

Notice of Initial Environmental Planning Information
Easterwood Airport
Runway Program
College Station, Texas

Easterwood Airport (CLL or Airport) is a public-use airport located in College Station, Texas, owned by the Texas A&M University System (TAMU System) and operated by Easterwood Airport Management (Airport Sponsor). The Airport Sponsor is preparing this Initial Environmental Planning Information document to inform the public and agencies about the current safety and operational deficiencies at the Airport as well as information on the purpose and need, alternatives, site surveys, comment information, and future involvement. The purpose of this initial environmental planning information is to advise the public and agencies of the Airport Sponsor's proposed project and request any relevant information that the public and agencies may have regarding the project site or environs.

The website to access the Initial Environmental Planning Information is:

https://info.flyeasterwood.com/wp-content/uploads/2026/07/CLL_EA_InitialEnvPlanInfo_v1.0.pdf

All agencies and members of the public will have the opportunity to provide comments during the 30-day review period on the Initial Environmental Planning Information document (July 9, 2026, through August 8, 2026).

Comments on the Initial Environmental Planning Information may be submitted to the Airport Sponsor's designee via U.S. Mail or email and sent to:

Julie Barrow

CLL Environmental Project Manager

4582 South Ulster Street

Suite 1100

Denver, Colorado 80237

or

julie.barrow@rsandh.com

Comments may also be submitted to the FAA via U.S. Mail or email and sent to:

Kristi Ponozzo

Federal Aviation Administration, Southwest Region

10101 Hillwood Parkway

Fort Worth, TX 76177

or

Kristi.M.Ponozzo@faa.gov.

All comments sent via U.S. Mail must be postmarked by 5:00pm Central Daylight Time (CDT) on August 8, 2026. All comments sent via email must be received by 5:00pm CDT on August 8, 2026.

Notice of Initial Environmental Planning Information Packet

1 Airport Information

Easterwood Airport (CLL or Airport) is a public-use airport located in College Station, Texas, owned by the Texas A&M University System (TAMU System) and operated by Easterwood Airport Management (Airport Sponsor). The Federal Aviation Administration (FAA) classifies CLL as a non-hub primary commercial service airport in the National Plan of Integrated Airport Systems (NPIAS).¹ The Airport provides scheduled commercial airline service, charter service, general aviation (GA), air taxi operations, military operations, and emergency operations for the City of College Station, Texas A&M University, and the surrounding Brazos Valley region.

The Airport has two paved runways: Runway 17-35 (7,000 feet long by 146 feet wide), which serves as the primary runway for all commercial, charter, and military operations, and Runway 11-29 (5,158 feet long by 150 feet wide), the secondary crosswind runway. Runway 17-35 has two parallel taxiways: Taxiway A (full length to the east) and Taxiway H (partial length to the west). Runway 11-29 mostly serves smaller GA and air taxi aircraft and provides an alternative for operations during crosswind conditions. Runway 11-29 has one partial-length parallel taxiway, Taxiway B. The third runway, Runway 4-22 has been decommissioned and is no longer used by the Airport in any capacity.

Additional infrastructure at CLL includes an FAA Airport Traffic Control Tower (ATCT), commercial terminal, GA facilities, aircraft hangars, and an Aircraft Rescue and Firefighting (ARFF) station.

The purpose of this initial environmental planning information is to:

- Advise the public and agencies of the Airport Sponsor’s proposed project.
- Request any relevant information that the public and agencies may have regarding the project site or environs.

¹ Federal Aviation Administration. (2024, October 28). National Plan of Integrated Airport Systems (NPIAS), 2025–2029: Appendix A—List of NPIAS Airports. Retrieved October 2025 from https://www.faa.gov/airports/planning_capacity/npias/current/ARP-NPIAS-2025-2029-Appendix-A.pdf.

- Solicit early comments regarding potential environmental, social, and economic issues for consideration.

2 Initial Environmental Planning Information

The Airport Sponsor is preparing this Initial Environmental Planning Information document to inform the public and agencies about the current safety and operational deficiencies at the Airport as well as information on the purpose and need, alternatives, site surveys, comment information, and future involvement.

