

Effective Date: June 2, 2017

ARP SOP No. 5.1

APPENDIX A. DOCUMENTED CATEX

Airport sponsors may use this form for projects eligible for a categorical exclusion (CATEX) that have greater potential for extraordinary circumstances or that otherwise require additional documentation, as described in the Environmental Orders (FAA Order 1050.1F and FAA Order 5050.4B).

To request a CATEX determination from the FAA, the sponsor should review potentially affected environmental resources, review the requirements of the applicable special purpose laws, and **consult with the Airports District Office or Regional Airports Division Office staff** about the type of information needed. The form and supporting documentation should be completed in accordance with the provisions of FAA Order 5050.4B, paragraph 302b, and submitted to the appropriate FAA Airports District/Division Office. The CATEX cannot be approved until all information/documentation is received and all requirements have been fulfilled.

Name of Airport, LOC ID, and location:

Spanish Peaks Airfield, 4V1, Walsenburg, Colorado

Project Title:

Airfield Signage and Lighting Improvements

Give a brief, but complete description of the proposed project, including all project components, justification, estimated start date, and duration of the project. Include connected actions necessary to implement the proposed project (including but not limited to moving NAVAIDs, change in flight procedures, haul routes, new material or expanded material sources, staging or disposal areas). Attach a sketch or plan of the proposed project. Photos can also be helpful.

The proposed project includes the installation of a new lighted wind cone and segmented circle, replacement of seven lit and three unlit position signs, three runway edge lights, one set of runway end / threshold lights, one set of in-pavement runway threshold lights located at the displaced threshold, and one set of Runway End Identifier Lights. The existing lighting to be replaced at 4V1 has reached the end of its useful life and does not reliably provide its intended level of illumination.

The proposed project would also include up to 3,700 linear feet of trenching to accommodate electrical tie ins for the replacement lighting. This trenching would occur in areas heavily disturbed by site grading completed for the safety areas and connector taxiway construction.

The project may also include the removal of the existing blast pad on the Runway 9 end. The existing blast pad does not meet the width standards outlined in FAA AC 150/5300-13B and the pavement condition is failing. There have been instances of foreign object debris caused by the failing blast pad pavement. It is anticipated the pavement would be removed and reseeded upon removal.

The entirety of the project is scheduled to commence during the Summer of 2023 and should be completed within one month. None of the project elements will require impacts to NAVAIDs or changes to flight procedures. Minor changes to flight operations may occur during construction. Staging areas and haul routes will occur on existing pavements or previously disturbed areas.

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Give a brief, but complete, description of the proposed project area. Include any unique or natural features within or surrounding airport property.

The proposed project area is located on existing airport property. This area has been heavily disturbed by previous construction activity and routine airport maintenance/landscaping. There are no unique or natural features within the project area.

Identify the appropriate CATEX paragraph(s) from Order 1050.1F (paragraph 5-6.1 through 5-6.6) or 5050.4B (Tables 6-1 and 6-2) that apply to the project. Describe if the project differs in any way from the specific language of the CATEX or examples given as described in the Order.

The airfield lighting rehabilitation is consistent with FAA Order 1050.1F paragraph 5-6.3 b, which states: "Establishment, installation, upgrade, or relocation of any of the following on designated airport or FAA property: airfield or approach lighting systems, visual approach aids, beacons, and electrical distribution systems as described in FAA Order 6850.2, Visual Guidance Lighting Systems, and other related facilities."

The circumstances one must consider when documenting a CATEX are listed below along with each of the impact categories related to the circumstance. Use FAA Environmental Orders 1050.1F, 5050.4B, and the Desk Reference for Airports Actions, as well as other guidance documents to assist you in determining what information needs to be provided about these resource topics to address potential impacts. Keep in mind that both construction and operational impacts must be included. Indicate whether or not there would be any effects under the particular resource topic and, **if needed**, cite available references to support these conclusions. Additional analyses and inventories can be attached or cited as needed.

5-2.b(1) National Historic Preservation Act (NHPA) resources

	YES	NO
<p>Are there historic/cultural resources listed (or eligible for listing) on the National Register of Historic Places located in the Area of Potential Effect? If yes, provide a record of the historic and/or cultural resources located therein and check with your local Airports Division/District Office to determine if a Section 106 finding is required.</p> <p>There are no National Register of Historic properties located on airport property according to the EPA NEPAassist tool. NRHP records indicate the nearest NRHP property is located approximately three miles southwest of the Airport at the Maitland Arroyo Bridge (02001134).</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to cause effects? If yes, describe the nature and extent of the effects.</p> <p>There is no potential to cause effects as there are no cultural resources located near the project site.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	YES	NO
<p>Is the project area undisturbed? If not, provide information on the prior disturbance (including type and depth of disturbance, if available)</p> <p>The project area has been disturbed by the grading activities for the runway safety area and connector taxiways.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project impact tribal land or land of interest to tribes? If yes, describe the nature and extent of the effects and provide information on the tribe affected. Consultation with their THPO or a tribal representative along with the SHPO may be required.</p> <p>The project will remain on existing airport property and would not impact tribal land or land of interest to tribes.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(2) Department of Transportation Act Section 4(f) and 6(f) resources

	YES	NO
<p>Are there any properties protected under Section 4(f) (as defined by FAA Order 1050.1F) in or near the project area? This includes publicly owned parks, recreation areas, and wildlife or waterfowl refuges of national, state or local significance or land from a historic site of national, state or local significance.</p> <p>There are no Section 4(f) properties located in or near the project area. The nearest Section 4(f) eligible property is located in the City of Walsenburg approximately four miles south of the project site.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will project construction or operation physically or constructively "use" any Section 4(f) resource? If yes, describe the nature and extent of the use and/or impacts, and why there are no prudent and feasible alternatives. See 5050.4B Desk Reference Chapter 7.</p> <p>The proposed project or its operation would not physically or constructively "use" any Section 4(f) resource.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project affect any recreational or park land purchased with Section 6(f) Land and Water Conservation Funds? If so, please explain, if there will be impacts to those properties.</p> <p>There are no Section 6(f) properties located in or near the project area. The nearest Section 6(f) property is located approximately four miles south of the project site in the City of Walsenburg.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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5-2.b(3) Threatened or Endangered Species

	YES	NO
<p>Are there any federal or state listed endangered, threatened, or candidate species or designated critical habitat in or near the project area? This includes species protected by individual statute, such as the Bald Eagle.</p> <p>An Official Species List was obtained from the U.S. Fish and Wildlife Service through the IPaC portal. A total of three endangered, threatened, or candidate species are listed for Huerfano County, Colorado including: Gray Wolf (<i>Canis lupis</i> - Endangered), Greenback Cutthroat Trout (<i>Oncorhynchus clarkii stomias</i> - Threatened), and Monarch Butterfly (<i>Danaus plexippus</i> - Candidate).</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Does the project affect or have the potential to affect, directly or indirectly, any federal or state-listed, threatened, endangered or candidate species, or designated habitat under the Endangered Species Act? If yes, Section 7 consultation between the FAA and the US Fish & Wildlife Service, National Marine Fisheries Service, and/or the appropriate state agency will be necessary. Provide a description of the impacts and how impacts will be avoided, minimized, or mitigated. Provide the Biological Assessment and Biological Opinion, if required.</p> <p>According to the findings of the IPaC portal, there is no critical habitat for the listed species within the project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to take birds protected by the Migratory Bird Treaty Act? Describe steps to avoid, minimize, or mitigate impacts (such as timing windows determined in consultation with the US Fish & Wildlife Service).</p> <p>The proposed project would occur on areas previously disturbed and would not take any habitat, such as trees, used by migratory birds for nesting.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b (4) Other Resources

