFA) and lacks the depth necessary to allow taxiing aircraft to safely bypass another aircraft parked on the holding bay.

As depicted on **Exhibit 5A**, the master plan proposes an expansion to the existing holding bay to allow for a standard, unimpeded TOFA. If and when an extension to Runway 13-31 is constructed, the existing holding bay would no longer be necessary. In this case, a new holding bay serving the extended Runway 13 end is proposed to be constructed and the existing holding bay pavement removed.

OTHER IMPROVEMENTS

Visual Approach Aids | Runway 13-31 is equipped with a two-box precision approach path indicator (PAPI-2) on each runway end. The master plan concept calls for the installation of four-box systems (PAPI-4) should an increase in jet traffic in the future warrant such an upgrade. Runway 31 is currently equipped with runway end identifier lights (REILs). This system is planned to be maintained, and REILs are also proposed to be added to Runway 13. Neither turf runway is equipped with visual approach aids; the master plan concept does not include a plan to add this equipment to any of the turf runway ends.

Instrument Approach Procedures | Currently, there are two published instrument approach procedures available at POY. Each end of Runway 13-31 provides a localizer performance with vertical guidance (LPV) approach with visibility minimums not lower than one-mile. Previous chapters considered the potential for an improved approach with minimums not lower than $\frac{3}{4}$ -mile to Runway 13; however, this option was removed from consideration due to Part 77 surface penetrations and the existing instrument approach capability is planned to remain. The existing instrument approach to Runway 31 is also planned to remain as-is. Consideration was given to the potential for lower minimums on this runway, but the increased RPZ dimensions would result in greater impacts to the public road that traverses the Runway 31 RPZ (i.e., a longer segment of the road would be included within the RPZ, which is not an FAA-preferred condition). For turf Runways 17-35 and 3-21, no instrument approaches are currently available and none are planned.

Lighting, Marking, & Signage | The airport has a rotating beacon, medium intensity runway lighting (MIRL), retroreflectors indicating the ends of the turf runways, edge reflectors on taxiway pavement, and lighted airfield signs. The plan generally maintains this equipment as-is, with the exception of an upgrade to medium intensity taxiway lighting (MITL) to replace the edge reflectors, and the implementation of other upgrades as needed (e.g., replacement of incandescent bulbs with LED). In terms of pavement marking, Runway 13-31's non-precision markings and taxiway markings are sufficient, and Runway 13-31 is planned to be redesignated as 14-32, as previously detailed.

Weather-Reporting Equipment | POY is equipped with a lighted wind cone, a wind tee, a segmented circle, and an automated weather observation system (AWOS-3). These systems are planned to be maintained in their existing locations, with upgrades implemented as needed.

LANDSIDE CONCEPT

The primary goal of landside facility planning is to provide adequate space to meet reasonably anticipated general aviation needs, while optimizing operational efficiency and land use. Achieving this goal yields a development scheme that segregates functional uses while maximizing the airport's revenue potential. The key issues to be addressed in the landside areas at POY are typical of most general aviation airports and primarily include an increase in hangar and apron capacities.

All of POY's existing landside facilities are located on the northeast side of the airport, including the terminal building, aircraft storage hangars, snow removal equipment (SRE) building, aircraft parking aprons, and fuel facilities. Chapter Three determined that the primary need at the airport, in terms of additional capacity, is in the form of aircraft storage space; Chapter Four considered several facility layout concepts for expanded hangar facilities.

The preferred development concept for landside facilities at POY is depicted on the reverse side of **Exhibit 5A**. The intent of the recommended landside development concept is to illustrate the potential for additional infrastructure on existing airport property and identify portions of property that should be reserved for future aviation use, as well as non-aeronautical use. It should be noted that all general aviation-related developments, such as new hangar construction, should occur only as dictated by demand. The recommended concept is intended to be used strictly as a guide for POY staff when considering new developments.

Three building restriction lines (BRL), based on the existing and ultimate airport environment, are included on the main graphic. As discussed in the previous chapter, the BRL serves as a guide, not a standard, for vertical construction on the airport by factoring in safety areas and Title 14 Code of Federal Regulations (CFR) Part 77 surfaces. It is included on the graphic for reference only and is not intended to be viewed as a limiting factor for future development. When future developments are proposed, the airport sponsor and/or developer must coordinate with the FAA to conduct an airspace analysis to determine what is allowable. It should be noted that the $\frac{3}{4}$ -mile visibility minimum BRL is set back farther from the runway than the existing 35-foot BRL. This does not mean structures within the area are obstructions; however, an airspace evaluation should be conducted, which will determine if mitigation (i.e., obstruction lights, design changes to the proposed development, etc.) is required.

AIRCRAFT STORAGE

There is currently a mix of T-hangars and executive box hangars at the airport; executive box hangars comprise the majority of aircraft storage space. The recommended development plan includes the development of linear box hangars and executive box hangars, along with larger conventional hangars, to accommodate current demand for aircraft storage and support a projected increase in based aircraft in the future. Some of the proposed hangars could also support a fixed base operator (FBO), specialized aviation service operator (SASO), or flight school. The following aircraft storage development areas are planned at POY:

- A new apron/hangar area is planned east of the terminal building. This area would be accessible from the airside via the existing terminal apron, with new apron pavement constructed to support four additional hangars. As depicted, this includes two 60-foot by 60-foot executive box hangars

(i.e., clear span hangars less than 10,000 square feet [sf]) and two conventional hangars (i.e., clear span hangars greater than 10,000 sf). At 150 feet by 150 feet, the larger of these conventional hangars is intended to support an FBO or SASO and serve as the airport's maintenance hangar. Dedicated vehicle parking and access are also planned to serve this complex.

