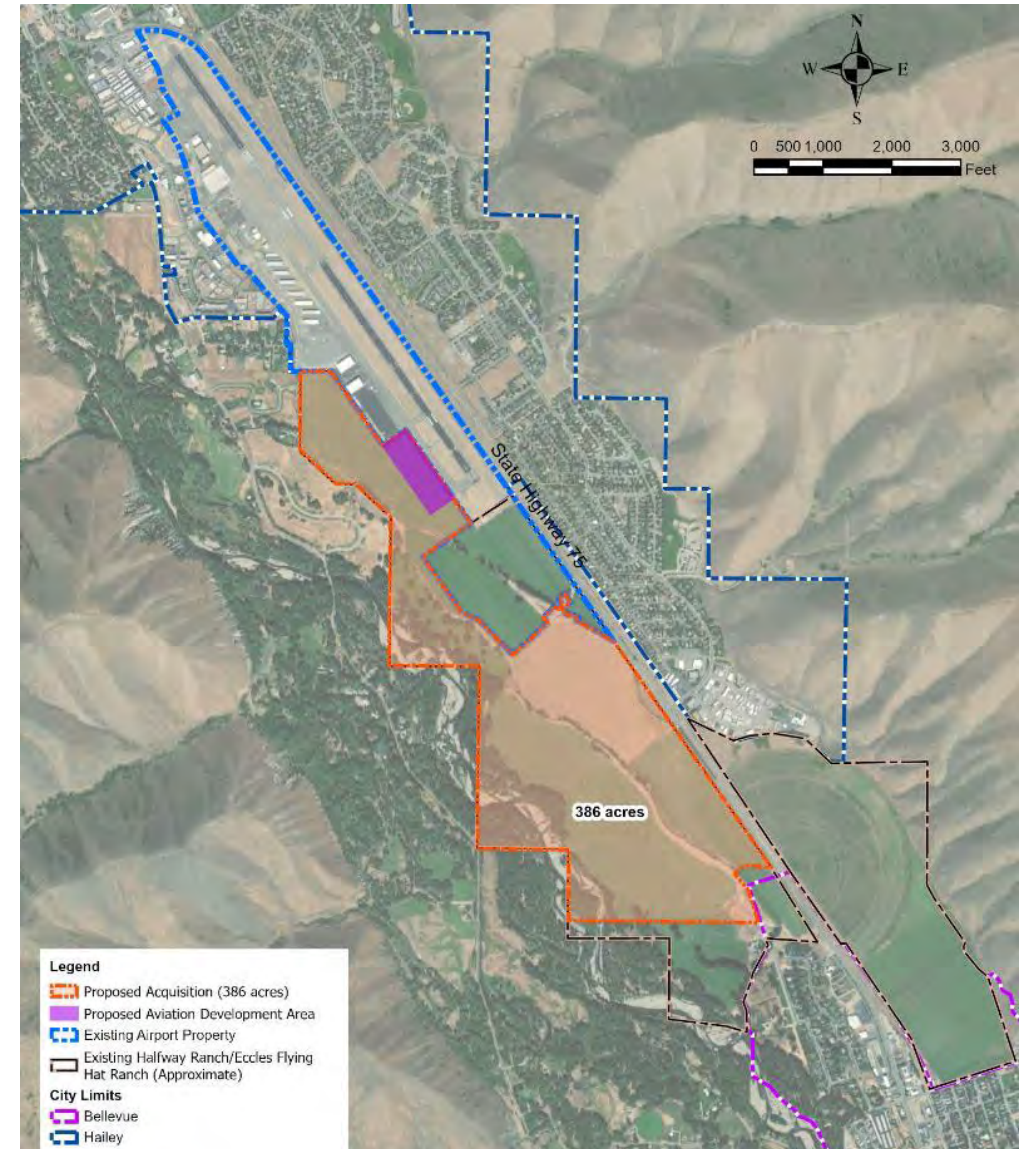


Proposed Action & Project Need

- Acquisition of 386 Acres
 - Approach Protection
 - Land Use Compatibility
- Development of 10 Acres for General Aviation
 - Replacing aviation facilities (apron and hangars) lost as a result of the Runway Safety Area (RSA) project
 - Provide additional aircraft hangars



Alternatives

The evaluation of alternatives, including the Proposed Action and No Action alternative, is required by the NEPA and by CEQ Regulations (40 CFR §1502.14). The evaluation in the EA includes consideration of reasonable alternatives to the Proposed Action, and, for alternatives that were eliminated from detailed study, a brief discussion of the reasons for their elimination.