Items to consider include:

a. Fish and Wildlife Coordination Act	YES	NO
<p>Does the project area contain resources protected by the Fish and Wildlife Coordination Act? If yes, describe any impacts and steps taken to avoid, minimize, or mitigate impacts.</p> <p>There are no resources protected by the Fish and Wildlife Coordination Act located within the project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Wetlands and Other Waters of the U.S.	YES	NO
<p>Are there any wetlands or other waters of the U.S. in or near the project area?</p> <p>There are no wetlands or other waters of the U.S. in the project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Has wetland delineation been completed within the proposed project area? If yes, please provide U.S. Army Corps of Engineers (USACE) correspondence and jurisdictional determination. If delineation was not completed, was a field check done to confirm the presence/absence of wetlands or other waters of the U.S.? If no to both, please explain what methods were used to determine the presence/absence of wetlands.</p> <p>A wetland delineation of the proposed project area has not been completed. A review of the U.S. Fish and Wildlife Wetland Mapper and historical/current aerial imagery was conducted to determine the absence of wetlands within the project area. The proposed project would occur on area previously disturbed.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>If wetlands are present, will the project result in impacts, directly or indirectly (including tree clearing)? Describe any steps taken to avoid, minimize or mitigate the impact.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is a USACE Clean Water Act Section 404 permit required? If yes, does the project fall within the parameters of a general permit? If so, which general permit?</p> <p>There are no features within the project area that would require a Section 404 permit.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Floodplains	YES	NO
<p>Will the project be located in, encroach upon or otherwise impact a floodplain? If yes, describe impacts and any agency coordination or public review completed including coordination with the local floodplain administrator. Attach the FEMA map if applicable and any documentation.</p> <p>The project area is not located within a floodplain according to the attached FEMA</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

map.		
d. Coastal Resources	YES	NO
<p>Will the project occur in or impact a coastal zone as defined by the State's Coastal Zone Management Plan? If yes, discuss the project's consistency with the State's CZMP. Attach the consistency determination if applicable.</p> <p>The proposed project is located in Colorado, a landlocked state.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project occur in or impact the Coastal Barrier Resource System as defined by the US Fish and Wildlife Service?</p> <p>The proposed project is located in Colorado, a landlocked state.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. National Marine Sanctuaries	YES	NO
<p>Is a National Marine Sanctuary located in the project area? If yes, discuss the potential for the project to impact that resource.</p> <p>There are no National Marine Sancturries located near the project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Wilderness Areas	YES	NO
<p>Is a Wilderness Area located in the project area? If yes, discuss the potential for the project to impact that resource.</p> <p>The nearest Wilderness Area, the Greenhorn Mountain Wilderness Area, is located approximately 12 miles northwest of the Airport.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Farmland	YES	NO
<p>Is there prime, unique, state, or locally important farmland in/near the project area? Describe any significant impacts from the project.</p> <p>The U.S.D.A Web Soil Survey indicates portions of existing airport property are considered prime farmland, if irrigated. There are no current agricultural activities within the project area.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Does the project include the acquisition and conversion of farmland? If farmland will be converted, describe coordination with the US Natural Resources Conservation and attach the completed Form AD-1006.</p> <p>As mentioned, there are no agriclutlural activities occuring within the project area located on existing airport property. Therefore, the project would not include acquisition or conversion of farmland.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

h. Energy Supply and Natural Resources	YES	NO
<p>Will the project change energy requirements or use consumable natural resources either during construction or during operations?</p> <p>The proposed project would require construction materials such as vehicle fuel. None of these items are in short supply. During operations, the anticipated energy consumption for the lighting should be comparable to existing levels.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Will the project change aircraft/vehicle traffic patterns that could alter fuel usage either during construction or operations?</p> <p>There may be temporary aircraft traffic pattern changes during construction; however, these would be considered minor and would not alter fuel usage. There would be no change to aircraft/vehicle traffic patterns once operational.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Wild and Scenic Rivers	YES	NO
<p>Is there a river on the Nationwide Rivers Inventory, a designated river in the National System, or river under State jurisdiction (including study or eligible segments) near the project?</p> <p>There are no Wild and Scenic Rivers located within 50 miles of the airport.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project directly or indirectly affect the river or an area within ¼ mile of its ordinary high water mark?</p> <p>There are no rivers located within 0.25 miles of the project site.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Solid Waste Management	YES	NO
<p>Does the project (either the construction activity or the completed, operational facility) have the potential to generate significant levels of solid waste? If so, discuss how these will be managed.</p> <p>Minor levels of waste associated with construction activity will occur; however, these are considered to be below the threshold of significance. The contractor will be responsible for hauling all waste off site to a landfill in accordance to Federal and State regulations.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(5) Disruption of an Established Community

YES NO

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	YES	NO
<p>Will the project disrupt a community, planned development or be inconsistent with plans or goals of the community?</p> <p>The proposed project would occur entirely within existing airport property and is consistent with surrounding land uses.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Are residents or businesses being relocated as part of the project?</p> <p>There are no relocations for residents or businesses anticipated as a part of this project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(6) Environmental Justice

	YES	NO
<p>Are there minority and/or low-income populations in/near the project area?</p> <p>There are no residential properties located within one mile of the project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project cause any disproportionately high and adverse impacts to minority and/or low-income populations? Attach census data if warranted.</p> <p>There are no minority or low-income populations located within one mile of the project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(7) Surface Transportation

	YES	NO
<p>Will the project cause a significant increase in surface traffic congestion or cause a degradation of level of service provided?</p> <p>The proposed project does not affect any surface traffic.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project require a permanent road relocation or closure? If yes, describe the nature and extent of the relocation or closure and indicate if coordination with the agency responsible for the road and emergency services has occurred.</p> <p>The proposed project does not affect any access roads serving the airport.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(8) Noise

	YES	NO

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	YES	NO
<p>Will the project result in an increase in aircraft operations, nighttime operations, or change aircraft fleet mix?</p> <p>The proposed project will not increase aircraft operations, nighttime operations, or change aircraft fleet mix. The proposed project is to rehabilitate airfield lighting and signage.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project cause a change in airfield configuration, runway use, or flight patterns either during construction or after the project is implemented?</p> <p>There may be temporary closures of the runway to accommodate trenching and construction activities within the runway safety area.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Does the forecast exceed 90,000 annual propeller operations, 700 annual jet operations or 10 daily helicopter operations or a combination of the above? If yes, a noise analysis may be required if the project would result in a change in operations.</p> <p>The forecast does not exceed the activity levels listed.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Has a noise analysis been conducted, including but not limited to generated noise contours, a specific point analysis, area equivalent method analysis, or other screening method. If yes, provide that documentation.</p> <p>A noise analysis has not been conducted.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Could the project have a significant impact (DNL 1.5 dB or greater increase) on noise levels over noise sensitive areas within the 65+ DNL noise contour?</p> <p>The proposed project would not increase aviation activity or change the airport's anticipated fleet mix.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(9) Air Quality