- Two multi-unit linear box hangars (190 feet by 50 feet) are planned to accommodate individual aircraft. These hangars would be accessible from the airside via the south hangar apron, which currently supports three executive box hangars. New taxiway pavement is planned to support the linear box hangars. A vehicle access road and dedicated tenant parking are also proposed.
- A third hangar area is planned near the Runway 31 threshold with access directly onto Taxiway A. A new aircraft parking apron supporting several box hangars is proposed. This includes three conventional hangars (100 feet by 100 feet) and four executive box hangars (75 feet by 75 feet). Vehicle access and parking are planned at the rear of the hangars.
- The south hangar apron currently supports three executive box hangars. A new 45-foot by 55-foot hangar is proposed to complete the build-out of the west side of this apron.

AIRCRAFT PARKING APRON

POY currently offers aircraft parking on five aprons, which were previously identified on Exhibit 1G. Chapter Three did not identify a need for additional apron space; however, additional apron pavement will be necessary to support the planned hangar development. As such, the plan includes the addition of two new apron areas to correspond with the proposed hangar complexes described above. In total, approximately 15,000 square yards (sy) of new apron pavement is planned.

VEHICLE ACCESS AND PARKING

Consideration has also been given to separating vehicular traffic from aircraft. Currently, airport users and tenants must drive onto airfield pavements (i.e., aprons, taxiways, and taxiways) to access hangars and other airfield facilities, which is a safety risk. The recommended plan includes the construction of new access roads to existing and proposed hangar developments to prevent aircraft and vehicles from using the same pavement.

FUEL FACILITIES

Fuel storage facilities are located on the central apron, just south of the terminal building. There are currently two underground 9,500-gallon tanks: one for storing Jet A fuel and another for 100LL fuel. Historical fuel records were not available, so it is unclear if the existing capacity is adequate for these fuel types; however, the recommended development concept allows for potential expansion or upgrades to the fueling facilities at POY, if the need arises. This could potentially include the addition of a third tank to store unleaded aviation fuel.

RESERVE PROPERTY

Powell Municipal Airport encompasses approximately 830 acres, with roughly 300 acres currently used for airport operations. Generally, undeveloped property with airfield access should be reserved for future aeronautical use. Property that is segregated from the airfield may be considered for revenue-generating non-aeronautical development, following coordination with the FAA. The development concept includes the following recommendations for undeveloped airport property.

Airport Use Reserve | The plan reserves property along the flight line and in the vicinity of existing landside facilities for future aviation-related facilities, as shown in orange shading on **Exhibit 5A**. This includes approximately 28.6 acres of land adjacent to Taxiway A, extending northwest from the terminal apron toward the Runway 31 threshold. Three areas near existing landside development are also set aside for future airport use, including 2.3 acres near the terminal apron, 4.3 acres north of the existing executive box hangars, and 7.3 acres east of the proposed linear box hangars. Each of these locations has the potential for the development of aviation facilities, such as hangars. A 7.6-acre area on the south side of Runway 31 has also been reserved for future airport use.

Non-Aeronautical Reserve | Approximately 140.3 acres of airport property are identified as an area that could be used for non-aeronautical development. These areas are shaded in blue on **Exhibit 5A**. The City of Powell has expressed an interest in the development of an industrial park or other airport-compatible development near the airport. This property has been identified as the best location for this type of development given the proximity to County Lane 1H. Prior to development, the airport sponsor will need to coordinate with the FAA to determine if the FAA has jurisdiction over this portion of airport property and what actions would be necessary to pursue non-aeronautical development.

Potential Land Release/Swap | The purple-shaded areas on **Exhibit 5A** are portions of airport property considered for potential land release or a land swap. These areas are considered surplus property and offer little to no development potential due to lack of infrastructure or terrain challenges. As such, the airport sponsor has indicated a desire to pursue a land release/swap with the Bureau of Land Management (BLM) and/or the BOR (the controlling agencies over the property adjacent to the airport). As described previously in this chapter, several portions of existing/ultimate safety areas (RSA, ROFA, ROFZ, and RPZs) extend beyond the airport's current property line, including approximately 40.6 acres off the end of Runway 13, 7.2 acres off the end of Runway 3, and 7.4 acres off the end of Runway 35. The airport sponsor should coordinate with the FAA and the BLM/BOR to determine if a land swap may be appropriate to allow the airport ownership/control over land within existing/ultimate safety areas, in exchange for surplus property on the airport.

ENVIRONMENTAL OVERVIEW

An analysis of potential environmental impacts associated with the proposed airport projects is an essential consideration in the airport master plan process. The primary purpose of this discussion is to review the recommended development concept (**Exhibit 5A**) and associated capital program at the airport, so that it can be determined whether the projects identified in the airport master plan could, individually or collectively, significantly impact existing environmental resources. Information contained in this section was obtained from previous studies, official websites, and analysis by the consultant.

The environmental inventory included in Chapter One provides baseline information about the airport environs. This section provides an overview of potential impacts to existing resources that could result from implementation of the planned improvements outlined on the recommended development concept.

If the FAA retains approval authority over a project, then the project is typically subject to the *National Environmental Policy Act (NEPA)*. For projects not categorically excluded under FAA Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures*, compliance with NEPA is generally satisfied through the preparation of an environmental assessment (EA). In instances where significant environmental impacts are expected, an environmental impact statement (EIS) may be required.

