

Easterwood Airport Runway Program Initial Environmental Planning

Public Open House - Welcome

Purpose and Need: *Runway Condition*

The "Purpose" and "Need" describe the problem and proposed solution

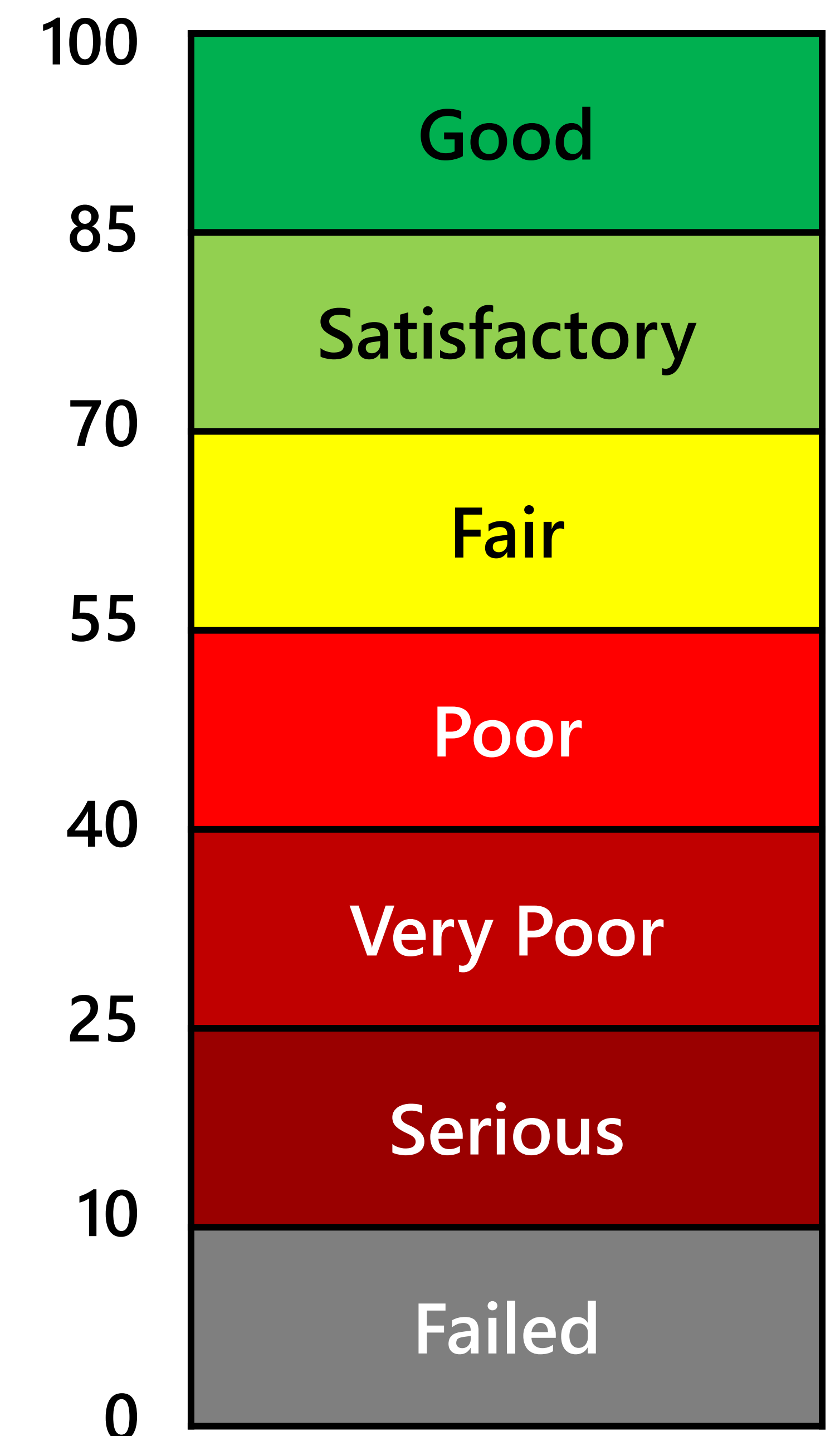
Purpose:

To enhance the safety of aircraft operations at Easterwood Airport by providing a structurally sound runway that meets the pavement strength requirements of the critical aircraft, while ensuring continuous commercial operations throughout construction.

Need:

- Runway pavement is deteriorating
 - PCI rating of "Satisfactory" to "Fair"
- Existing runway strength cannot accommodate critical aircraft
- Runway pavement must be maintained during construction to support commercial operations

Pavement Condition Index (PCI) Ratings:



Source: FAA PaveAir

Purpose and Need: *Runway Extension*

The “Purpose” and “Need” describe the problem and proposed solution

Purpose:

To enhance the safety of aircraft operations at Easterwood Airport 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.

Need:

- Runway cannot accommodate the critical aircraft at maximum takeoff weight
- Runway restricts operational and airline service
- Runway cannot accommodate diverted operations

Purpose and Need: *Airport Traffic Control Tower*

The "Purpose" and "Need" describe the problem and proposed solution

Purpose:

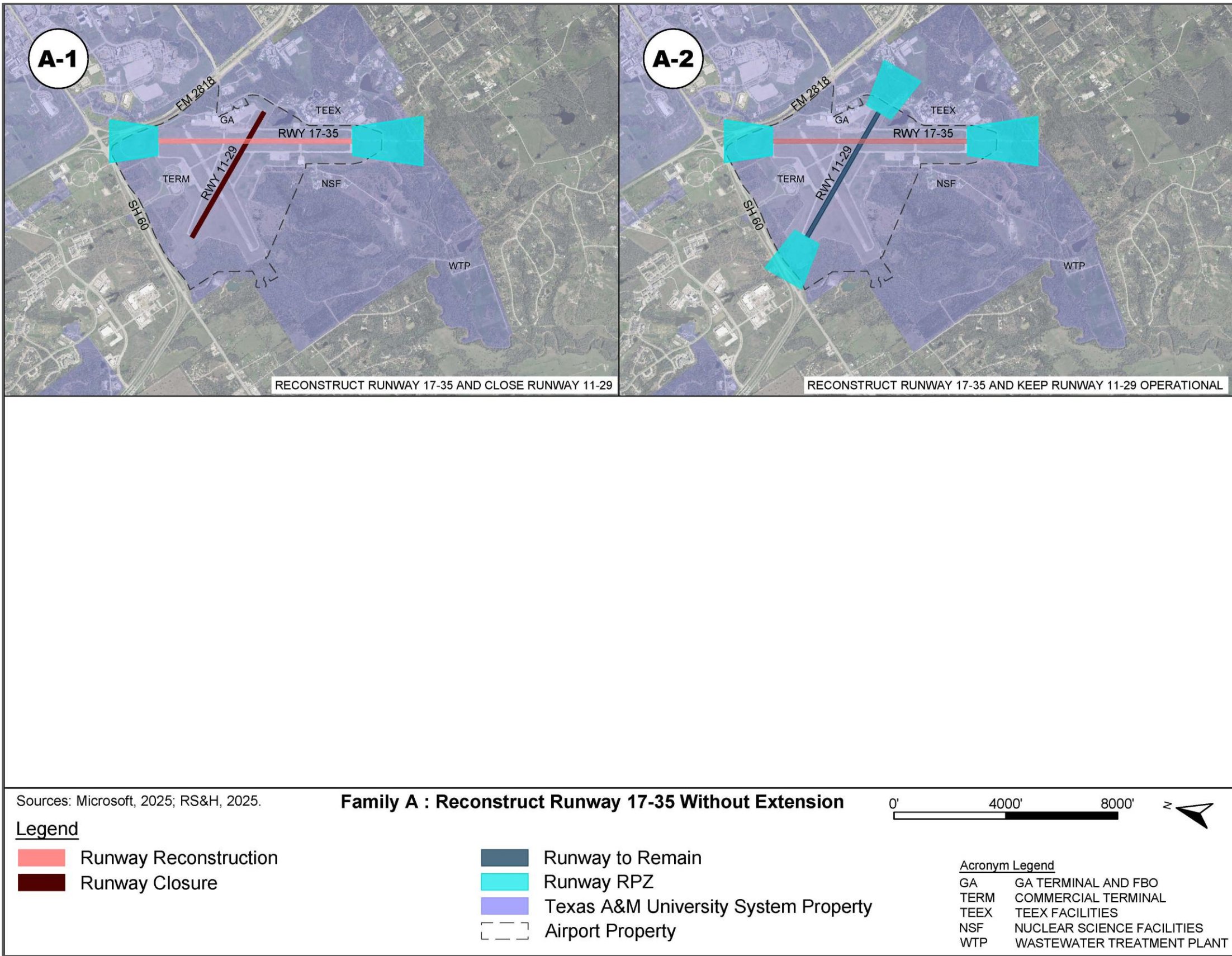
To enhance the safety of aircraft operations at Easterwood Airport by providing air traffic controllers with an airport traffic control tower (ATCT) facility that meets FAA requirements for accessibility, fire safety, communications, navigation, surveillance, and full visibility of all runways and taxiways.

Need:

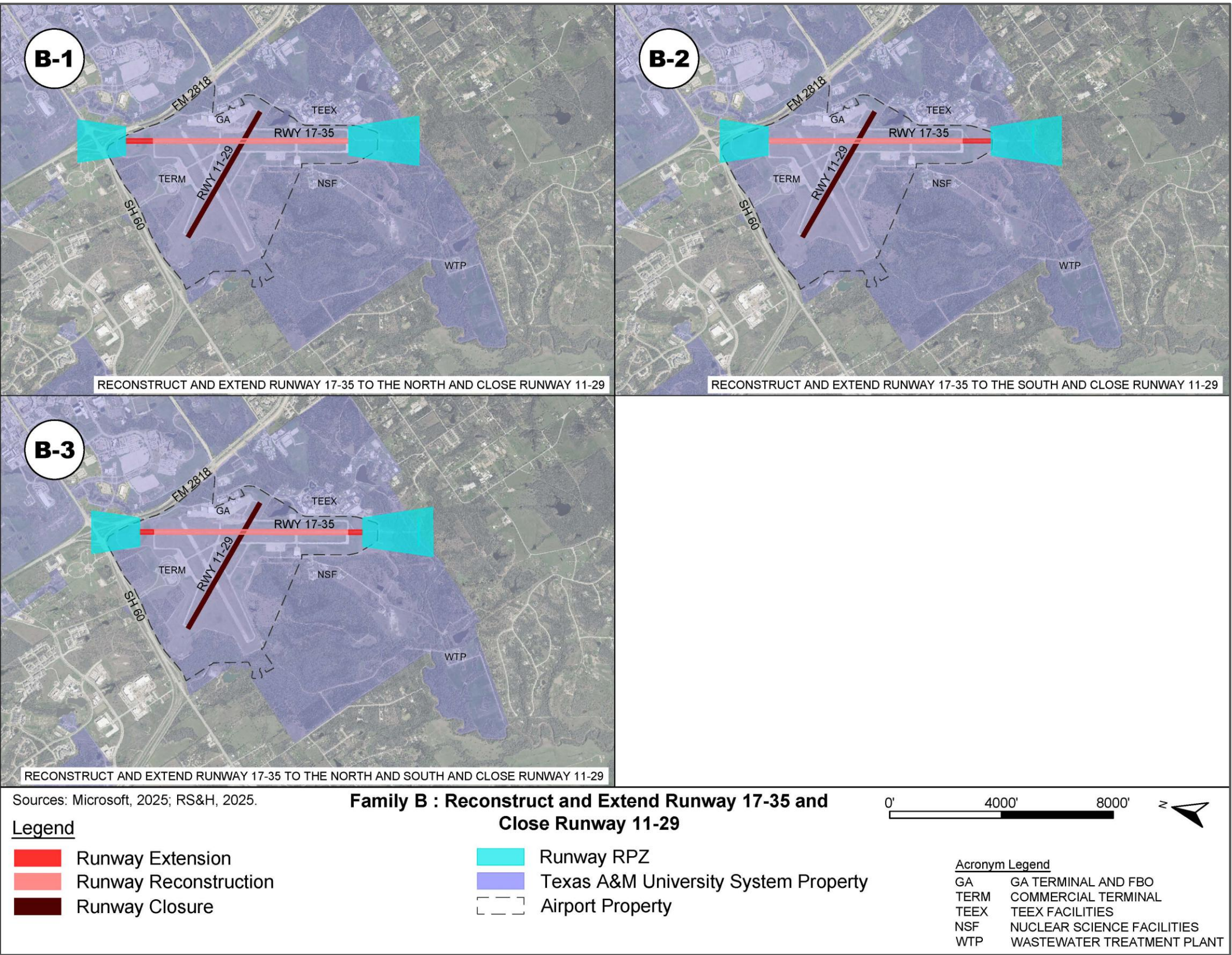
- ATCT does not comply with FAA safety and operational standards
- ATCT does not provide required visual coverage of the runway and movement areas