2.1 Purpose and Need

The purpose and need statements describe the underlying reasons for the federal action and provide the foundation for identifying reasonable alternatives to a proposed action. The statements identify the problem facing the Airport Sponsor (i.e., the “need” for the project) and describe what would be achieved by the proposed action (i.e., the “purpose” of the project).

Three distinct purpose and need requirements exist at CLL (runway condition, runway extension, and ATCT relocation); therefore, separate purpose and need statements define the issues and objectives to achieve.

2.1.1 Runway Condition Purpose and Need

The purpose of the proposed runway project is to enhance the safety of aircraft operations at CLL by providing a structurally sound runway that meets the pavement strength requirements of the critical aircraft, while ensuring continuous commercial operations throughout construction. Major rehabilitation or reconstruction of Runway 17-35 pavement is needed to ensure safe and unrestricted aircraft operations. Pavement strength needs to be able to accommodate the Airport’s forecasted fleet mix to avoid ongoing operational restrictions and economic losses for the Airport Sponsor, including reduced landing fees, lower passenger facility charges, and the potential loss of airline service. To ensure continuous commercial operations during construction and to minimize economic loss to the Airport Sponsor and the Brazos Valley region, CLL must maintain at least 7,000 feet of pavement length.

2.1.2 Runway Extension Purpose and Need

The purpose of the proposed runway extension is to enhance the safety of aircraft operations at CLL by providing a total runway length of 8,000 feet that meets the operational requirements of the critical aircraft and larger aircraft under a range of environmental conditions. At an existing runway length of 7,000 feet for Runway 17-35, most large aircraft currently operating at CLL are operating with reduced takeoff weights and reduced payload when departing at maximum takeoff weight (MTOW). The runway length needed to allow forecast aircraft to operate without payload reductions is 8,800 feet for the Boeing 737-900ER aircraft for charter operations, and 7,700 feet for the Embraer E175 for commercial service operations. Additionally, the Airport cannot accommodate diverted, larger aircraft up to the Boeing-767 during times of severe weather at other airports (e.g., Houston Bush Intercontinental, Austin-Bergstrom International, San Antonio International, or William P. Hobby Airport) with the existing 7,000-foot Runway 17-35. Over the course of the last three years, more than 80 such diversions have occurred.

2.1.3 Airport Traffic Control Tower (ATCT) Purpose and Need

The purpose of relocating the ATCT is to enhance the safety of aircraft operations at CLL by providing air traffic controllers with an ATCT facility that meets FAA requirements for accessibility, fire safety, communications, navigation, surveillance, and full visibility of all runways and taxiways. The existing ATCT does not meet current FAA standards for fire safety or electrical and communication systems. Therefore, the replacement of the ATCT is necessary to ensure safe and reliable air traffic operations. The existing ATCT location does not provide for full line-of-sight for air traffic controllers for existing Runway 17-35. Accordingly, relocation of the ATCT is currently needed to ensure full line-of-sight for the entire movement area, as required by FAA standards.