The *FAA Reauthorization Act of 2024* has also introduced a variety of updated and new environmental guidelines. The primary environmental-related updates are outlined in two sections: Section 743 and Section 783. Section 743 functions as an amendment to Section 163 of the *FAA Reauthorization Act of 2018*. Section 743 details the FAA's authority to regulate uses of airport property. This section details the FAA's authority over projects on land acquired without federal assistance, and outlines limitations imposed on non-aeronautical reviews. Section 743 also states that a notice of intent for proposed projects outside of FAA jurisdiction should be submitted by an airport sponsor to the FAA, effectively replacing Section 163 determinations for those areas of the airport that do not have a prior federal investment and are not in the FAA's three zones of interest. These are areas that:

- Materially impact the safe and efficient operation of aircraft at, to, or from the airport;
- Adversely affect the safety of people or property on the ground as a result of aircraft operations; or
- Adversely affect the value of prior federal investments to a significant extent.

Section 783 outlines that airport capacity enhancement projects, terminal development projects, and general aviation airport improvement projects will be subject to coordinated and expedited environmental review requirements. Additionally, Section 783 introduces a new process for determining which safety-related projects should be prioritized during the environmental review process.

The following portion of the airport master plan is not designed to satisfy the NEPA requirements for a specific development project; rather, it provides a preliminary review of environmental issues that may need to be considered in more detail within the environmental review processes. It is important to note that the FAA is ultimately responsible for determining the level of environmental documentation required for airport actions.

Table 5B summarizes potential environmental concerns associated with implementation of the recommended development concept for POY. Analysis under NEPA includes the effects or impacts a proposed action or alternative may have on the human environment (see 40 CFR §1508.1).

TABLE 5B | Summary of Potential Environmental Concerns

AVIATION EMISSIONS AND AIR QUALITY	
FAA Order 1050.1G, Significance Threshold/ Factors to Consider	<i>The action would cause pollutant concentrations to exceed one or more of the National Ambient Air Quality Standards (NAAQS), as established by the United States (U.S.) Environmental Protection Agency (EPA) under the Clean Air Act, for any of the time periods analyzed, or to increase the frequency or severity of any such existing violations.</i>
Potential Environmental Concerns	<p>No Impact. An increase in operations could occur over the 20+ year planning horizon that would likely result in additional emissions. Park County is currently in attainment for all federal NAAQS pollutants. Individual projects should be evaluated under the attainment screening criteria of the FAA <i>Aviation Emissions and Air Quality Handbook</i>, Version 4 (July 2024).</p> <p>For construction emissions, project-specific qualitative or quantitative emission inventors under NEPA may be required, depending on the type of environmental review needed for specific projects defined on the development concept plan.</p>
BIOLOGICAL RESOURCES (INCLUDING FISH, WILDLIFE, AND PLANTS)	
FAA Order 1050.1G, Significance Threshold/ Factors to Consider	<p><i>The U.S. Fish and Wildlife Service (USFWS) or the National Marine Fisheries Service (NMFS) determines that the action would be likely to jeopardize the continued existence of a federally listed threatened or endangered species or would result in the destruction or adverse modification of federally designated critical habitat. The FAA has not established a significance threshold for non-listed species; however, factors to consider include whether an action would have the potential for:</i></p> <ul style="list-style-type: none"> • Long-term or permanent loss of unlisted plant or wildlife species; • Adverse impacts to special status species or their habitats; • Substantial loss, reduction, degradation, disturbance, or fragmentation of native species' habitats or populations; or • Adverse impacts on a species' reproductive rates, non-natural mortality, or ability to sustain the minimum population levels required for population maintenance.
Potential Environmental Concerns	<p><u>Federally Protected Species</u> Potential Impact. According to the USFWS Information for Planning and Consultation (IPaC) report, there is potential for one threatened species (grizzly bear, mammal) and one candidate species (monarch butterfly, insect) within the vicinity of the airport. Of these two species, only the monarch butterfly has the potential to occur at the airport.</p> <p><u>Designated Critical Habitat</u> No Impact. There are no designated critical habitats within airport boundaries.</p> <p><u>Non-listed Species</u> Potential Impact. Non-listed species of concern include those protected by the <i>Migratory Bird Treaty Act</i> (MBTA) and the <i>Bald and Golden Eagle Protection Act</i>. Bird species protected by these acts could be adversely affected if construction occurs during the nesting and breeding seasons (January 1 to August 31). Pre-construction surveys of vegetated areas at the airport are recommended for projects during which ground clearing would occur, unless such projects happen outside the nesting and breeding seasons. Projects related to future acquisitions of land that contains vegetation may also be areas of concern.</p>
COASTAL RESOURCES	
FAA Order 1050.1G, Significance Threshold/ Factors to Consider	<p><i>The FAA has not established a significance threshold for Coastal Resources. Factors to consider include whether an action would have the potential to:</i></p> <ul style="list-style-type: none"> • Be inconsistent with the relevant state coastal zone management plan(s); • Impact a coastal barrier resources system unit; • Impact coral reef ecosystems; • Cause an unacceptable risk to human safety or property; or • Cause adverse impacts on the coastal environment that cannot be satisfactorily mitigated.