Alternatives Development

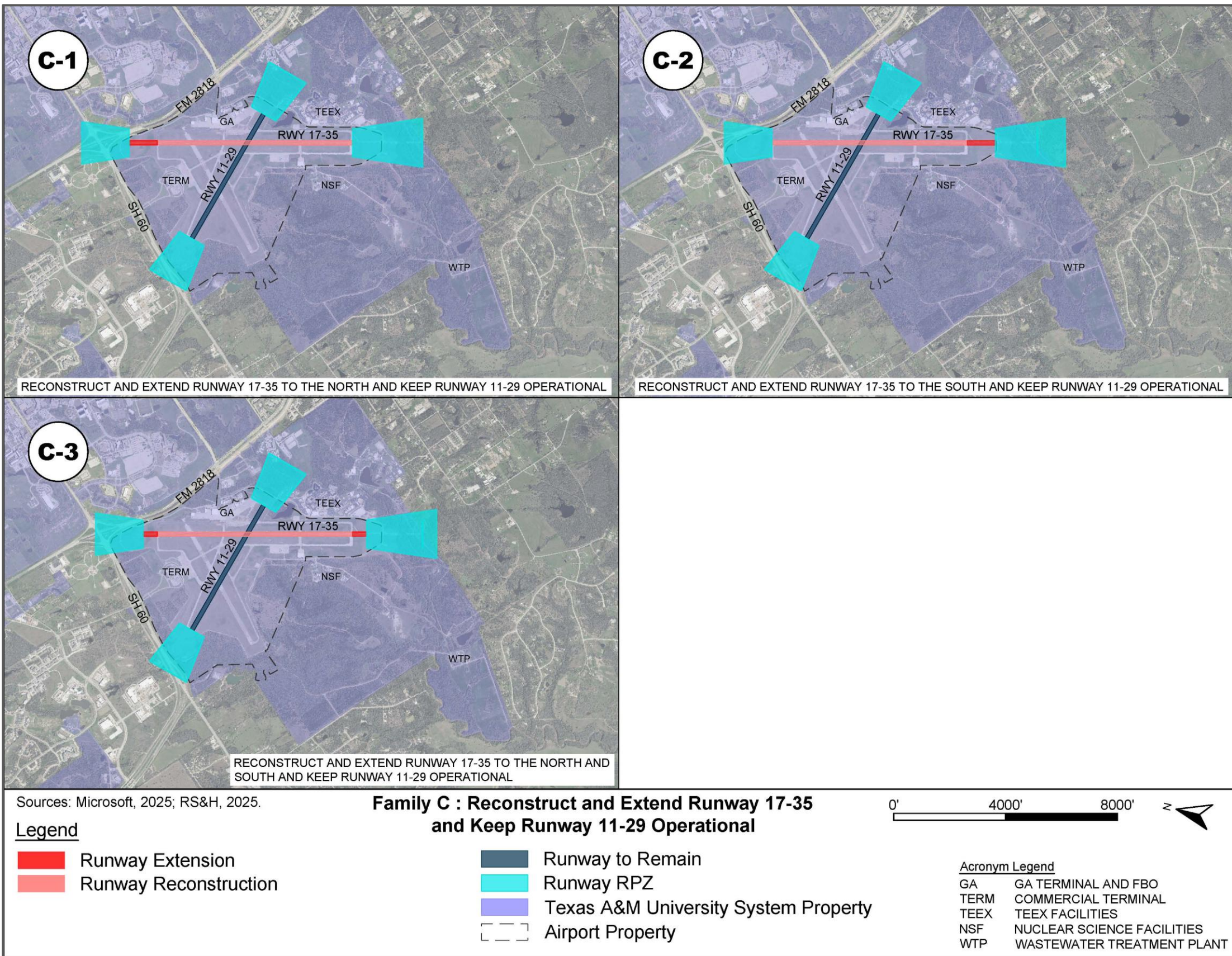
Family A



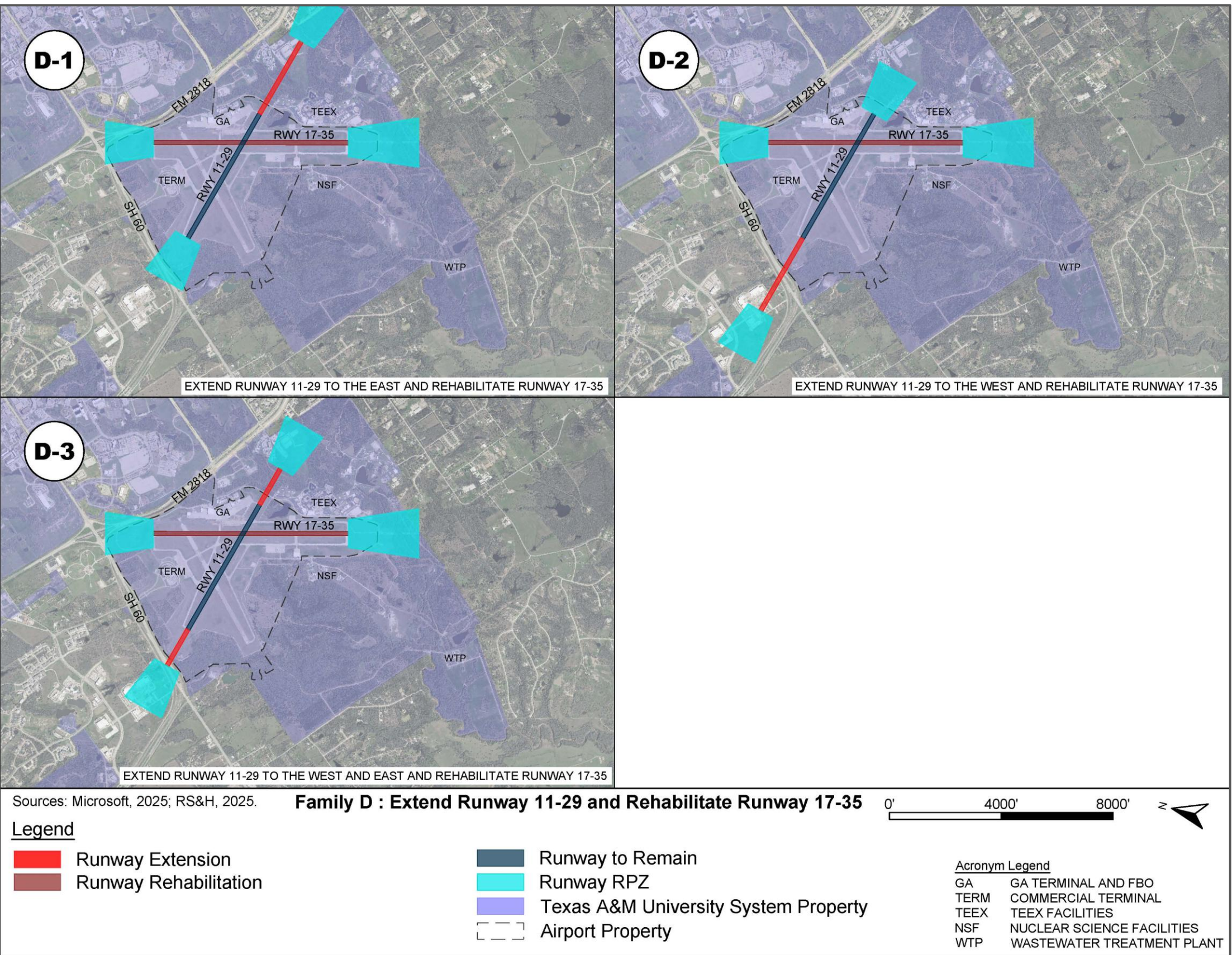