	YES	NO
<p>Is the project located in a Clean Air Act non-attainment or maintenance area?</p> <p>According to the EPA's NEPAassist tool, the airport is not located in a non-attainment or maintenance area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>If yes, is it listed as exempt, presumed to conform or will emissions (including construction emissions) from the project be below <i>de minimis</i> levels (provide the paragraph citation for the exemption or presumed to conform list below, if applicable)</p> <p>Is the project accounted for in the State Implementation Plan or specifically exempted? Attach documentation.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
<p>Does the project have the potential to increase landside or airside capacity, including an increase of surface vehicles?</p> <p>The proposed project would not increase landside or airside capacity.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Could the project impact air quality or violate local, State, Tribal or Federal air quality standards under the Clean Air Act Amendments of 1990 either during construction or operations?</p> <p>The proposed project may temporarily increase emissions during constructions; however, these would be anticipated to be below de minimis levels. The proposed project would not increase operations once implemented and therefore there would be no long-term increase in emissions.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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5-2.b (10) Water Quality

	YES	NO
<p>Are there water resources within or near the project area? These include groundwater, surface water (lakes, rivers, etc.), sole source aquifers, and public water supply. If yes, provide a description of the resource, including the location (distance from project site, etc.).</p> <p>There are no water resources within one mile of the project area, including groundwater.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project impact any of the identified water resources either during construction or operations? Describe any steps that will be taken to protect water resources during and after construction.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project increase the amount or rate of stormwater runoff either during construction or during operations? Describe any steps that will be taken to ensure it will not impact water quality.</p> <p>The proposed project would not increase the amount of impermeable surface at the airport.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to violate federal, state, tribal or local water quality standards established under the Clean Water and Safe Drinking Water Acts?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Are any water quality related permits required? If yes, list the appropriate permits.</p> <p>No water quality related permits are required.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(11) Highly Controversial on Environmental Grounds

	YES	NO
<p>Is the project highly controversial? The term “highly controversial” means a substantial dispute exists as to the size, nature, or effect of a proposed federal action. The effects of an action are considered highly controversial when reasonable disagreement exists over the project’s risks of causing environmental harm. Mere opposition to a project is not sufficient to be considered highly controversial on environmental grounds. Opposition on environmental grounds by a federal, state, or local government agency or by a tribe or a substantial number of the persons affected by the action should be considered in determining whether or not reasonable disagreement exists regarding the effects of a proposed action.</p> <p>There has been no known public opposition to the proposed project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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5-2.b(12) Inconsistent with Federal, State, Tribal or Local Law

	YES	NO
<p>Will the project be inconsistent with plans, goals, policy, zoning, or local controls that have been adopted for the area in which the airport is located?</p> <p>The proposed project is consistent with plans, goals, policy, zoning, and local controls for the area. The proposed project is also consistent with existing land uses on the airport property.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is the project incompatible with surrounding land uses?</p> <p>The proposed project is compatible with surrounding land uses and would not modify any existing land use.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2 .b (13) Light Emissions, Visual Effects, and Hazardous Materials

a. Light Emissions and Visual Effects	YES	NO
<p>Will the proposed project produce light emission impacts?</p> <p>The proposed project does include light emissions; however, any increase would be considered negligible compared to the existing level of light emissions generated at the airport.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Will there be visual or aesthetic impacts as a result of the proposed project and/or have there been concerns expressed about visual/aesthetic impacts?</p> <p>The proposed project is consistent with the existing aesthetic of the airport environment.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Hazardous Materials	YES	NO
<p>Does the project involve or affect hazardous materials?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will construction take place in an area that contains or previously contained hazardous materials?</p> <p>The proposed project area does not currently or previously contain any known hazardous materials.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>If the project involves land acquisition, is there a potential for this land to contain hazardous materials or contaminants?</p> <p>The proposed project will occur on existing airport property.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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<p>Will the proposed project produce hazardous and/or solid waste either during construction or after? If yes, how will the additional waste be handled?</p> <p>Minor levels of solid waste associated with construction activity will occur; however, these are considered to be below the threshold of significance. The contractor will be responsible for hauling all waste off site to a landfill in accordance to Federal and State regulations.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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5-2 .b (14) Public Involvement

	YES	NO
Was there any public notification or involvement? If yes, provide documentation.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2 .b (15) Indirect/Secondary/Induced Impacts

	YES	NO
<p>Will the project result in indirect/secondary/induced impacts?</p> <p>The proposed project is being conducted to support existing operations. There are no other indirect, secondary, or induced impacts associated with the proposed project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>When considered with other past, present, and reasonably foreseeable future projects, on or off airport property and regardless of funding source, would the proposed project result in a significant cumulative impact?</p> <p>When factoring past, present, and reasonably foreseeable future projects, the proposed project would not result in a significant cumulative impact.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Permits

List any permits required for the proposed project that have not been previously discussed. Provide details on the status of permits.

Environmental Commitments

List all measures and commitments made to avoid, minimize, mitigate, and compensate for impacts on the environment, which are needed for this project to qualify for a CATEX.

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Preparer Information

Point of Contact: John Rostas		
Address: 2111 Parkway Office Circle, Suite 100		
City: Birmingham	State: AL	Zip Code: 35244
Phone: (205) 433-3080	Email Address: jmrosta@garverusa.com	

Signature: John M. Rostas

Digitally signed by John M. Rostas
DN: c=US, e=jmrosta@garverusa.com, o="Garver, LLC", ou=Aviation,
CN=John M. Rostas
Date: 2023.01.10 20:28:56-0600

Date: 1/10/2023

Airport Sponsor Information and Certification (may not be delegated to consultant)

Provide contact information for the designated sponsor point of contact and any other individuals requiring notification of the FAA decision.

Point of Contact: Carl Young		
Address: 401 Main Street, Suite 310		
City: Walsenburg	State: CO	Zip Code: 81089
Phone Number: (719) 738-3485	Email Address: cyoung@huerfano.us	
Additional Name(s):	Additional Email Address(es):	

I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until FAA issues a final environmental decision for the proposed project(s) and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred.

Signature: 

DocuSigned by:

0180F140A76A49F...

Date: 1/13/2023

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FAA Decision

Having reviewed the above information, it is the FAA’s decision that the proposed project (s) or development warrants environmental processing as indicated below.

Name of Airport, LOC ID, and location:

Project Title:

- No further NEPA review required. Project is categorically excluded per (cite applicable 1050.1.F CATEX that applies:)
- ..An Environmental Assessment (EA) is required.
- ..An Environmental Impact Statement (EIS) is required.
- ..The following additional documentation is necessary for FAA to perform a complete environmental evaluation of the proposed project.