Alternatives for Land Acquisition

- Acquire 386 Acres of Ranch Property (Proposed Action)
- Acquire Entire Ranch Property
- Acquire Property Within Entire Approach Surface
- Acquire Property Within Entire Departure Surface
- Acquire Easements

Alternatives for Aviation Development

- Development of Approximately 10 Acres of Land for Aviation Purposes (Proposed Action)
- Aviation Development on Existing Airport Property
- Acquire Property to Construct Aviation Development Elsewhere

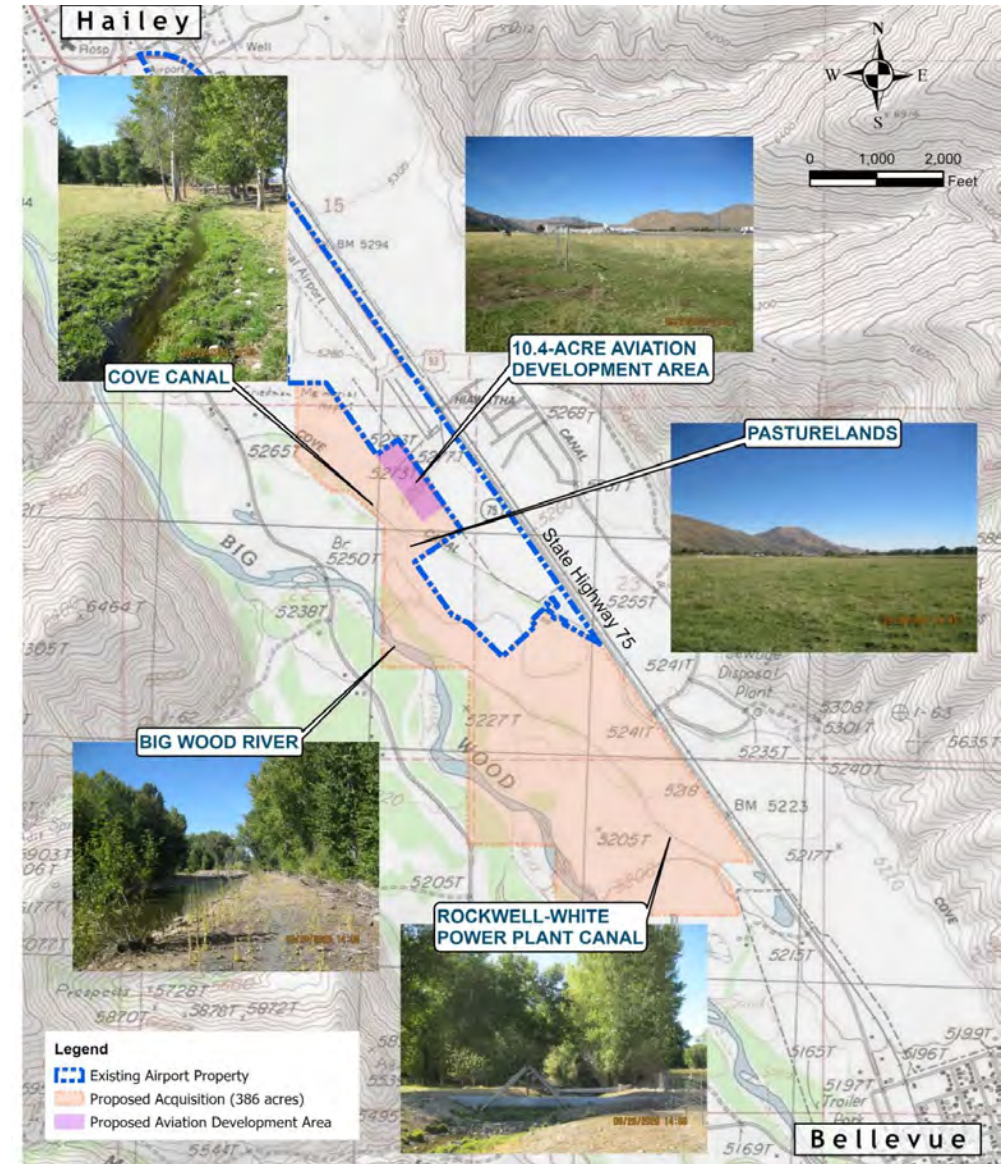
Alternatives Carried Forward for Evaluation