Family B



Family C

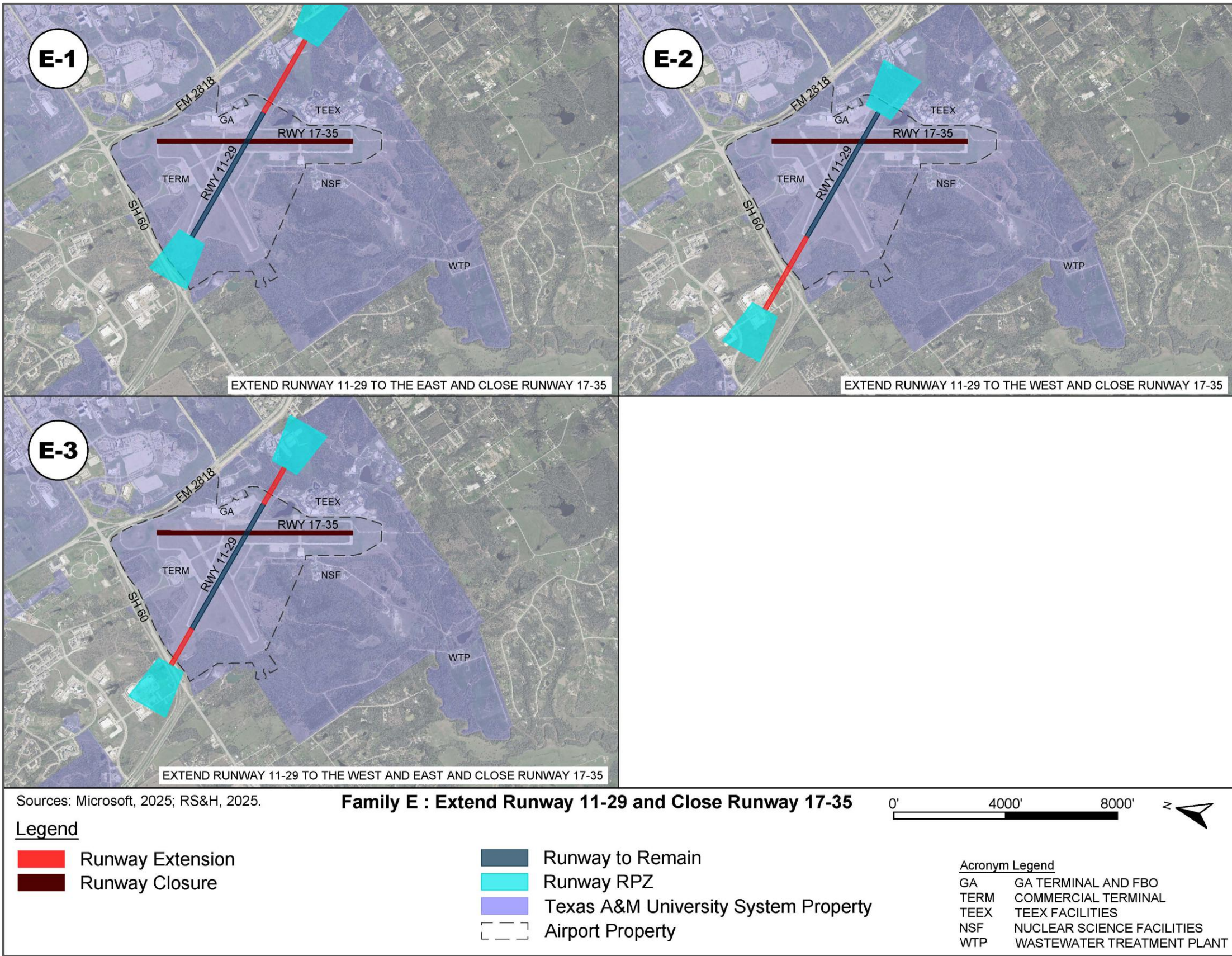


Family D

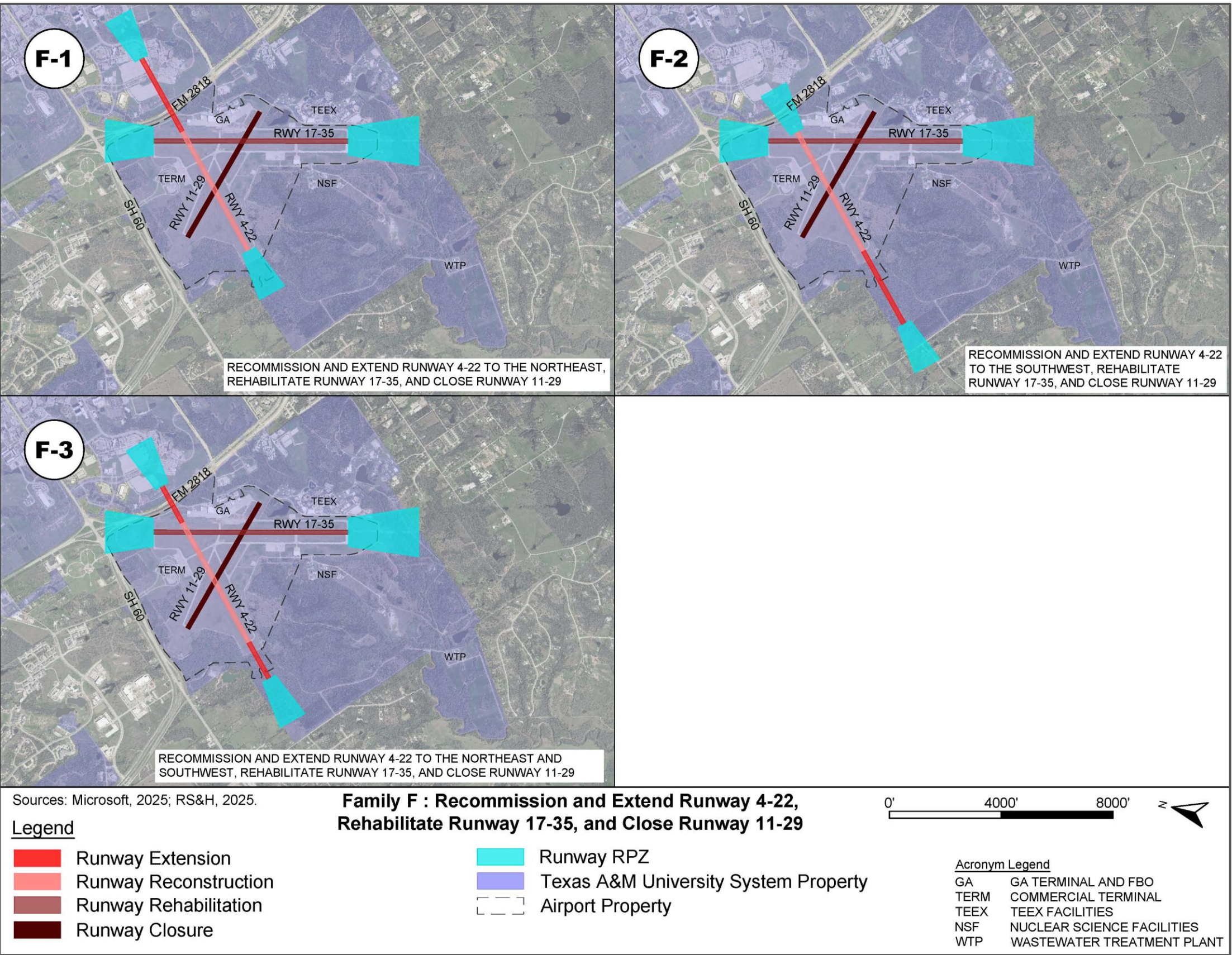