Name:

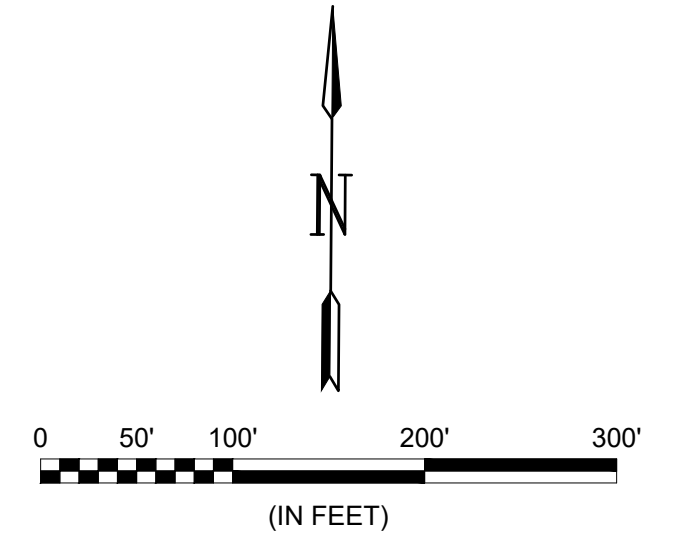
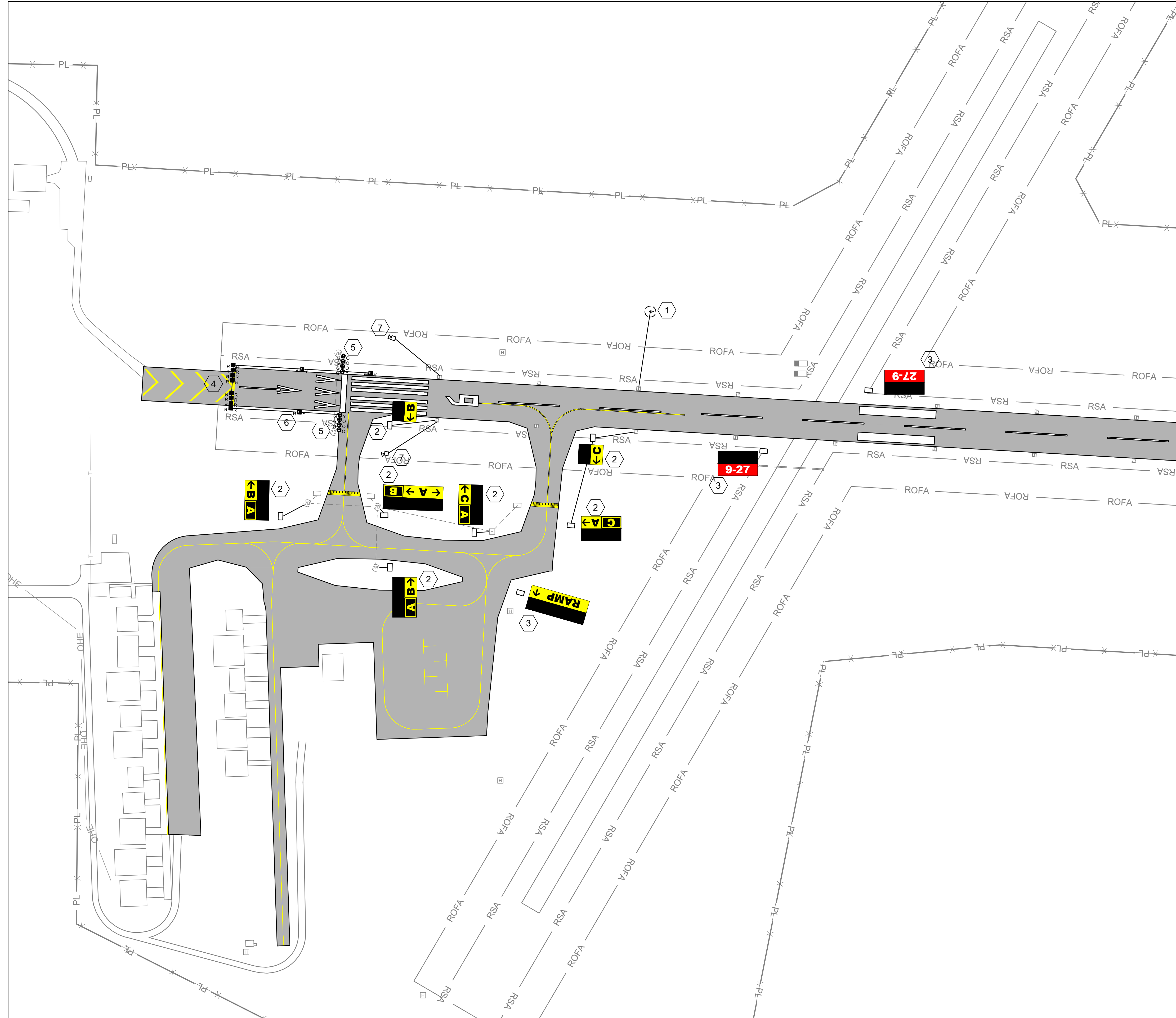
Title:

Responsible FAA Official

Signature: _____

Date:

File: \\garvinc.local\data\Projects\2024\24A25200 - 4V1 Airfield Lighting and Signage Rehab\Drawings\EXHIBITS\Exhibit1.dwg Last Save: 8/16/2022 1:05 PM Last saved by: KPaudel
 Last plotted by: Paudel, Kushalla Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 8/16/2022 1:07 PM Plotter used: DWG To PDF.pc3



- NOTES:**
- 1 WIND CONE AND SEGMENTED CIRCLE MARKER SYSTEM
 - 2 GUIDANCE SIGN
 - 3 GUIDANCE SIGN -UNLIT
 - 4 RUNWAY END/THRESHOLD LIGHT
 - 5 IN-PAVEMENT RUNWAY THRESHOLD LIGHT
 - 6 RUNWAY EDGE LIGHT
 - 7 RUNWAY END IDENTIFIER LIGHTS (REILs)