- No Action Alternative
- Proposed Action - Acquire 386 Acres of Ranch Property and Develop 10.4 Acres for Aviation Purposes



Affected Environment

- Describes the existing natural, ecological, cultural, social, and economic conditions that could be impacted by the Proposed Action
- Included for each resource category evaluated in the EA
- Baseline data used to determine the affected environment (existing conditions) were collected by reviewing existing documentation and databases, consulting with various individuals and agencies, and conducting field investigations



Assessment Categories

The EA includes an assessment of impacts resulting from the Proposed Action for the following categories:

1. Air Quality
2. Biological Resources
3. Climate
4. Coastal Resources
5. Department of Transportation Act, Section 4(f)
6. Farmlands
7. Hazardous Materials, Solid Waste, and Pollution Prevention
8. Historical, Architectural, Archeological, and Cultural Resources
9. Land Use
10. Natural Resources and Energy Supply
11. Noise and Noise-Compatible Land Use
12. Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
13. Visual Effects
14. Water Resources
15. Cumulative Impacts

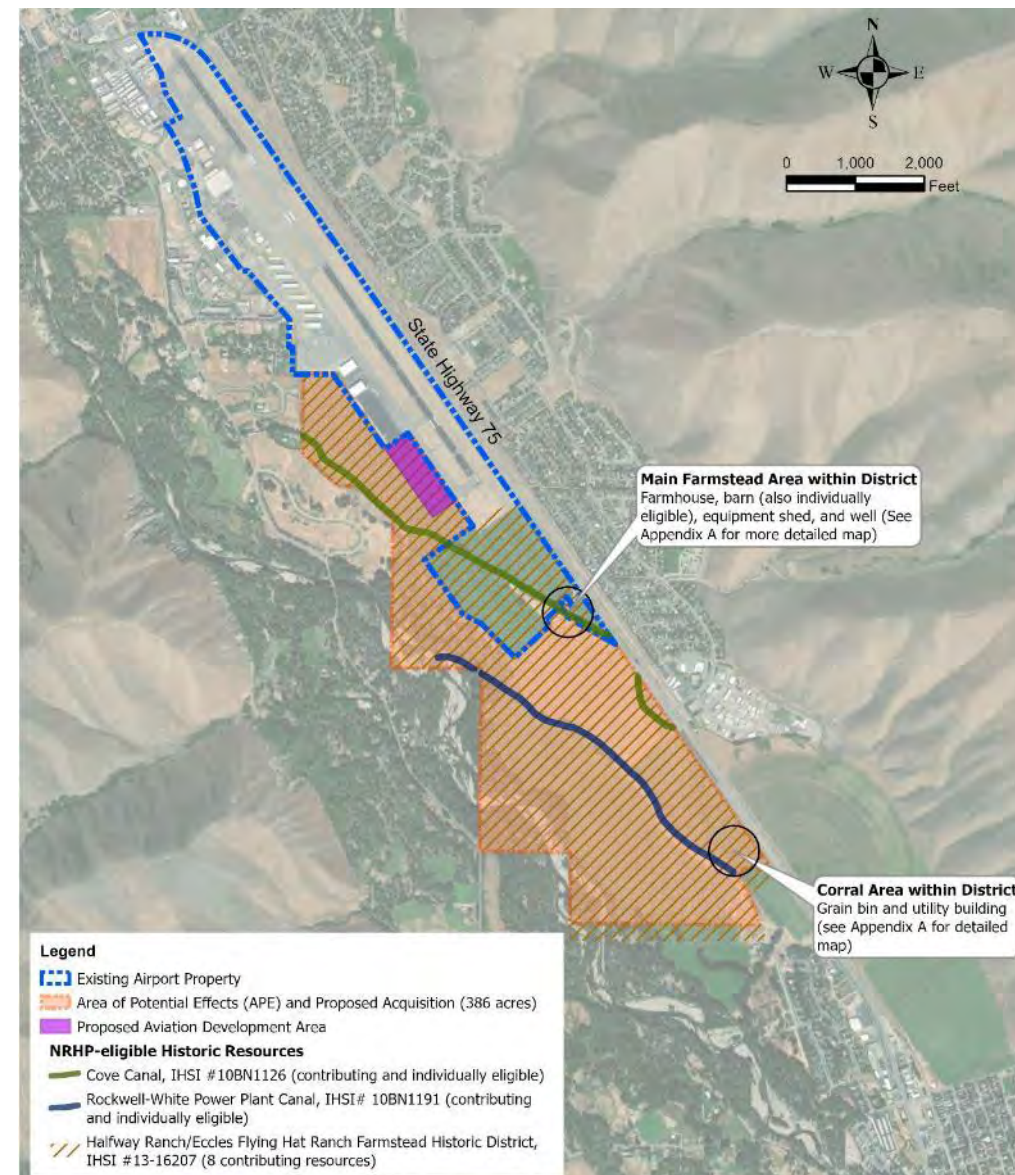
Biological Resources

- Biological resources include vegetation and habitat, fish and wildlife, and special status species along with any designated critical habitat to those species