Alternatives Development

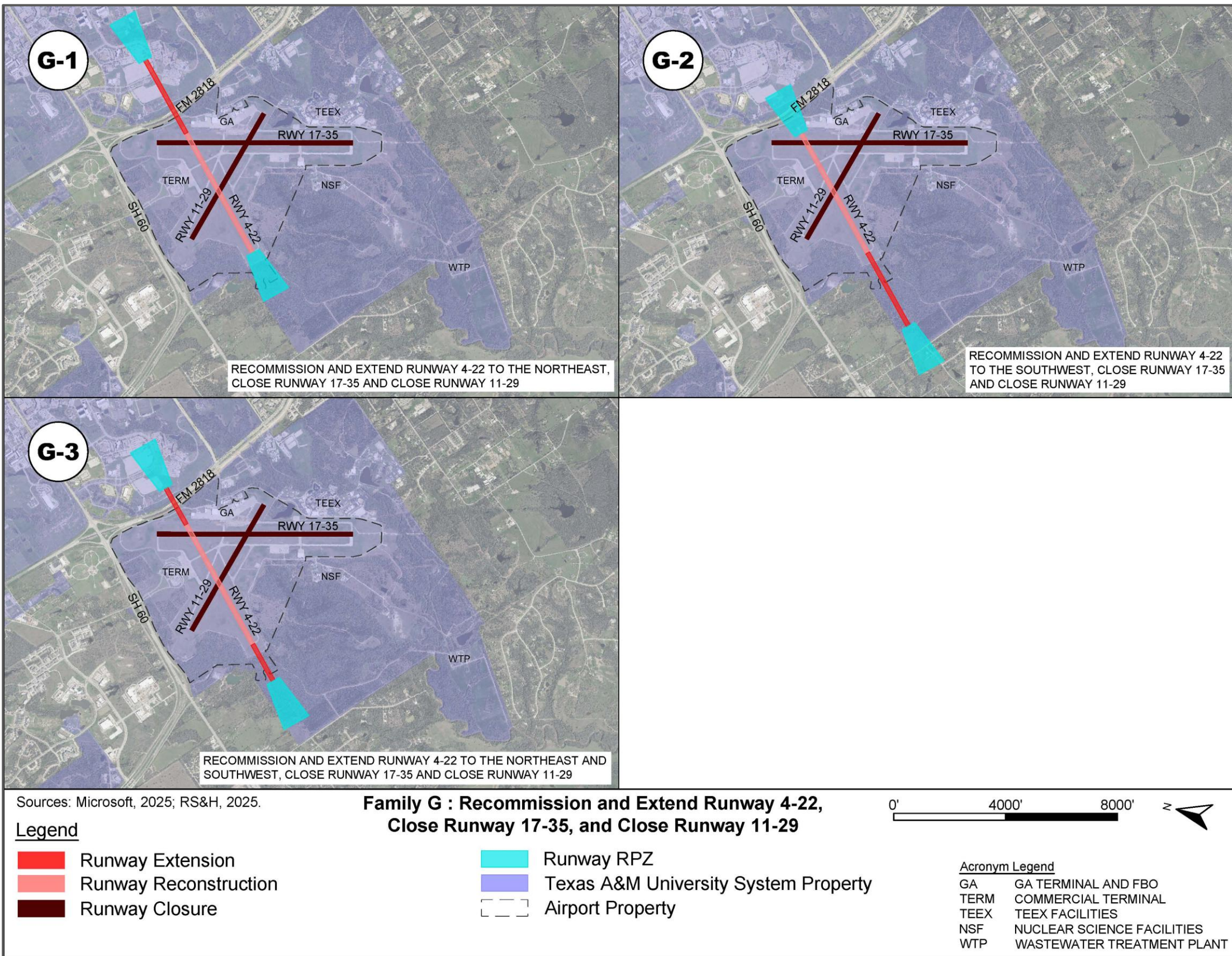
Family E