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REV.	DATE	DESCRIPTION	BY

SPANISH PEAKS AIRFIELD 4V1
 HUERFANO COUNTY, CO
 ELECTRICAL EXHIBIT

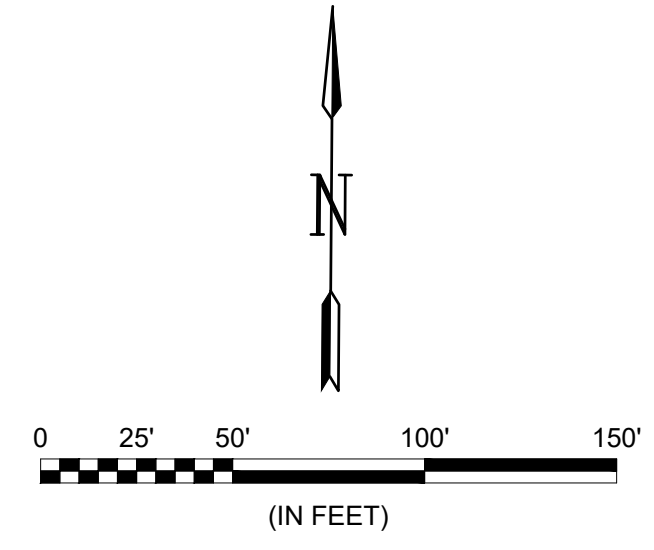
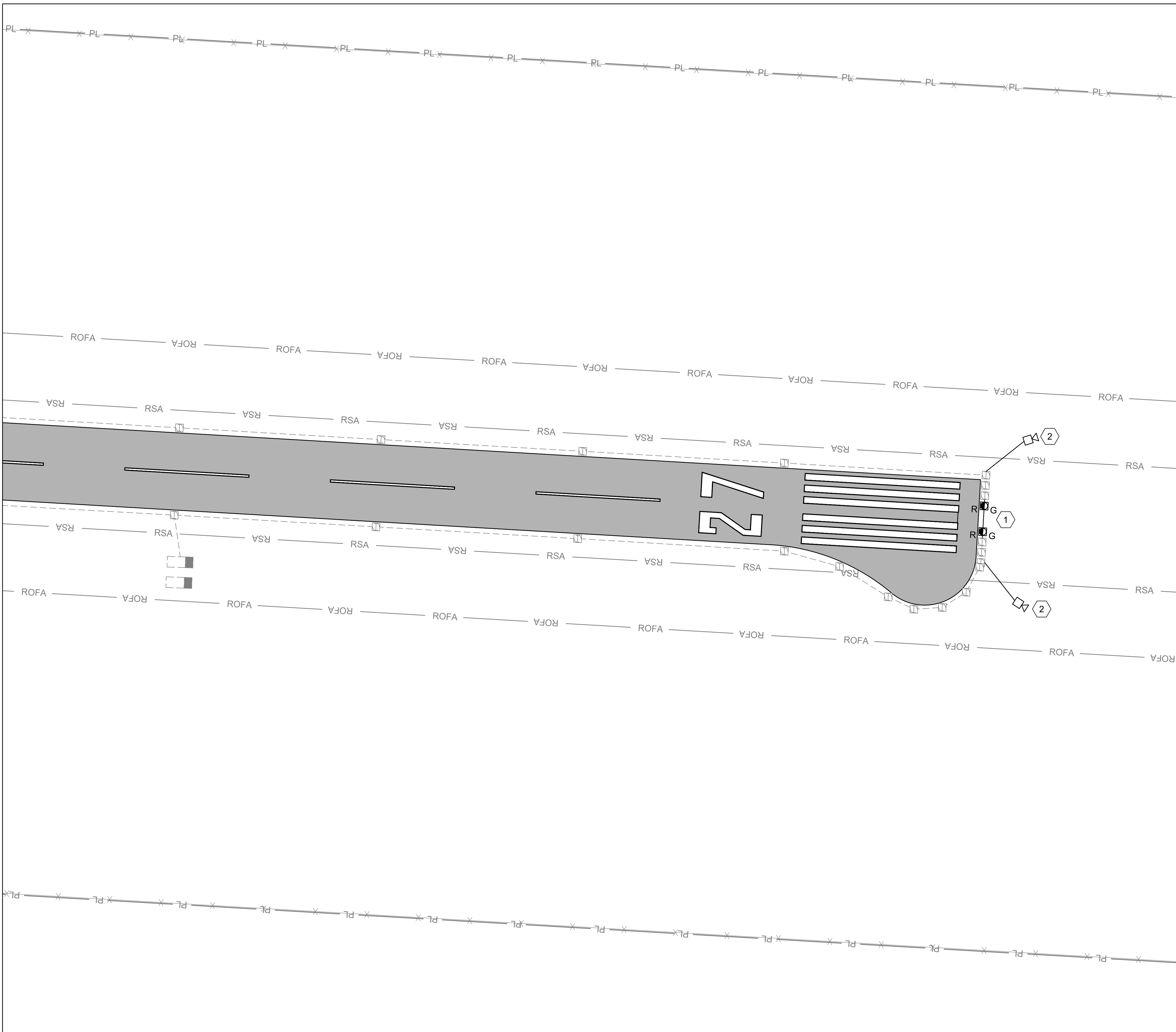
EXHIBIT

JOB NO.:
 DATE:
 DESIGNED BY: KP
 DRAWN BY: KP

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DRAWING NUMBER
EX-1

SHEET NUMBER
1



- NOTES:**
- ① RUNWAY END/THRESHOLD LIGHT
 - ② RUNWAY END IDENTIFIER LIGHTS (REILs)

File: \\garverinc.local\data\Projects\2024\24A25200 - 4V1 Airfield Lighting and Signage Rehab\Drawings\EXHIBITS\Exhibit1.dwg Last Save: 8/16/2022 1:05 PM Plotted by: KPaudel
 Last plotted by: Paudel, Kushala Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 8/16/2022 1:07 PM Plotter used: DWG To PDF.pc3

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REV.	DATE	DESCRIPTION	BY

SPANISH PEAKS AIRFIELD 4V1
 HUERFANO COUNTY, CO

ELECTRICAL EXHIBIT

EXHIBIT

JOB NO.:
 DATE:
 DESIGNED BY: KP
 DRAWN BY: KP

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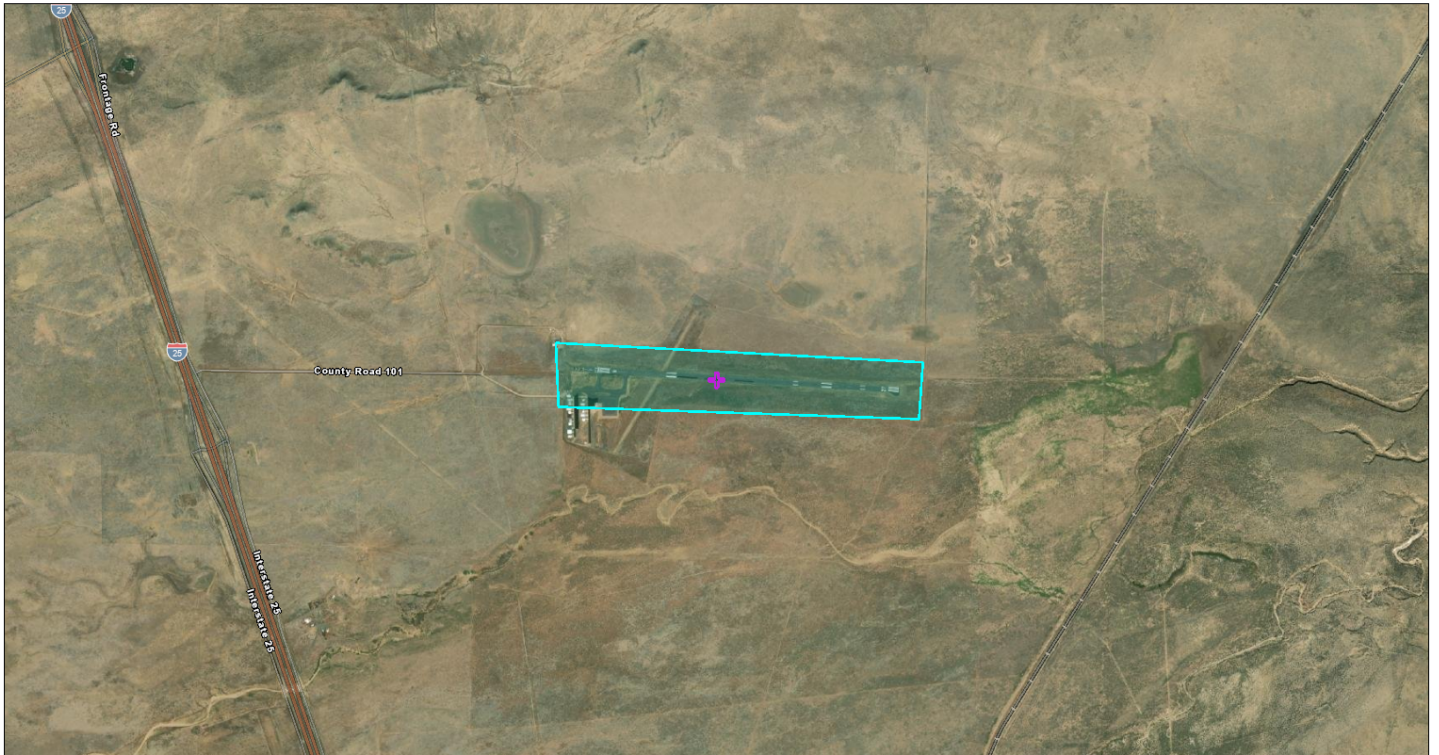
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2