- The Proposed Action may impact but would not likely contribute to a trend towards federal listing or loss of viability for general wildlife and vegetation species. The Proposed Action would have no effect on federally listed Canada lynx and North American wolverine, as neither the species nor their habitats are found in the project area. The Proposed Action would also have no effect on the Yellow billed cuckoo
- The Proposed Action may impact but would not likely contribute to a trend towards federal listing or loss of viability to long-billed curlews and red-tailed hawks. The conversion of the 10.4-acre aviation development site from agricultural land would result in the loss of habitat for small mammals and other red-tailed hawk prey species; however, the loss of habitat is relatively small. The Proposed Action would have no effect on state sensitive olive-sided flycatcher as neither the species nor its habitat is found in the project area.
- The Proposed Action may impact but would not likely contribute to a trend towards federal listing or loss of viability of state protected bumble bee species (Morrison's, Western, and Suckley's Cuckoo Bumble Bee)
- The Proposed Action may impact but would not likely contribute to a trend towards federal listing or loss of viability to migratory birds

Historical, Architectural, Archeological, and Cultural Resources

Section 106 of the Historic Preservation Act

- Requires federal agencies to consider the effects of their undertaking (or action) on properties listed in or eligible for listing in the National Register of Historic Places
- Requires consultation with the Idaho State Historic Preservation Officer (SHPO)