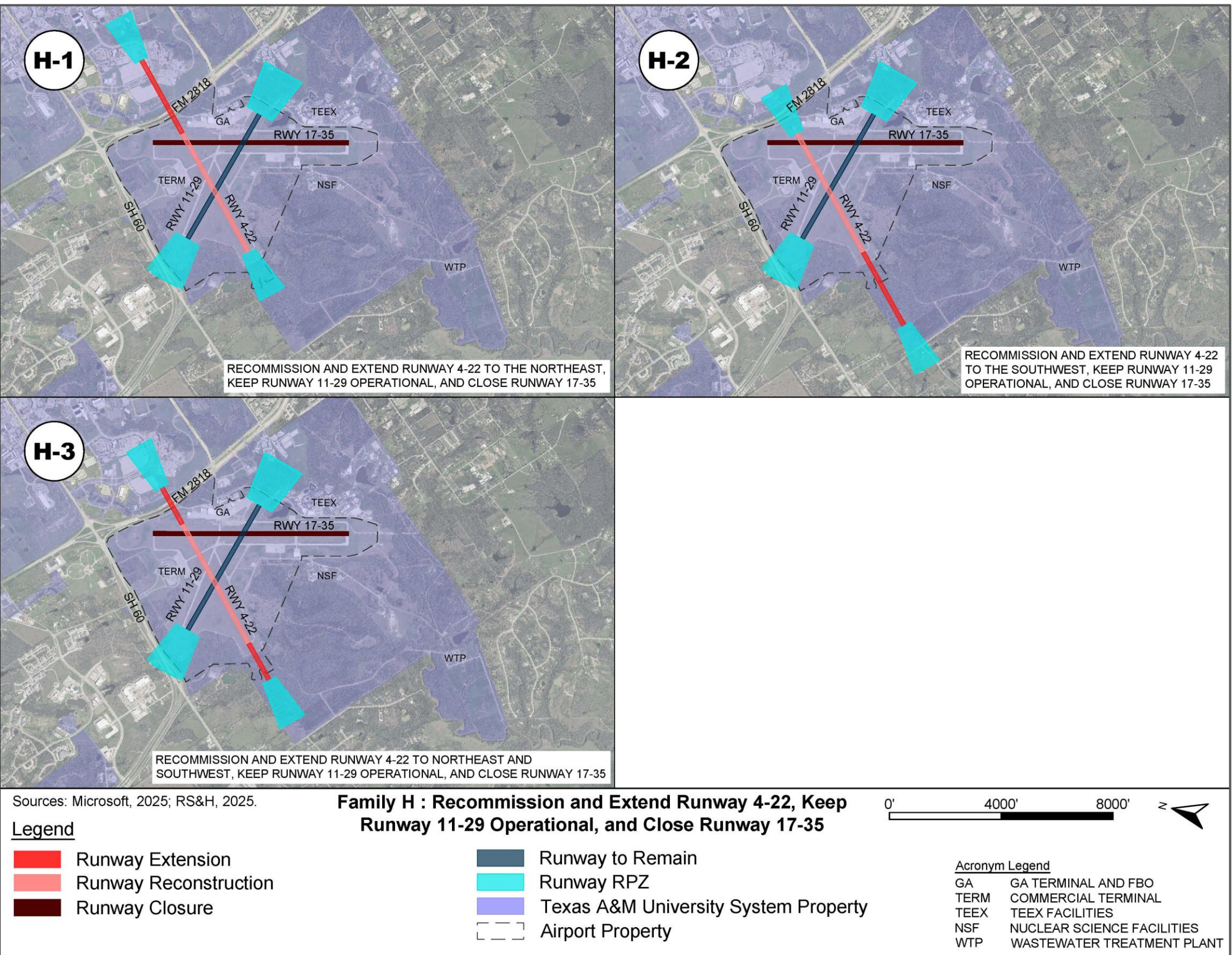
Family F



Family G

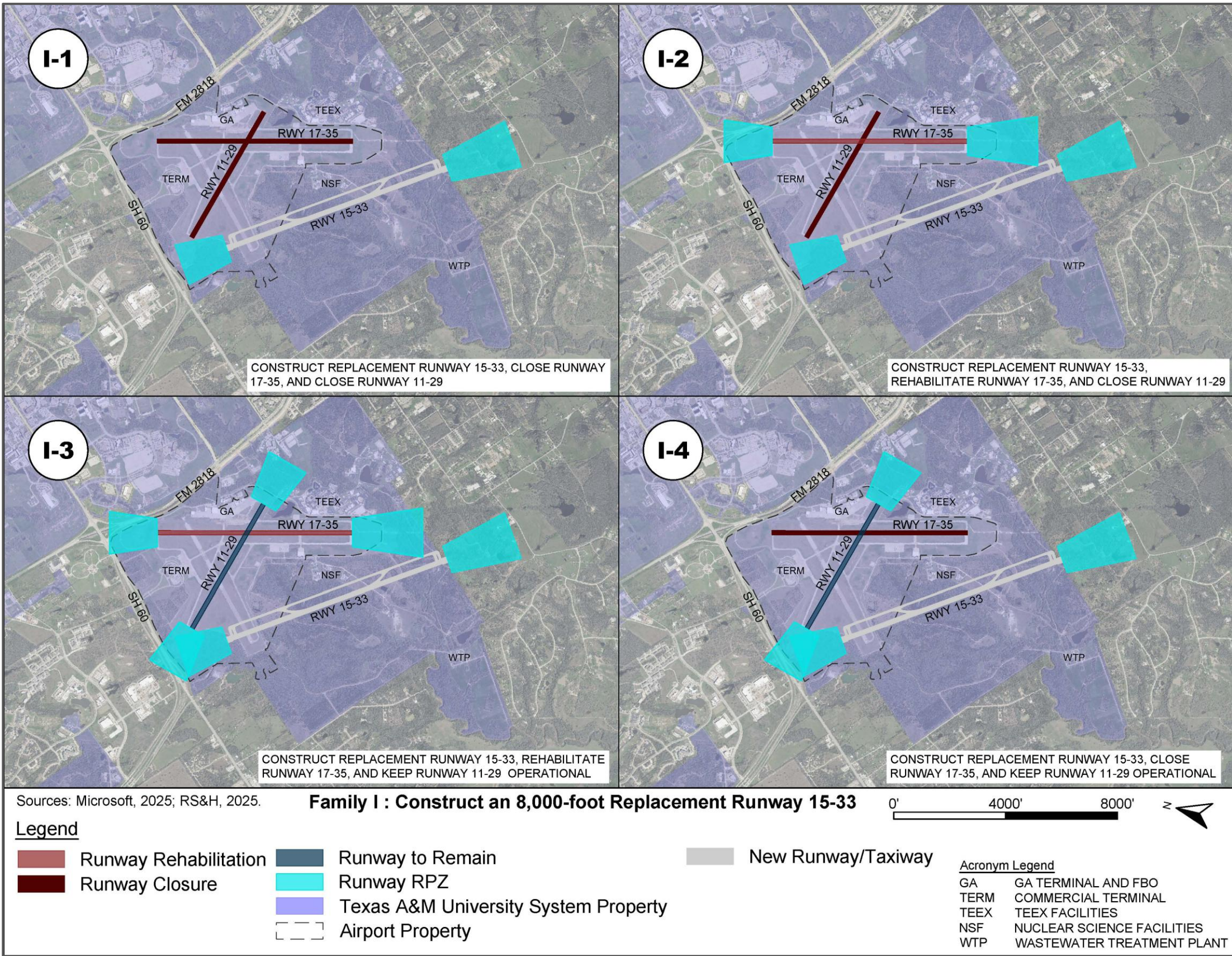


Family H