3 Alternatives

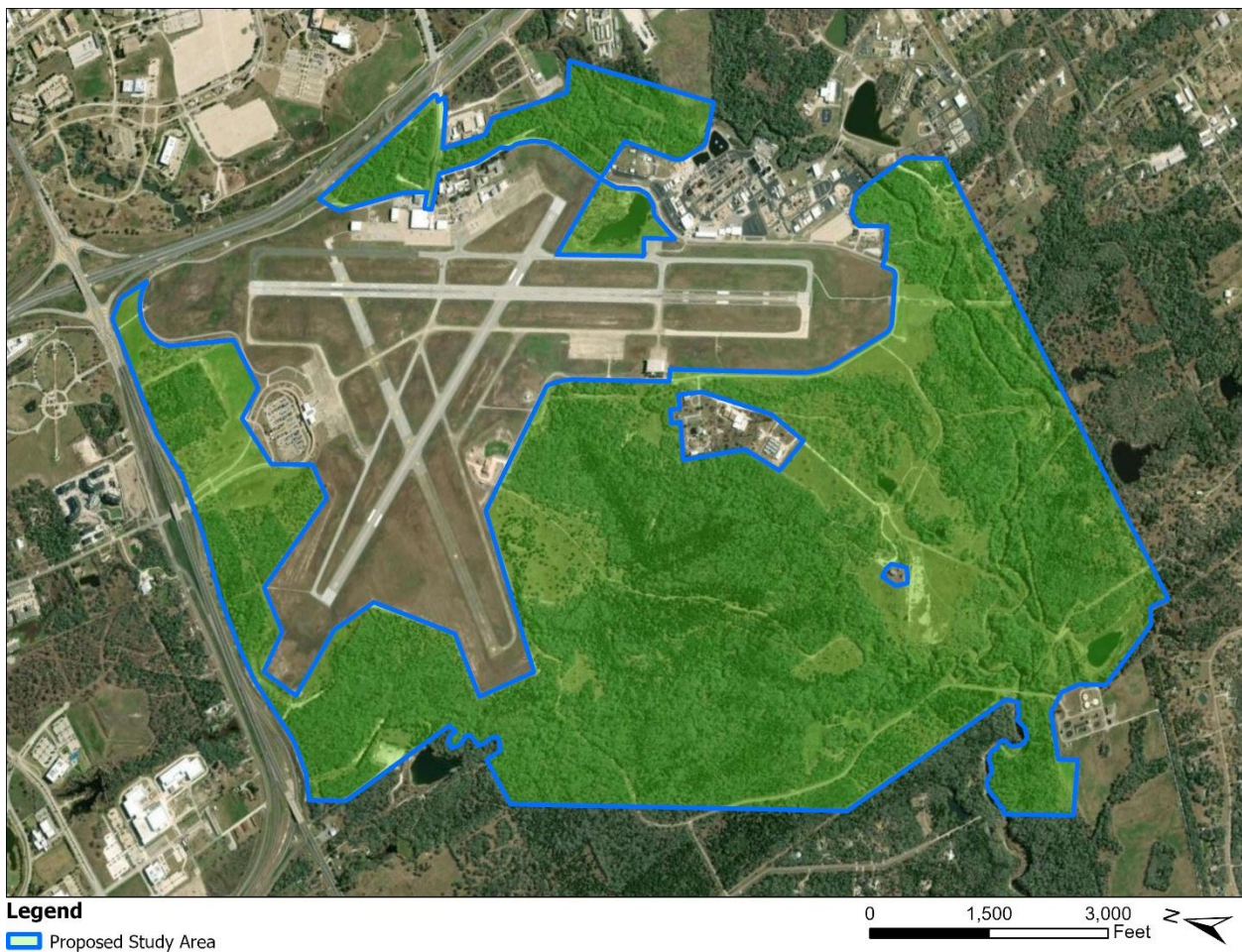
To address Runway 17-35 pavement deterioration and the need for an 8,000-foot-long runway, alternatives will be developed to include modifications to the existing airfield, using other airports, and constructing a new airport. Alternatives for modifying the airfield will consider the rehabilitation, reconstruction, extension, recommissioning, and/or closure of Runways 17-35, 11-29, and 4-22, as well as the construction of a replacement runway. CLL must maintain at least 7,000 feet of pavement length to

ensure continuous commercial operations during construction and to minimize economic loss to the Airport Sponsor and the Brazos Valley region.

4 Proposed Study Area and Site Surveys

To assist with the development of alternatives that satisfy the purpose and need, specialists will conduct site surveys to evaluate the potential presence of environmental resources. A Proposed Study Area was determined based on the Airport property boundary and the TAMU System property boundary, and where construction activities could potentially occur. The site surveys will include those for biological resources, cultural resources, and water resources.

Figure 1 Proposed Study Area



5 Comments on Environmental Planning Information

All agencies and members of the public will have the opportunity to provide comments during the 30-day review period on the Initial Environmental Planning Information document (July 9, 2026, through August 8, 2026).

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6 Future Involvement

6.1 Public Open House

The Airport Sponsor will hold a public open house following the completion of the development of alternatives and the site surveys. The public open house will provide additional opportunities for agencies and members of the public to comment on the

alternatives analysis and the initial environmental planning information, including information obtained through the site surveys.