Potential Environmental Concerns	No Impact. The airport is not located within a coastal zone. The closest National Marine Sanctuary is the Olympic Coast National Marine Sanctuary, located 759 miles away.
DEPARTMENT OF TRANSPORTATION ACT, SECTION 4(f) (NOW CODIFIED IN 49 USC § 303)	
FAA Order 1050.1G, Significance Threshold/ Factors to Consider	<i>The action involves more than a minimal physical use of a Section 4(f) resource or constitutes a “constructive use” based on an FAA determination that the aviation project would substantially impair the Section 4(f) resource. Resources that are protected by Section 4(f) are publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance and publicly or privately owned land from a historic site of national, state, or local significance. Substantial impairment occurs when the activities, features, or attributes of the resource that contribute to its significance or enjoyment are substantially diminished.</i>
Potential Environmental Concerns	No Impact. There are no Section 4(f) resources located within one mile of the airport; thus, there are no Section 4(f) resources that would be physically or constructively impacted by proposed development at the airport.
FARMLANDS	
FAA Order 1050.1G, Significance Threshold/ Factors to Consider	<p><i>The total combined score on Form AD-1006, Farmland Conversion Impact Rating, ranges between 200 and 260. Form AD-1006 is used by the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) to assess impacts under the Farmland Protection Policy Act (FPPA). The FPPA applies when airport activities meet the following conditions:</i></p> <ul style="list-style-type: none"> • <i>Federal funds are involved;</i> • <i>The action involves the potential for the irreversible conversion of important farmlands to non-agricultural uses; important farmlands include pastureland, cropland, and forest considered to be prime, unique, or statewide or locally important land; or</i> • <i>None of the exemptions to the FPPA apply; these exemptions include:</i> <ul style="list-style-type: none"> ○ <i>When land is not considered “farmland” under the FPPA, such as land that is already developed or already irreversibly converted; these instances include when land is designated as an urban area by the U.S. Census Bureau or the existing footprint includes rights-of-way;</i> ○ <i>When land is already committed to water storage;</i> ○ <i>Construction of non-farm structures that are necessary to support farming operations; or</i> ○ <i>Construction/land development for national defense purposes.</i>
Potential Environmental Concerns	No Impact. According to the USDA-NRCS Web Soil Survey (WSS), the airport is comprised of Maysdorf fine sandy loam (two to four percent slopes) and Maysdorf-Copeman complex (two to six percent slopes), which is classified as not prime farmland.
HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION	
FAA Order 1050.1G, Significance Threshold/ Factors to Consider	<p><i>The FAA has not established a significance threshold for Hazardous Materials, Solid Waste, and Pollution Prevention; however, factors to consider include whether an action would have the potential to:</i></p> <ul style="list-style-type: none"> • <i>Violate applicable federal, state, tribal, or local laws or regulations regarding hazardous materials and/or solid waste management;</i> • <i>Involve a contaminated site;</i> • <i>Produce an appreciably different quantity or type of hazardous waste;</i> • <i>Generate an appreciably different quantity or type of solid waste or use a different method of collection or disposal and/or would exceed local capacity;</i> • <i>Use a different method of waste collection, treatment, storage, or disposal that, as an action, would adversely impact the site, surroundings, or affected community, and/or would exceed state, Tribal, or local capacity; or</i> • <i>Adversely affect human health and the environment.</i>
Potential Environmental Concerns	No Impact. There are no identified brownfields or Superfund sites located within a one-mile buffer of the airport. Prior to any proposed land purchase, a Phase I Site Assessment should be



	<p>conducted to provide a more detailed understanding of what hazardous materials may be located on the land to be purchased.</p> <p>Due to existing regulatory environmental management regarding hazardous materials and waste and stormwater management, no impacts related to ultimate airport development are anticipated.</p> <p>The construction of proposed hangars located on the east side of the airport would increase solid waste. No long-term impacts related to solid waste disposal are expected.</p>
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HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

<p>FAA Order 1050.1G, Significance Threshold/ Factors to Consider</p>	<p><i>The FAA has not established a significance threshold for Historical, Architectural, Archaeological, and Cultural Resources. Factors to consider include whether an action would result in a finding of adverse effect through the Section 106 process; however, an adverse effect finding does not automatically trigger the preparation of an EIS (i.e., a significant impact).</i></p>
<p>Potential Environmental Concerns</p>	<p>Potential Impact. There are no National Register of Historic Places (NRHP)-listed resources within one mile of the airport; however, no survey reports for cultural resources at the airport have been provided as part of the master plan and the presence of buried cultural resources is not known. In addition, there are historic-age hangars located on the north side of the airport.</p> <p>An airport-wide cultural resources survey should be completed to document any other resources at the airport. The FAA would then decide on the level of impact airport projects would have on these historic properties under NEPA and through the <i>National Historic Preservation Act</i> Section 106 process. If previously undocumented buried cultural resources are identified during ground-disturbing activities for ultimate airport development, all work must immediately cease within 30 meters (100 feet) until a qualified archaeologist has documented the discovery and its eligibility for the NRHP, as appropriate. Work must not resume in the area without the approval of the FAA.</p> <p>Any modification or demolition of structures older than 50 years should first be evaluated for historic significance.</p>

LAND USE

<p>FAA Order 1050.1G, Significance Threshold/ Factors to Consider</p>	<p><i>The FAA has not established a significance threshold for Land Use and there are no specific independent factors to consider. The determination that significant impacts exist is normally dependent on the significance of other impacts.</i></p>
<p>Potential Environmental Concerns</p>	<p>Potential Impact. Proposed airport improvements include new hangars, the extension of Runway 13, acquisition of property/avigation easements, land swap/land release, relocation of the perimeter fence, construction of new roads and parking along the northeastern portion of the airport, installation of REILs on Runway 13, and upgrading existing PAPI-2 lights to PAPI-4 lights on Runways 13 and 31.</p> <p>Exhibit 5A depicts the acquisition of property and/or avigation easements over parcels of land located within RPZs that are not currently within the airport boundary. An avigation easement acquires property rights from the landowner for the airspace above a specified height. For example, if future development were to occur in neighboring parcels of the airport that contain these easements, the airport would have the right to restrict certain types of development from being constructed within the RPZs.</p>

NATURAL RESOURCES AND ENERGY SUPPLY

<p>FAA Order 1050.1G, Significance Threshold/ Factors to Consider</p>	<p><i>The FAA has not established a significance threshold for Natural Resources and Energy Supply; however, factors to consider include whether the action would have the potential to cause demand to exceed available or future supplies of these resources.</i></p>
<p>Potential Environmental Concerns</p>	<p>No Impact. Planned development projects at the airport could increase demands on energy utilities, water supplies and treatment, and other natural resources during construction; however, significant long-term impacts are not anticipated. Should long-term impacts be a concern, coordination with local service providers is recommended.</p>