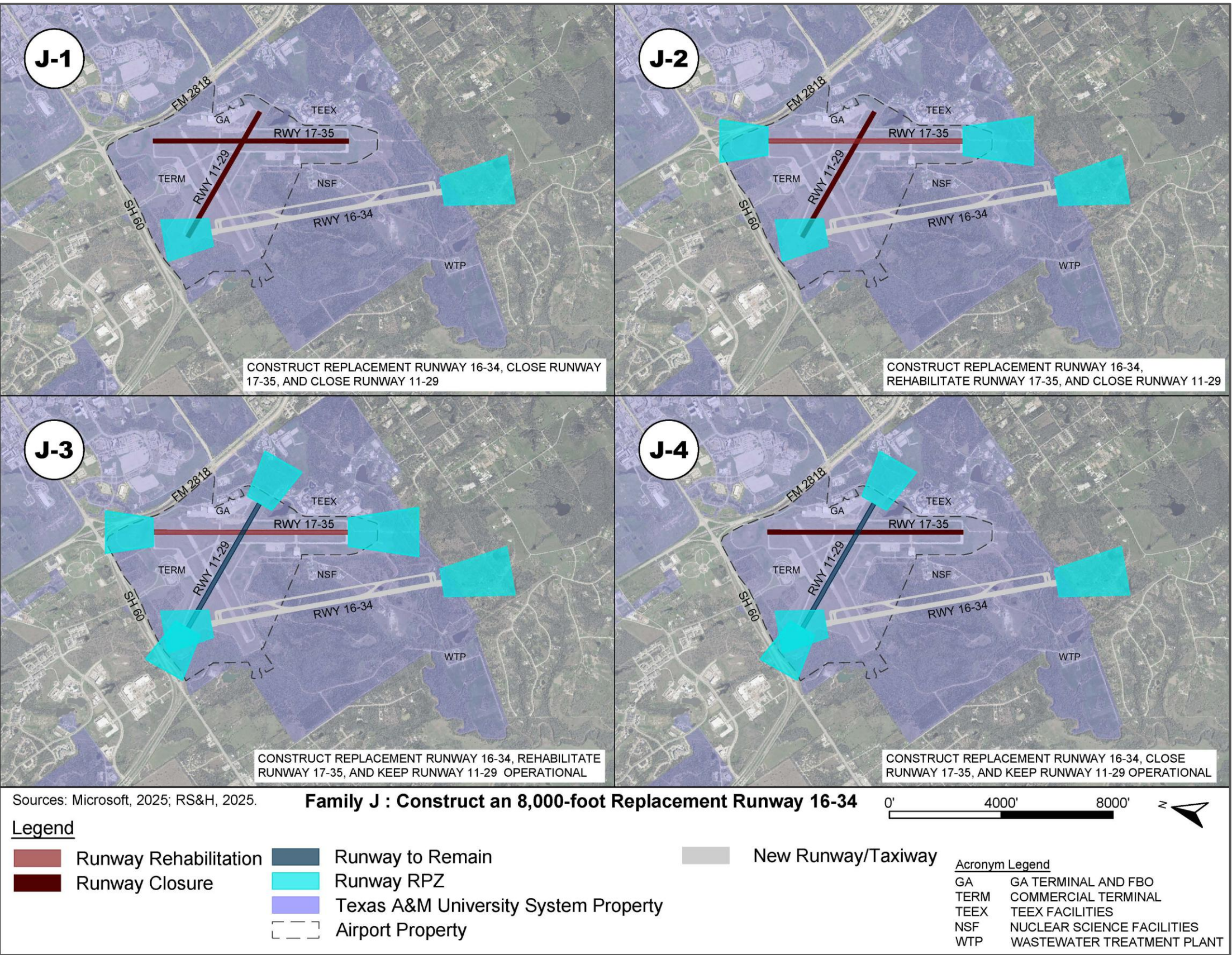


Alternatives Development

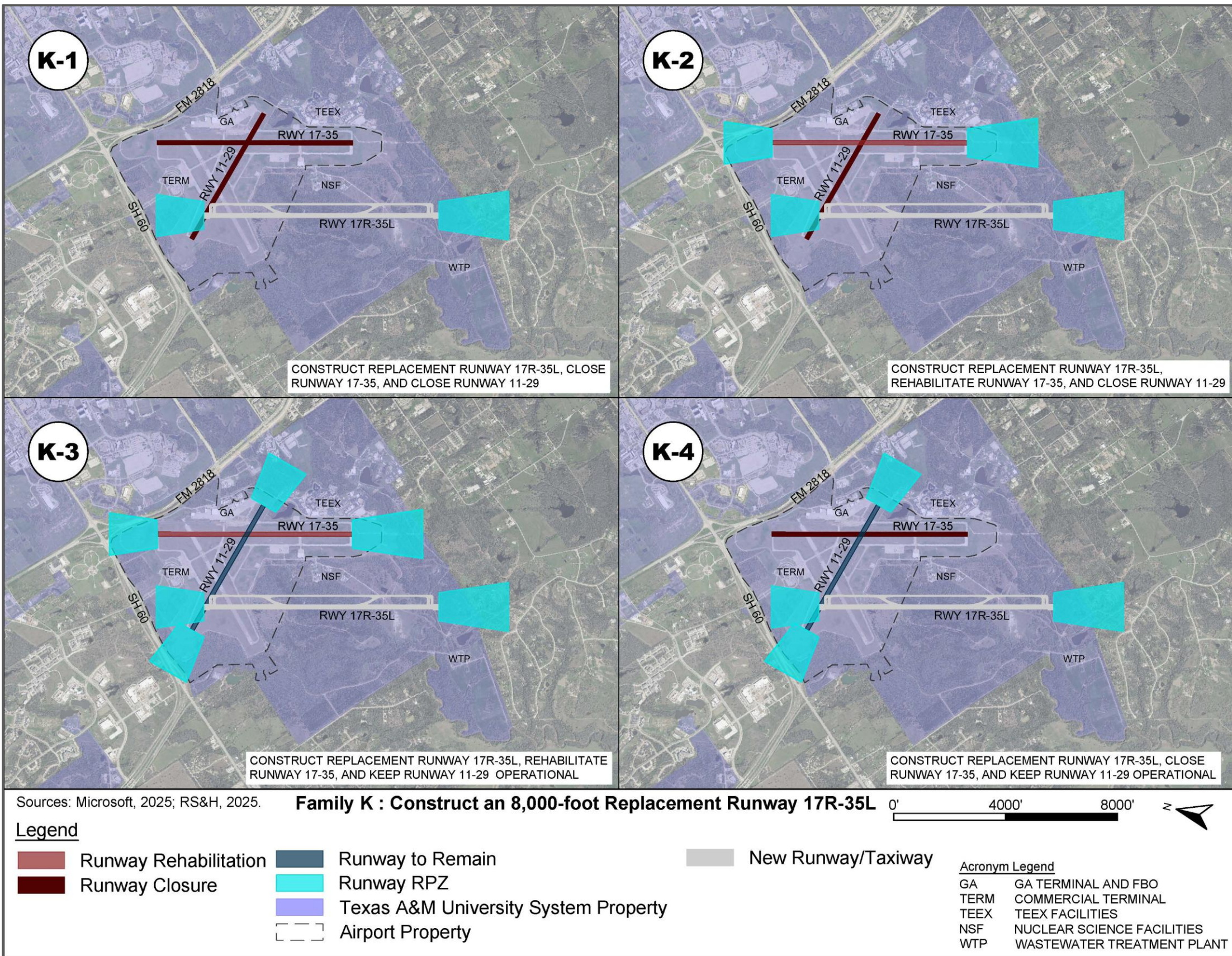
Family I