NEP Assist Report

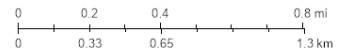
Spanish Peaks Airfield



January 10, 2023

- Spanish Peaks Airfield
- + Search Result (point)

1:20,387



Erii, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/ASA, USGS, EPA, NPS, US Census Bureau, USDA, Maxar

Input Coordinates: 37.698123,-104.793078,37.697331,-104.774196,37.695022,-104.774396,37.695520,-104.792935,37.698123,-104.793078

Project Area	0.17 sq mi
Within an Ozone 8-hr (1997 standard) Non-Attainment/Maintenance Area?	no
Within an Ozone 8-hr (2008 standard) Non-Attainment/Maintenance Area?	no
Within a Lead (2008 standard) Non-Attainment/Maintenance Area?	no
Within a SO2 1-hr (2010 standard) Non-Attainment/Maintenance Area?	no
Within a PM2.5 24hr (2006 standard) Non-Attainment/Maintenance Area?	no
Within a PM2.5 Annual (1997 standard) Non-Attainment/Maintenance Area?	no
Within a PM2.5 Annual (2012 standard) Non-Attainment/Maintenance Area?	no
Within a PM10 (1987 standard) Non-Attainment/Maintenance Area?	no
Within a Federal Land?	no
Within an impaired stream?	no
Within an impaired waterbody?	no
Within a waterbody?	no
Within a stream?	no
Within an NWI wetland?	Available Online
Within a Brownfields site?	no
Within a Superfund site?	no
Within a Toxic Release Inventory (TRI) site?	no
Within a water discharger (NPDES)?	yes
Within a hazardous waste (RCRA) facility?	no

Within an air emission facility?	no
Within a school?	no
Within an airport?	yes
Within a hospital?	no
Within a designated sole source aquifer?	no
Within a historic property on the National Register of Historic Places?	no
Within a Toxic Substances Control Act (TSCA) site?	no
Within a Land Cession Boundary?	yes
Within a tribal area (lower 48 states)?	no
Within the service area of a mitigation or conservation bank?	yes
Within the service area of an In-Lieu-Fee Program?	no
Within a Public Property Boundary of the Formerly Used Defense Sites?	no
Within a Munitions Response Site?	no
Within an Essential Fish Habitat (EFH)?	no
Within a Habitat Area of Particular Concern (HAPC)?	no
Within an EFH Area Protected from Fishing (EFHA)?	no
Within a Bureau of Land Management Area of Critical Environmental Concern?	no
Within an ESA-designated Critical Habitat Area per U.S. Fish & Wildlife Service?	no
Within an ESA-designated Critical Habitat river, stream or water feature per U.S. Fish & Wildlife Service?	no

Created on: 1/10/2023 7:38:37 PM



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Colorado Ecological Services Field Office
Denver Federal Center
P.O. Box 25486
Denver, CO 80225-0486
Phone: (303) 236-4773 Fax: (303) 236-4005

In Reply Refer To:
Project Code: 2023-0032161
Project Name: Spanish Peaks Airfield

January 11, 2023

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

To Whom It May Concern:

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

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

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

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

(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

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

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

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

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

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php>.

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

01/11/2023

3

Attachment(s):

- Official Species List

01/11/2023

1

Official Species List

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

This species list is provided by:

Colorado Ecological Services Field Office

Denver Federal Center
P.O. Box 25486
Denver, CO 80225-0486
(303) 236-4773

Project Summary

Project Code: 2023-0032161
Project Name: Spanish Peaks Airfield
Project Type: Airport - Maintenance/Modification
Project Description: Airfield lighting rehabilitation
Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@37.6963799,-104.78376229565382,14z>



Counties: Huerfano County, Colorado

Endangered Species Act Species

There is a total of 3 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

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

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

Mammals

NAME	STATUS
<p>Gray Wolf <i>Canis lupus</i></p> <p>Population: U.S.A.: All of AL, AR, CA, CO, CT, DE, FL, GA, IA, IN, IL, KS, KY, LA, MA, MD, ME, MI, MO, MS, NC, ND, NE, NH, NJ, NV, NY, OH, OK, PA, RI, SC, SD, TN, TX, VA, VT, WI, and WV; and portions of AZ, NM, OR, UT, and WA. Mexico.</p> <p>There is final critical habitat for this species.</p> <p>This species only needs to be considered under the following conditions:</p> <ul style="list-style-type: none"> ▪ Lone, dispersing gray wolves may be present throughout the state of Colorado. If your activity includes a predator management program, please consider this species in your environmental review. <p>Species profile: https://ecos.fws.gov/ecp/species/4488</p>	Endangered

Fishes

NAME	STATUS
<p>Greenback Cutthroat Trout <i>Oncorhynchus clarkii stomias</i></p> <p>No critical habitat has been designated for this species.</p> <p>Species profile: https://ecos.fws.gov/ecp/species/2775</p>	Threatened

Insects

NAME	STATUS
<p>Monarch Butterfly <i>Danaus plexippus</i></p> <p>No critical habitat has been designated for this species.</p> <p>Species profile: https://ecos.fws.gov/ecp/species/9743</p>	Candidate