The Airport Sponsor is also preparing this Initial Environmental Planning Information document to inform the agencies and members of the public of a future National Environmental Policy Act (NEPA) document to address the current safety and operational deficiencies at the Airport. When the NEPA process begins, the Airport Sponsor will update agencies and members of the public on the timeline for the NEPA document. See **Attachment A** for more detailed information on NEPA and the NEPA process.

Attachment A: National Environmental Policy Act (NEPA) and Federal Aviation Administration (FAA) Guidance

A.1 What is NEPA?

The National Environmental Policy Act of 1969 (NEPA, or the Act) is one of the federal laws passed to protect the Nation's environment. NEPA requires each federal agency to disclose to the interested public a clear, accurate description of potential environmental effects that proposed federal actions and reasonable alternatives to those actions would cause.

As 40 Code of Federal Regulations (CFR) 15001(a) notes:

“Section 101(a) of NEPA establishes the national environmental policy of the Federal Government to use all practicable means and measures to foster and promote the general welfare, create and maintain conditions under which humans and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans. Section 102(2) of NEPA establishes procedural requirements to carry out the policy and responsibilities established in section 101 of NEPA and contains ‘action-forcing’ procedural provisions to ensure Federal agencies implement the letter and spirit of the Act. The purpose of the regulations in this subchapter is to set forth what Federal agencies must and should do to comply with the procedures and achieve the goals of the Act. The President, the Federal agencies, and the courts share responsibility for enforcing the Act so as to achieve the policy goals of section 101.”

FAA Order 1050.1G, *National Environmental Policy Act Implementing Procedures*, outlines the FAA agency-wide policies and procedures for compliance with NEPA and U.S. Department of Transportation (US DOT) Order 5610.1D, *DOT's Procedures for Considering Environmental Impacts*. The provisions of these orders apply to actions directly undertaken by the FAA and where the FAA has sufficient control and responsibility to condition the license or project approval by a non-federal entity. The requirements in this order apply to, but are not limited to, the following: all grants, loans, contracts, leases, construction, research activities, rulemaking and regulatory actions, certifications, licensing, permits, plans submitted to the FAA by state and local agencies that require FAA approval, and legislation proposed by the FAA. The order was last revised June 20, 2025.