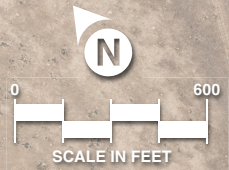
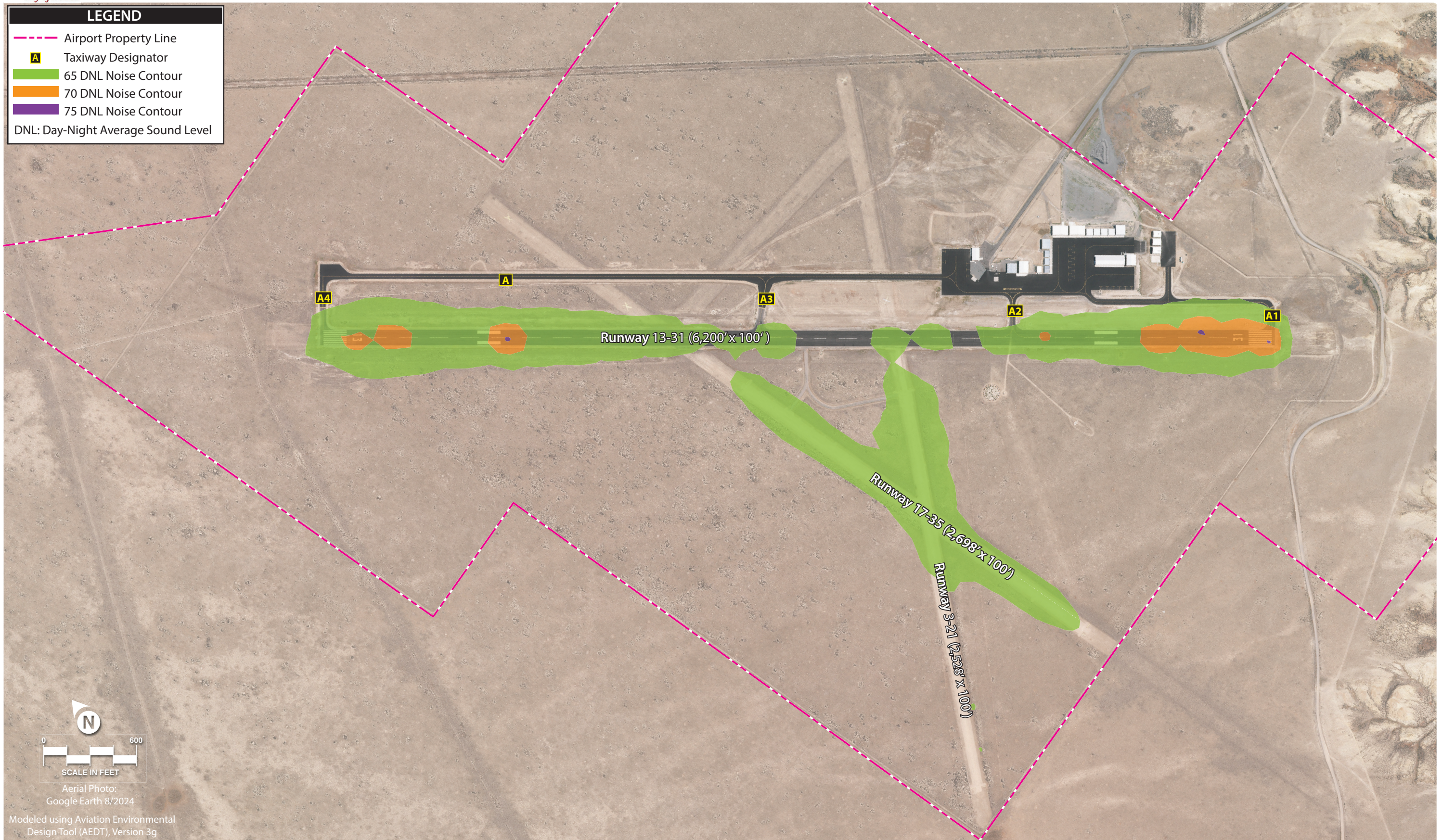