01/11/2023

4

Critical habitats

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

01/11/2023

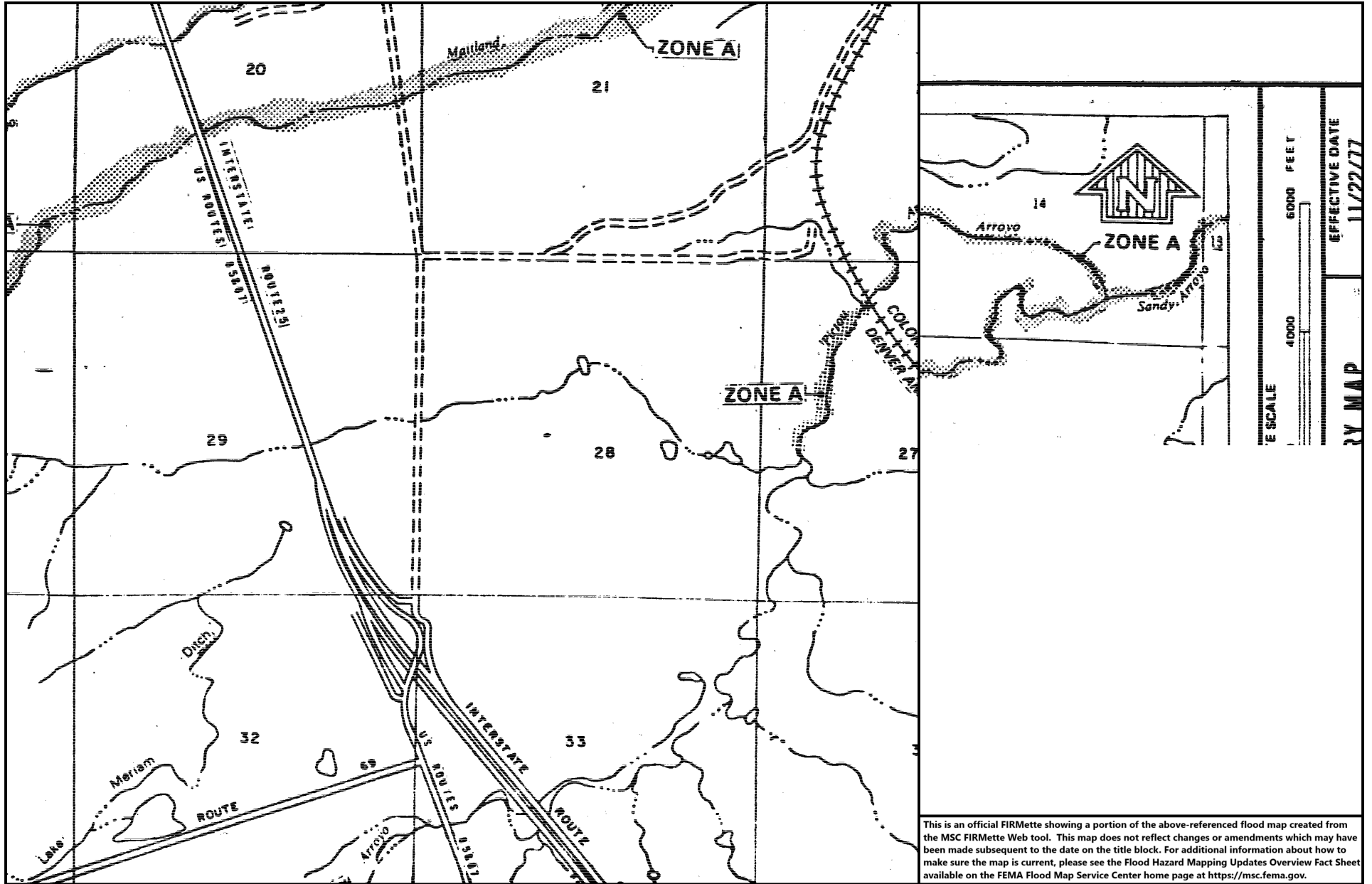
5

IPaC User Contact Information

Agency: Garver, LLC
Name: John Rostas
Address: 2111 Parkway Office Circle
Address Line 2: Suite 100
City: Birmingham
State: AL
Zip: 35244
Email: jmroostas@garverusa.com
Phone: 2054439491

Lead Agency Contact Information

Lead Agency: Federal Aviation Administration



SCALE
 4000 6000 FEET

EFFECTIVE DATE
 11/22/77

RY MAP

This is an official FIRMette showing a portion of the above-referenced flood map created from the MSC FIRMette Web tool. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For additional information about how to make sure the map is current, please see the Flood Hazard Mapping Updates Overview Fact Sheet available on the FEMA Flood Map Service Center home page at <https://msc.fema.gov>.

61	DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT Federal Insurance Administration HUERFANO CO., CO (UNINC. AREA)	APPROXIMATE SCALE 2000 0 2000 4000 6000 FEET
	FLOOD HAZARD BOUNDARY MAP	EFFECTIVE DATE 11/22/77








Spanish Peaks Airfield



U.S. Fish and Wildlife Service, National Standards and Support Team,
wetlands_team@fws.gov