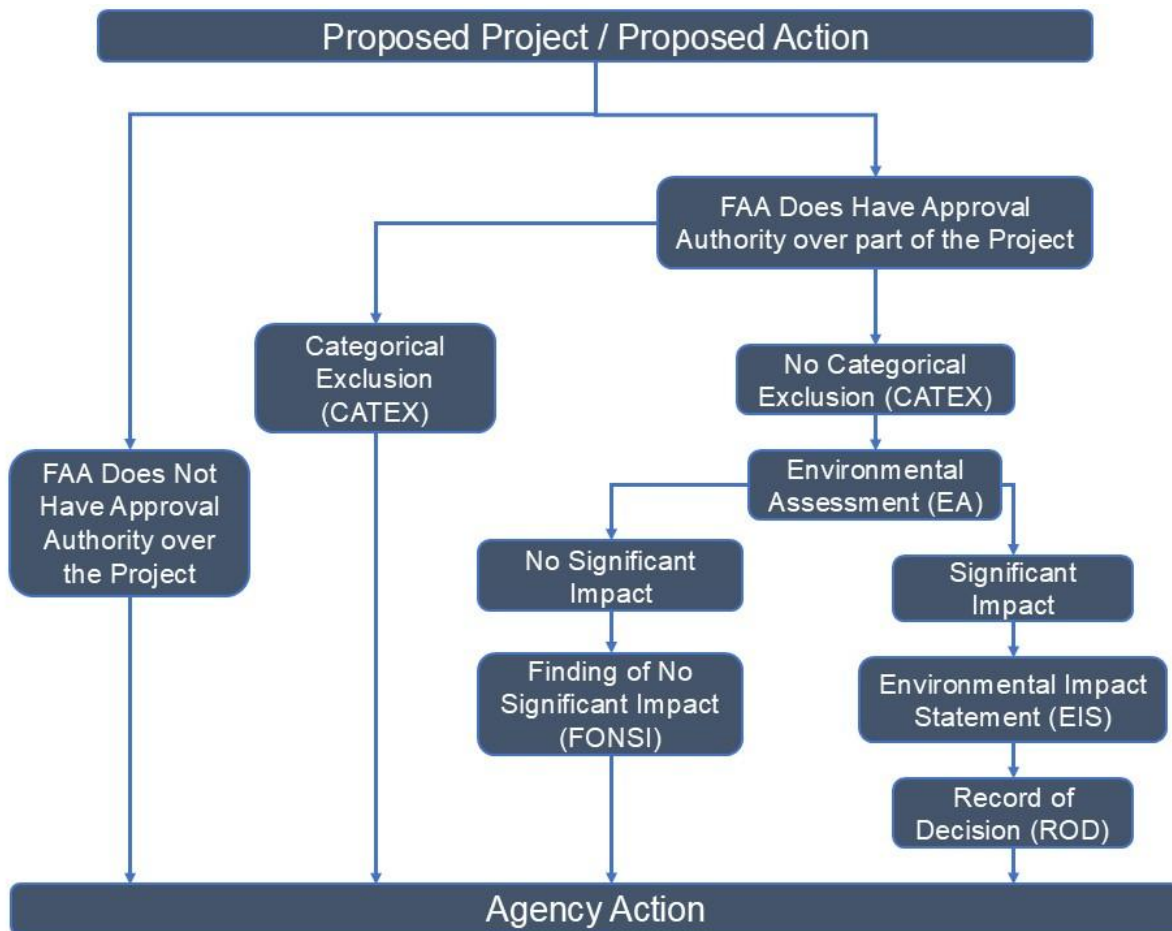
There are three levels of NEPA documentation depending on the scope of a proposed project and the potential environmental impacts associated with a proposed project. These include categorical exclusion (CATEX), environmental assessment (EA), and environmental impact statement (EIS). FAA Order 1050.1G lists actions that the FAA has found in the past to not normally have a significant effect on the environment. Proposed projects that fall within the list found in FAA Order 1050.1G and do not have an extraordinary circumstance can be processed with a CATEX. For proposed projects that do not fall within the list specified as a CATEX in FAA Order 1050.1G, an EA must be prepared. At the completion of the EA, the FAA will issue a Finding of No Significant Impact (FONSI) or continue with an EIS. An EIS must be prepared if the environmental impacts associated with a proposed project are significant impacts that cannot be mitigated below the established significant threshold. At the completion of an EIS, the FAA will issue a Record of Decision (ROD).

A.2 NEPA Objectives

NEPA requires each federal agency to disclose to the interested public a clear, accurate description of potential environmental effects that proposed federal actions and reasonable alternatives to those actions would cause. Through NEPA, Congress directed federal agencies to integrate environmental factors in their planning and decision-making processes. This provides the public with a fair, open opportunity to review and comment on those alternatives and effects and other important environmental matters related to the proposed federal action. In approving the federal actions necessary to support an airport development proposal, the approving FAA official must consider environmental effects as fully and fairly as it does technical, economic, and other non-environmental considerations.

A.3 NEPA Process

The following flowchart depicts the NEPA process.



A.4 FAA Environmental Objectives

Provisions in 49 United States Code (U.S.C.) § 40101 describes FAA’s multiple missions. In proposing actions to carry out its mission to maintain safety and efficiency of air commerce and to consider the requirements of national defense and commercial and general aviation, FAA must comply with NEPA. To do this, FAA must consider ways to enhance environmental quality and avoid or minimize adverse environmental effects from proposed FAA actions and their reasonable alternatives. The FAA has developed specific guidance with respect to NEPA compliance in the form of FAA Order 1050.1G, and US DOT Order 5610.1D.

A.5 FAA Order 1050.1G Environmental Resource Categories

The environmental resource categories that are evaluated in a NEPA document are described in FAA Order 1050.1G and include the following:

- Aviation Emissions and Air Quality
- Biological Resources
- Coastal Resources
- Department of Transportation, Section 4(f)
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historical, Architectural, Archeological, and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Noise and Noise-Compatible Land Use
- Socioeconomics and Children’s Environmental Health and Safety Risks
- Visual Effects (including Light Emissions and Visual Resources / Visual Character)
- Water Resources (including Wetlands, Floodplains, Surface Waters, Groundwater, and Wild and Scenic Rivers)