NOISE AND NOISE-COMPATIBLE LAND USE	
FAA Order 1050.1G, Significance Threshold/ Factors to Consider	<p><i>The significance threshold applies to all civil aviation activities, including aircraft and airports; UAS and hubs; AAM and vertiports; and commercial space vehicles and launch and reentry sites.</i></p> <p><i>The action would result in noise exposure from impulsive noise sources (e.g., sonic booms) that meet or exceed 60 CDNL – equivalent to DNL 65 dBA.</i></p> <p><i>The action would increase noise by day-night average sound level (DNL) of 1.5 decibels (dB) or more for a noise-sensitive area that is exposed to noise at or above the 65-dB DNL level due to a 1.5-dB DNL or greater increase when compared to the no-action alternative for the same timeframe.</i></p> <p><i>Another factor to consider is that special consideration should be given to the evaluation of the significance of noise impacts on noise-sensitive areas within Section 4(f) properties where the land use compatibility guidelines in 14 CFR Part 150 are not relevant to the value, significance, and enjoyment of the area in question.</i></p>
Potential Environmental Concerns	<p>No Impact. Exhibit 5B shows existing and ultimate noise contours for POY. As shown on the exhibit, the DNL 65 dB noise exposure remains on airport property in both the existing and ultimate conditions. Ultimate development at the airport is not expected to change the overall noise environment over the 1.5-dB threshold; however, this should be confirmed prior to the extension of Runway 13. There are no noise-sensitive land uses within one mile of POY.</p>
SOCIOECONOMICS AND CHILDREN’S ENVIRONMENTAL HEALTH AND SAFETY RISKS	
Socioeconomics	
FAA Order 1050.1G, Significance Threshold/ Factors to Consider	<p><i>The FAA has not established a significance threshold for Socioeconomics; however, factors to consider include whether an action would have the potential to:</i></p> <ul style="list-style-type: none"> • <i>Disrupt or divide the physical arrangement of an established community;</i> • <i>Cause extensive relocation when sufficient replacement housing is unavailable;</i> • <i>Cause extensive relocation of community businesses that would cause severe economic hardship for affected communities;</i> • <i>Disrupt local traffic patterns and substantially reduce the levels of service roads serving the airport and its surrounding communities; or</i> • <i>Produce a substantial change in the community tax base.</i>
Potential Environmental Concerns	<p>No Impact. The airport is surrounded by land managed by the Bureau of Land Management or by agricultural areas. Proposed development would not relocate or disrupt current businesses or residents. No division of existing neighborhoods or housing/business relocations would occur due to the proposed development on the airport.</p> <p>Ultimate airport projects would result in a temporary increase in local traffic patterns along County Lane 1H (northeast of the airport) during construction of the proposed development; however, the closest densely populated areas to the airport are more than six miles away.</p>
Children’s Health and Safety Risks	
FAA Order 1050.1G, Significance Threshold/ Factors to Consider	<p><i>The FAA has not established a significance threshold for Children’s Health and Safety Risks; however, factors to consider include whether an action would have the potential to lead to a disproportionate health or safety risk to children.</i></p>
Potential Environmental Concerns	<p>No Impact. No disproportionately high or adverse impacts are anticipated to affect children living, playing, or attending school near the airport because of the proposed ultimate development. The airport is an access-controlled facility and children will not be allowed within the fenced portions of the airport without adult supervision. All construction areas should be controlled to prevent unauthorized access. The closest residential areas are located more than six miles from the airport.</p>

LEGEND

- Airport Property Line
- A Taxiway Designator
- 65 DNL Noise Contour
- 70 DNL Noise Contour
- 75 DNL Noise Contour

DNL: Day-Night Average Sound Level

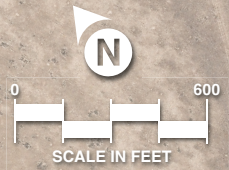
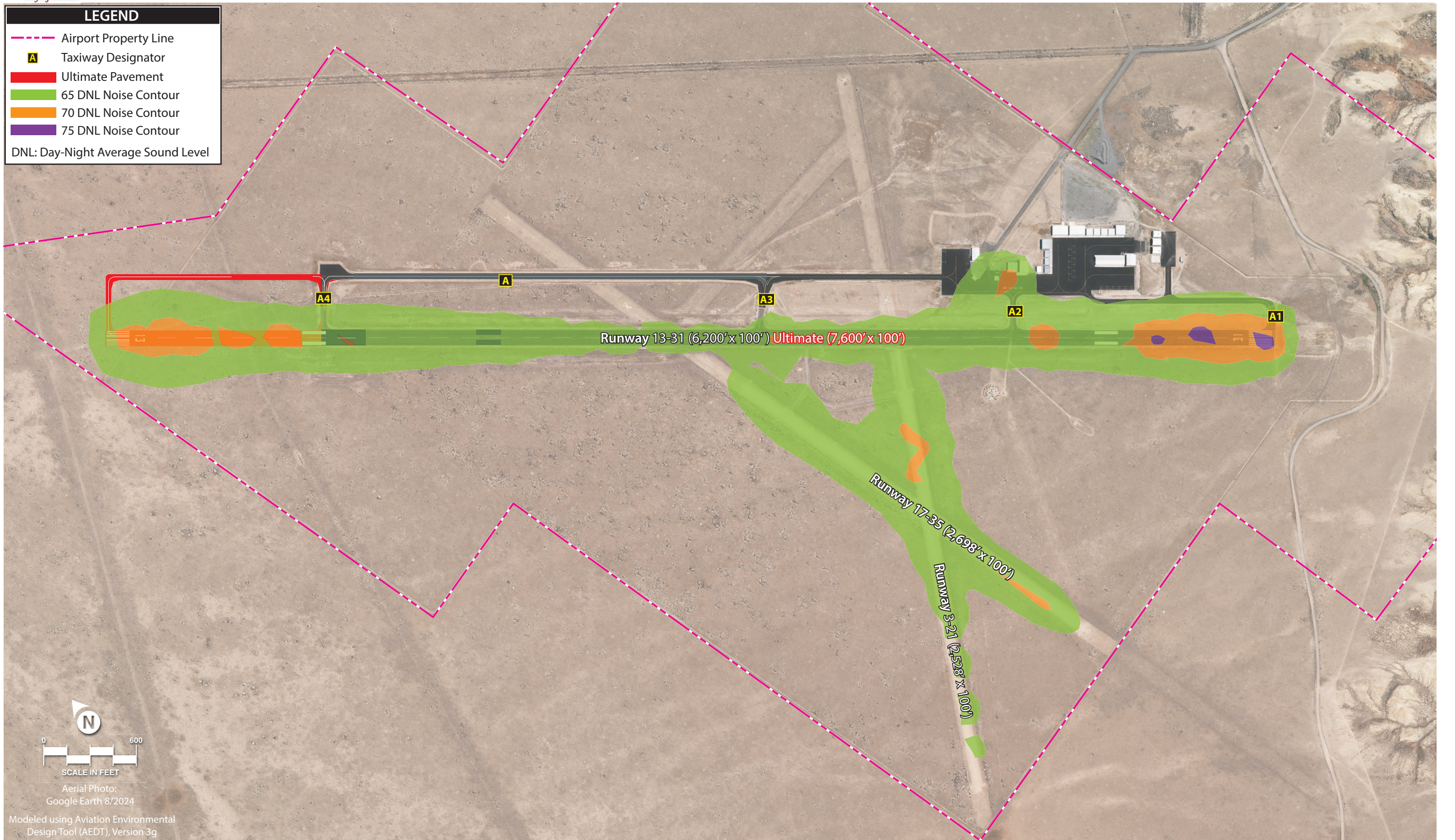