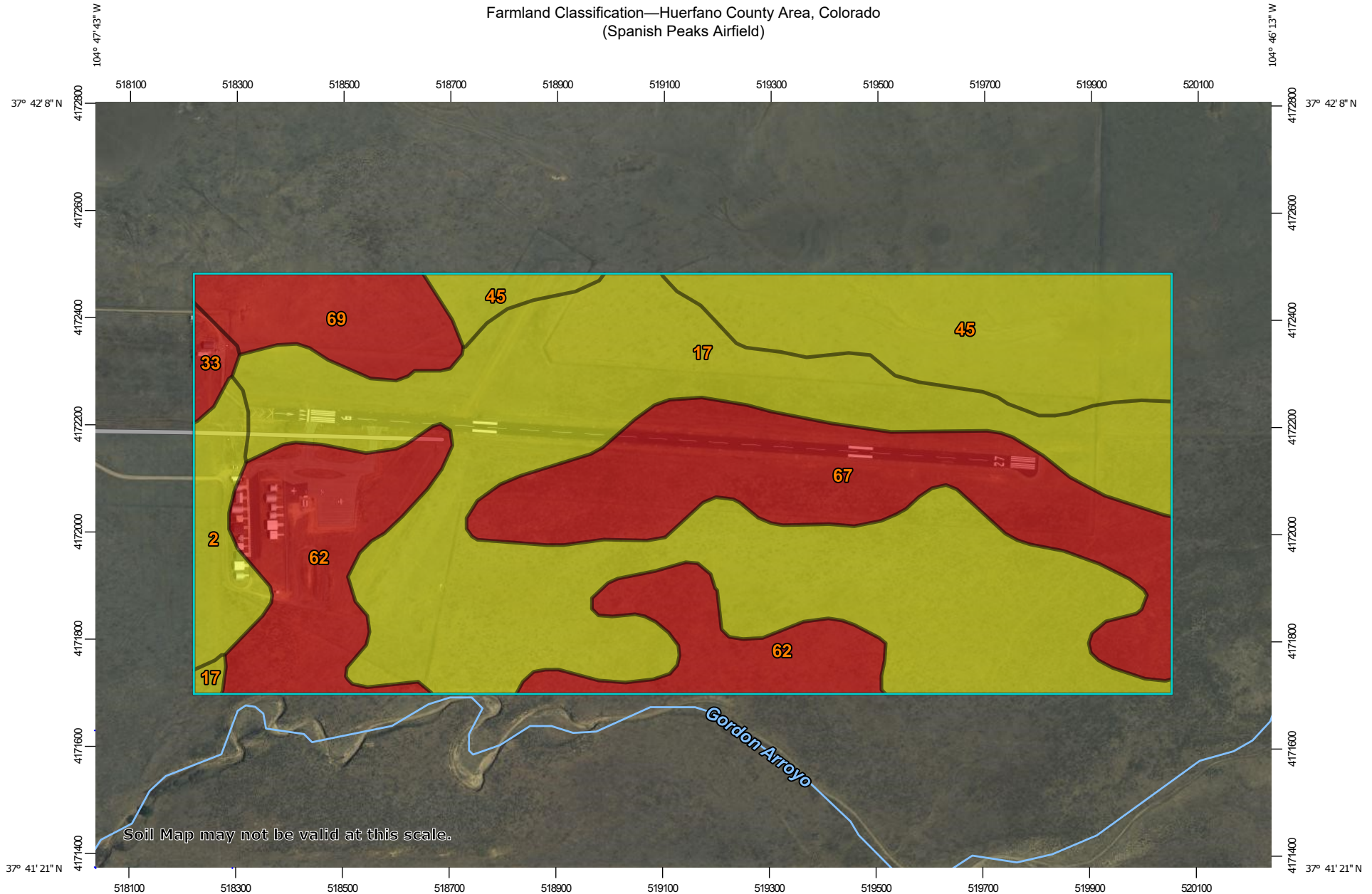
January 11, 2023

Wetlands

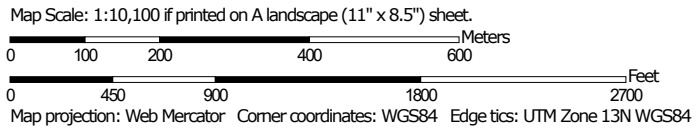
- | | | | | | |
|---|--------------------------------|---|-----------------------------------|---|----------|
|  | Estuarine and Marine Deepwater |  | Freshwater Emergent Wetland |  | Lake |
|  | Estuarine and Marine Wetland |  | Freshwater Forested/Shrub Wetland |  | Other |
| | |  | Freshwater Pond |  | Riverine |

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

Farmland Classification—Huerfano County Area, Colorado
(Spanish Peaks Airfield)




Soil Map may not be valid at this scale.



Farmland Classification—Huerfano County Area, Colorado
(Spanish Peaks Airfield)









MAP LEGEND








Area of Interest (AOI)






 Area of Interest (AOI)








Soils



Soil Rating Polygons

-  Not prime farmland
-  All areas are prime farmland
-  Prime farmland if drained
-  Prime farmland if protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated
-  Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated and drained
-  Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season









-  Prime farmland if subsoiled, completely removing the root inhibiting soil layer
-  Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
-  Prime farmland if irrigated and reclaimed of excess salts and sodium
-  Farmland of statewide importance
-  Farmland of statewide importance, if drained
-  Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if irrigated

-  Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if irrigated and drained
-  Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer
-  Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60





































-  Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium
-  Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if warm enough
-  Farmland of statewide importance, if thawed
-  Farmland of local importance
-  Farmland of local importance, if irrigated

-  Farmland of unique importance
-  Not rated or not available






















Soil Rating Lines

-  Not prime farmland
-  All areas are prime farmland
-  Prime farmland if drained
-  Prime farmland if protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated
-  Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated and drained
-  Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season

Farmland Classification—Huerfano County Area, Colorado
(Spanish Peaks Airfield)

	Prime farmland if subsoiled, completely removing the root inhibiting soil layer		Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium		Farmland of unique importance		Prime farmland if subsoiled, completely removing the root inhibiting soil layer
	Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60		Farmland of statewide importance, if irrigated and drained		Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season		Soil Rating Points Not prime farmland		Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
	Prime farmland if irrigated and reclaimed of excess salts and sodium		Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season		All areas are prime farmland		Prime farmland if irrigated and reclaimed of excess salts and sodium
	Farmland of statewide importance		Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer		Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season		Prime farmland if protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance
	Farmland of statewide importance, if drained		Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer		Farmland of statewide importance, if warm enough		Prime farmland if irrigated		Farmland of statewide importance, if drained
	Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60		Farmland of statewide importance, if thawed		Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season
	Farmland of statewide importance, if irrigated				Farmland of local importance		Prime farmland if irrigated and drained		Farmland of statewide importance, if irrigated
					Farmland of local importance, if irrigated		Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season		

Farmland Classification—Huerfano County Area, Colorado
(Spanish Peaks Airfield)

<ul style="list-style-type: none">  Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season  Farmland of statewide importance, if irrigated and drained  Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season  Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer  Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60 	<ul style="list-style-type: none">  Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium  Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season  Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season  Farmland of statewide importance, if warm enough  Farmland of statewide importance, if thawed  Farmland of local importance  Farmland of local importance, if irrigated 	<ul style="list-style-type: none">  Farmland of unique importance  Not rated or not available <p>Water Features</p> <ul style="list-style-type: none">  Streams and Canals <p>Transportation</p> <ul style="list-style-type: none">  Rails  Interstate Highways  US Routes  Major Roads  Local Roads <p>Background</p> <ul style="list-style-type: none">  Aerial Photography 	<p>The soil surveys that comprise your AOI were mapped at 1:24,000.</p> <div style="border: 1px solid black; padding: 5px; margin: 5px 0;"> <p>Warning: Soil Map may not be valid at this scale.</p> <p>Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.</p> </div> <p>Please rely on the bar scale on each map sheet for map measurements.</p> <p>Source of Map: Natural Resources Conservation Service Web Soil Survey URL: Coordinate System: Web Mercator (EPSG:3857)</p> <p>Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.</p> <p>This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.</p> <p>Soil Survey Area: Huerfano County Area, Colorado Survey Area Data: Version 19, Sep 2, 2022</p> <p>Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.</p> <p>Date(s) aerial images were photographed: Mar 31, 2020—May 18, 2020</p> <p>The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.</p>
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Farmland Classification

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
2	Baca silt loam, 0 to 3 percent slopes, cool	Prime farmland if irrigated	11.8	3.3%
17	Fort Collins loam, 1 to 3 percent slopes	Prime farmland if irrigated	167.0	46.8%
33	Limon silty clay loam, 0 to 2 percent slopes	Not prime farmland	2.8	0.8%
45	Manzanst silty clay loam, cool, 0 to 3 percent slopes	Prime farmland if irrigated	48.5	13.6%
62	Otero sandy loam, cool, 1 to 9 percent slopes	Not prime farmland	50.1	14.0%
67	Potts sandy loam, 1 to 8 percent slopes	Not prime farmland	58.3	16.4%
69	Razor silty clay, 2 to 20 percent slopes	Not prime farmland	18.2	5.1%
Totals for Area of Interest			356.7	100.0%

Description

Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops. NRCS policy and procedures on prime and unique farmlands are published in the "Federal Register," Vol. 43, No. 21, January 31, 1978.

Rating Options

Aggregation Method: No Aggregation Necessary

Tie-break Rule: Lower