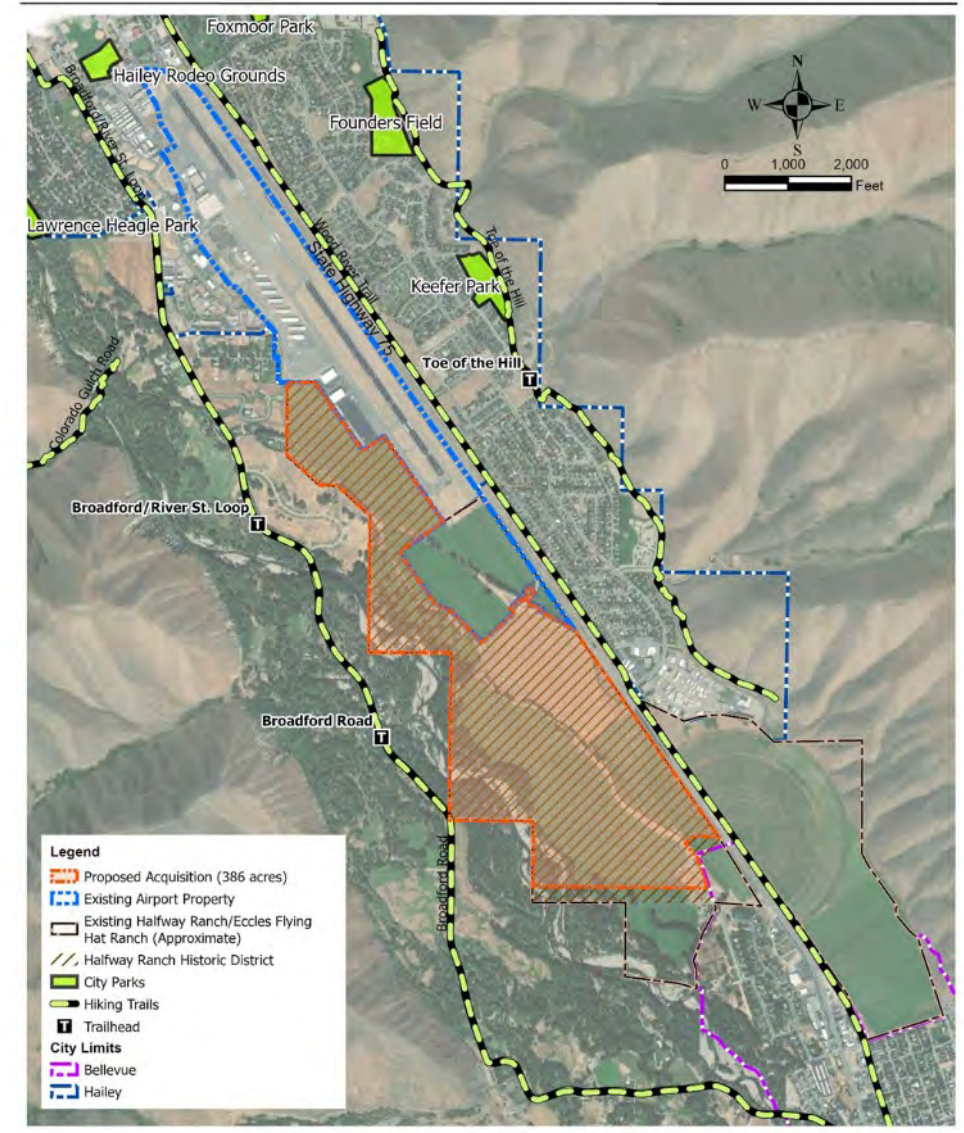


Historical, Architectural, Archeological, and Cultural Resources

- The Proposed Action would result in No Historic Properties Adversely Affected due to the Proposed Action under Section 106 of the NHPA.
- The Airport has agreed to include a special lease provision in future agricultural lease agreements to provide for the maintenance of contributing elements of the property in the Historic District.
- SHPO has concurred with the FAA determination of No Historic Properties Adversely Affected due to the Proposed Action.

DOT Section 4(f)

- The Proposed Action would result in no use of recreational resources or State Highway 75, as none of these resources are within an area that would experience any construction-related impacts, and no impacts were identified that would substantially impair the activities, features, and/or attributes of these resources.
- The Proposed Action would result in no adverse effect on historic properties under Section 106 of the National Historic Preservation Act T
- The FAA has made a de minimis finding for Section 4(f) historic resources.



Noise and Air Quality

- The Proposed Action would not result in changes to aircraft operations at the Airport, and therefore, would have no impact on aircraft emissions. Temporary air quality impacts during construction would not cause pollutant concentrations to exceed air quality standards
- The Proposed Action would not result in changes to the number or type of aircraft operating at the Airport or create an increase in aircraft operations or flight patterns. Temporary increases in noise are expected during construction but would be short-term and within the immediate construction area. The Proposed Action would have no significant effect on the DNL 65 noise contour or introduce noise sensitive areas within the contour and would maintain noise-compatible land uses in proximity to the Airport.