Aerial Photo:
Google Earth 8/2024
Modeled using Aviation Environmental
Design Tool (AEDT), Version 3g

LEGEND

- Airport Property Line
- A Taxiway Designator
- Ultimate Pavement
- 65 DNL Noise Contour
- 70 DNL Noise Contour
- 75 DNL Noise Contour

DNL: Day-Night Average Sound Level



Aerial Photo:
Google Earth 8/2024
Modeled using Aviation Environmental
Design Tool (AEDT), Version 3g



VISUAL EFFECTS	
Light Emissions	
<p>FAA Order 1050.1G, Significance Threshold/ Factors to Consider</p>	<p><i>The FAA has not established a significance threshold for Light Emissions; however, a factor to consider is the degree to which an action would have the potential to:</i></p> <ul style="list-style-type: none"> • Create annoyance or interfere with normal activities from light emissions; • Affect the nature of the visual character of the area due to light emissions, including the importance, uniqueness, and aesthetic value of the affected visual resources.
<p>Potential Environmental Concerns</p>	<p>No Impact. The existing lighting at the airport includes runway lighting (MIRL) and lighting used for navigation (i.e., rotating beacon, PAPI-2 systems, REILs). Proposed lighting recommended in the master plan includes PAPI-4 systems at each end of Runway 13-31 to replace the existing PAPI-2 systems, MITL installed along Taxiway A, and REILs installed on Runway 13; however, no impacts are expected due to a lack of sensitive receptors. The airport is surrounded by land managed by the Bureau of Land Management or by agricultural areas.</p> <p>Night lighting during construction phases within the runway environment is typically directed down to the construction work area to avoid light spilling outside the airport boundaries. Other ultimate projects are likely to include additional lighting associated with the operation of the airport’s new structures and facilities but would not significantly change the amount of lighting seen from outside of the airport.</p>
Visual Resources/Visual Character	
<p>FAA Order 1050.1G, Significance Threshold/ Factors to Consider</p>	<p><i>The FAA has not established a significance threshold for Visual Resources/Visual Character; however, a factor to consider is the extent to which an action would have the potential to:</i></p> <ul style="list-style-type: none"> • Affect the nature of the visual character of the area, including the importance, uniqueness, and aesthetic value of the affected visual resources; • Contrast with the visual resources and/or visual character in the study area; and • Block or obstruct the views of the visual resources, including whether these resources would still be viewable from other locations.
<p>Potential Environmental Concerns</p>	<p>No Impact. A 1,400-foot runway extension is proposed to the northwest (Runway 13). This runway extension is not anticipated to visually alter the line of sight for any land uses, as the parcels of the land near this runway end are currently vacant.</p>
WATER RESOURCES	
Wetlands	
<p>FAA Order 1050.1G, Significance Threshold/ Factors to Consider</p>	<p><i>The action would:</i></p> <ul style="list-style-type: none"> • Adversely affect a wetland’s function to protect the quality or quantity of municipal water supplies, including surface waters and sole source and other aquifers; • Substantially alter the hydrology needed to sustain the affected wetland system’s values and functions or those of a wetland to which it is connected; • Substantially reduce the affected wetland’s ability to retain floodwaters or storm runoff, thereby threatening public health, safety, or welfare (the term welfare includes cultural, recreational, and scientific resources or property important to the public); • Adversely affect the maintenance of natural system that supports wildlife and fish habitat or economically important timber, food, or fiber resources of the affected or surrounding wetlands; • Promote the development of secondary activities or services that would cause the circumstances listed above to occur; or • Be inconsistent with applicable state wetland strategies.
<p>Potential Environmental Concerns</p>	<p>Potential Impact. According to the National Wetlands Inventory Mapper, there are riverines mapped south of Runway 31. Based on aerial imagery, these riverines appear to flow south and are ephemeral in nature. Prior to any proposed development that may occur as a result of the land release/swap, an assessment by a qualified wetland biologist and/or coordination with the U.S. Army Corps of Engineers should be undertaken to determine if the wetlands are jurisdictional.</p>



