

Texarkana Regional Airport Environmental Assessment Project Summary

Project Background

- The Federal Aviation Administration (FAA) typically requires a Master Plan (MP) every 10 years including an Airport Layout Plan (ALP). The Texarkana Regional Airport (TXK) last completed an MP in 2003. Specific passenger terminal needs were further refined in the 2006 Terminal Master Plan Update.
- An ALP drawing update was completed in 2008 to depict the terminal area plan of development.
- An Environmental Assessment (EA) is now required to evaluate environmental conditions that may be affected by the proposed project development.

Station 1

- **ALP:** A drawing of existing and proposed airport facilities, their location on the airport, and the pertinent safety clearance and dimensional information required by the FAA.
- **Forecast:** Operational activity data developed and presented in 2006 Terminal MP Update which provides basis for facility requirements as depicted on the ALP drawing.
- **Purpose & Need:** Represents the foundation for the plan of development and initial step of EA process.

Station 2

- **Alternatives Considered But Not Carried Forward:** Alternatives evaluated in the 2006 MP Terminal Update that were deemed not feasible for further consideration due to various factors as shown on the evaluation matrix.
- **Alternative 1 – No Action:** This alternative serves as a basis for comparing environmental consequences of the proposed project to other alternatives and is required under the National Environmental Policy Act (NEPA).
- **Alternative 2 – Develop Midfield Passenger Terminal Area:** This is the preferred development from the 2006 study and consists of constructing a new terminal building and full parallel taxiway to the east of Runway 4-22.

Station 3

- **Alternatives Evaluation Matrix:** The 2006 Terminal MP Update rated and ranked each alternative quantitatively which resulted in the midfield location as the preferred plan of development.
- **Comparison of Environmental Consequences:** cursory comparison of 18 NEPA impact categories to be evaluated during the EA process for the two (2) considered alternatives.

Public Participation

- NEPA stipulates that the EA process should encourage public participation throughout the study period. Two additional open houses are scheduled, and, if requested, a public hearing will be scheduled near the end of the study.
- The open house format allows the public to interact directly with airport management and consultant representatives. The public also has the opportunity to submit written comments which will then become part of the EA document.