Floodplains	
<p>FAA Order 1050.1G, Significance Threshold/ Factors to Consider</p>	<p><i>The action would cause notable adverse impacts on natural and beneficial floodplain values. Natural and beneficial floodplain values are defined in Paragraph 4.k of DOT Order 5650.2, Floodplain Management and Protection.</i></p>
<p>Potential Environmental Concerns</p>	<p>No Impact. Based on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) panel, the airport is identified as an area of minimal flood hazard. The airport is not located in a 100-year or 500-year floodplain.</p>
Surface Waters	
<p>FAA Order 1050.1G, Significance Threshold/ Factors to Consider</p>	<p><i>The action would:</i></p> <ul style="list-style-type: none"> • <i>Exceed water quality standards established by federal, state, local, and tribal regulatory agencies; or</i> • <i>Contaminate public drinking water supply such that public health may be adversely affected.</i> <p><i>Factors to consider are when a project would have the potential to:</i></p> <ul style="list-style-type: none"> • <i>Adversely affect natural and beneficial water resource values to a degree that substantially diminishes or destroys such values;</i> • <i>Adversely affect surface waters such that the beneficial uses and values of such waters are appreciably diminished or can no longer be maintained and such impairment cannot be avoided or satisfactorily mitigated; or</i> • <i>Present difficulties based on water quality impacts when obtaining a permit or authorization.</i>
<p>Potential Environmental Concerns</p>	<p>Potential Impact. The airport is located within the Upper Cottonwood Creek and Bitter Creek watersheds. There is an impaired waterbody in the Bitter Creek watershed south of the airport. Long-term impacts to water quality from the proposed airfield improvements may need to be assessed depending on how/if stormwater runoff is conveyed to airport stormwater infrastructure.</p> <p>A National Pollutant Discharge Elimination System (NPDES) general construction permit would be required for all projects involving ground disturbance over one acre. FAA Advisory Circular (AC) 150/5370-10H, <i>Standards for Specifying Construction of Airports, Item P-156, Temporary Air and Water Pollution, Soil Erosion and Siltation Control</i>, should also be implemented during construction projects at the airport.</p>
Groundwater	
<p>FAA Order 1050.1G, Significance Threshold/ Factors to Consider</p>	<p><i>The action would:</i></p> <ul style="list-style-type: none"> • <i>Exceed groundwater quality standards established by federal, state, local, and tribal regulatory agencies; or</i> • <i>Contaminate an aquifer used for public water supply such that public health may be adversely affected.</i> <p><i>Factors to consider are whether a project would have the potential to:</i></p> <ul style="list-style-type: none"> • <i>Adversely affect natural and beneficial groundwater values to a degree that substantially diminishes or destroys such values;</i> • <i>Adversely affect groundwater quantities such that the beneficial uses and values of such groundwater are appreciably diminished or can no longer be maintained and such impairment cannot be avoided or satisfactorily mitigated; or</i> • <i>Present difficulties based on water quality impacts when obtaining a permit or authorization.</i>
<p>Potential Environmental Concerns</p>	<p>No Impact. POY is not located over a sole source aquifer. The nearest sole source aquifer is the Eastern Snake River Plain Aquifer Source Area (SSA), located more than 82 miles from the airport.</p> <p>Additionally, new impervious surfaces planned at the airport are not anticipated to interfere with groundwater recharge, as the airport is surrounded by open space.</p>

Wild and Scenic Rivers	
<p>FAA Order 1050.1G, Significance Threshold/ Factors to Consider</p>	<p><i>The FAA has not established a significance threshold for Wild and Scenic Rivers. Factors to consider include whether an action would have an adverse impact on the values for which a river was designated (or is being considered for designation) through:</i></p> <ul style="list-style-type: none"> • <i>Destroying or altering a river’s free-flowing nature;</i> • <i>A direct and adverse effect on the values for which a river was designated (or is under study for designation);</i> • <i>Introducing a visual, audible, or other type of intrusion that is out of character with the river or would alter outstanding features of the river’s setting;</i> • <i>Causing the river’s water quality to deteriorate;</i> • <i>Allowing the transfer or sale of property interests without restrictions needed to protect the river or the river corridor; or</i> • <i>Any of the above impacts preventing a river on the Nationwide Rivers Inventory (NRI) or Section 5(d) river that is not included in the NRI from being included in the Wild and Scenic River System or causing a downgrade in its classification (e.g., from wild to recreational).</i>
<p>Potential Environmental Concerns</p>	<p>No Impact. There are no wild and scenic rivers or rivers listed on the NRI near the airport. The closest designated wild and scenic river identified is the Clarks Fork of the Yellowstone River, located more than 20 miles from the airport. The nearest NRI-listed feature is the Crooked Creek River, located 24 miles from the airport.</p> <p>Projects delineated on the proposed development concept would not have adverse effects on these rivers’ outstanding remarkable values (i.e., scenery, recreation, geology, fish, wildlife, and history).</p>

Sources: U.S. EPA, Greenbook, Wyoming Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants (https://www3.epa.gov/airquality/greenbook/anayo_wy.html), as of September 30, 2024; USFWS, IPaC (<https://ipac.ecosphere.fws.gov/location/TWTLTNUZPNCCXAL5AWK6QXMPGI/resources>); National Oceanic and Atmospheric Administration, National Marine Sanctuaries (<https://sanctuaries.noaa.gov/>); National Park Service, NRHP (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9-b808-4ff8-a2f9-a99909164466>); USDA-NRCS, Web Soil Survey (<https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>); U.S. EPA, EJScreen (<https://ejscreen.epa.gov/mapper/>); USFWS, National Wetlands Inventory (<https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>); U.S. EPA, How’s My Waterway (<https://mywaterway.epa.gov/community/powell%20municipal%20airport/overview>); U.S. EPA, Sole Source Aquifers (<https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b>); National Wild and Scenic Rivers System (<https://www.rivers.gov/>); National Park Service, Nationwide Rivers Inventory (<https://www.nps.gov/subjects/rivers/nationwide-rivers-inventory.htm>)

SUMMARY

This chapter has been prepared to help the City of Powell make decisions regarding the future growth and development of POY by describing narratively and graphically the recommended master plan concept. The plan represents an airfield facility that fulfills aviation needs for the airport while conforming to safety and design standards, to the extent practicable. It also provides a landside complex that can be developed as demand dictates and is subject to further refinement pending comments from the PAC, the City of Powell, and the public.

Flexibility will be important to future development at the airport because activity may not occur as predicted. The recommended master plan concept provides stakeholders with a general guide which, if followed, can maintain the airport’s long-term viability and allow it to continue to provide air transportation service to the region. The next chapter of this master plan will provide a reasonable schedule for undertaking the projects based on safety and demand over the course of the next 20 years.