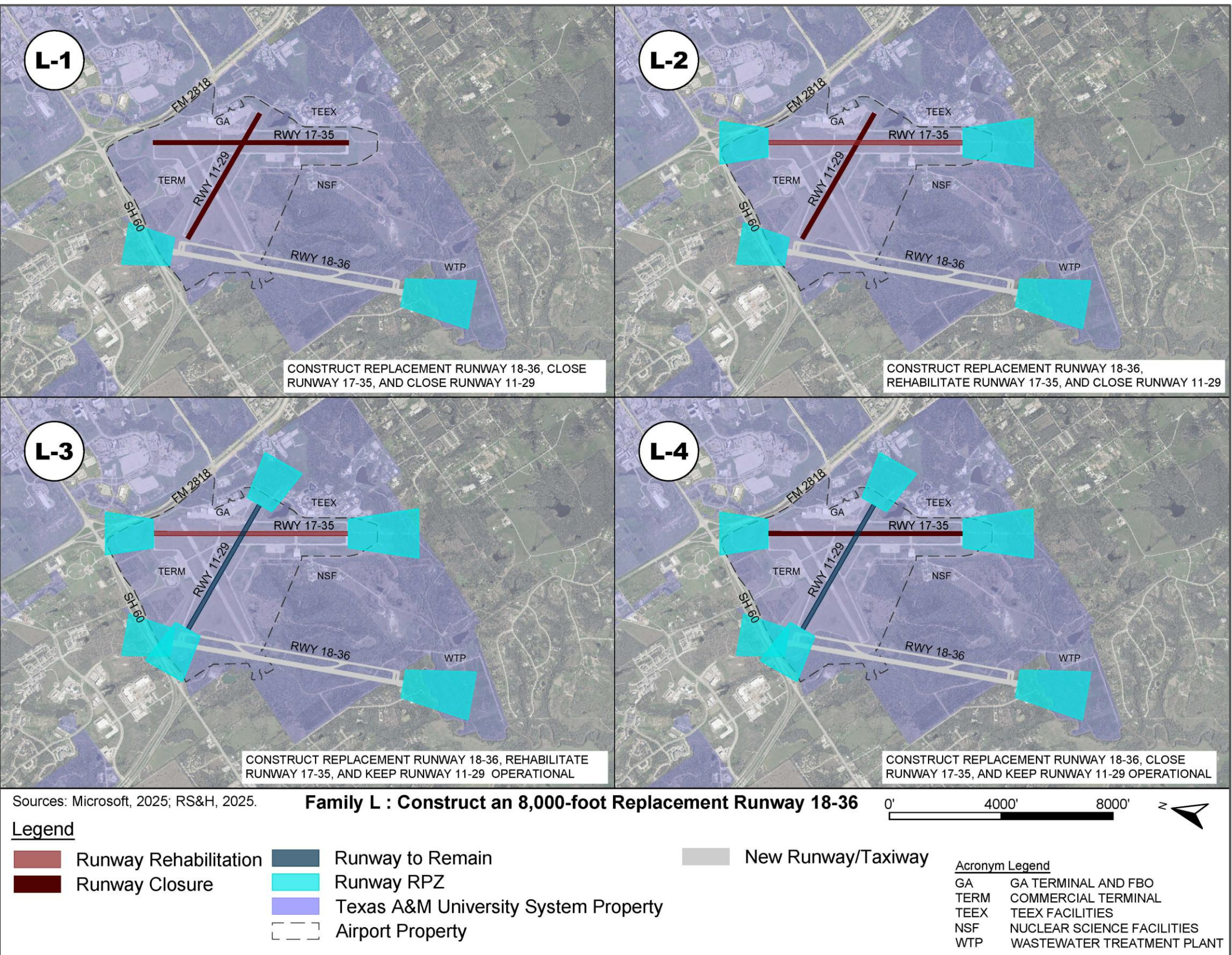
Family J



Family K

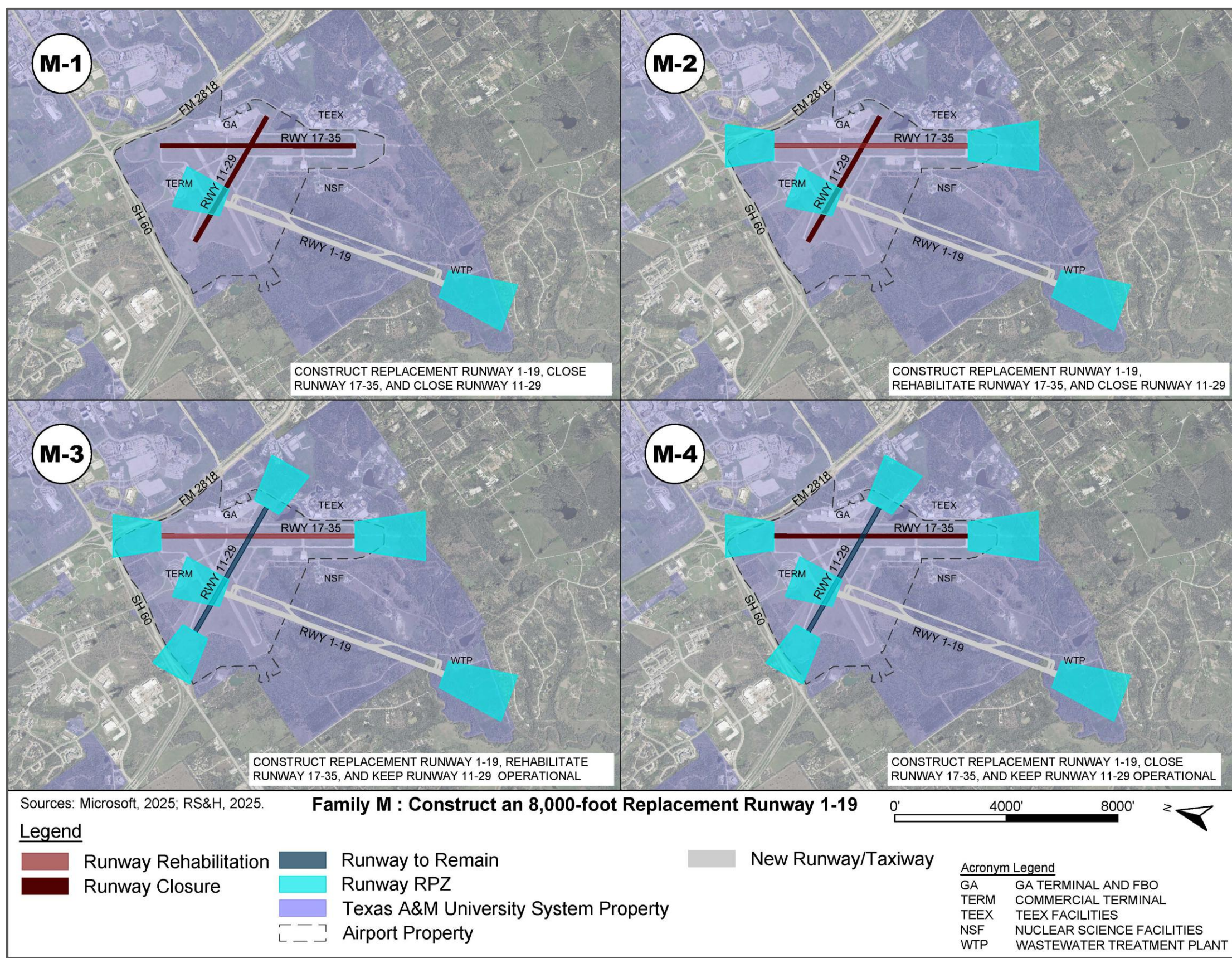


Family L

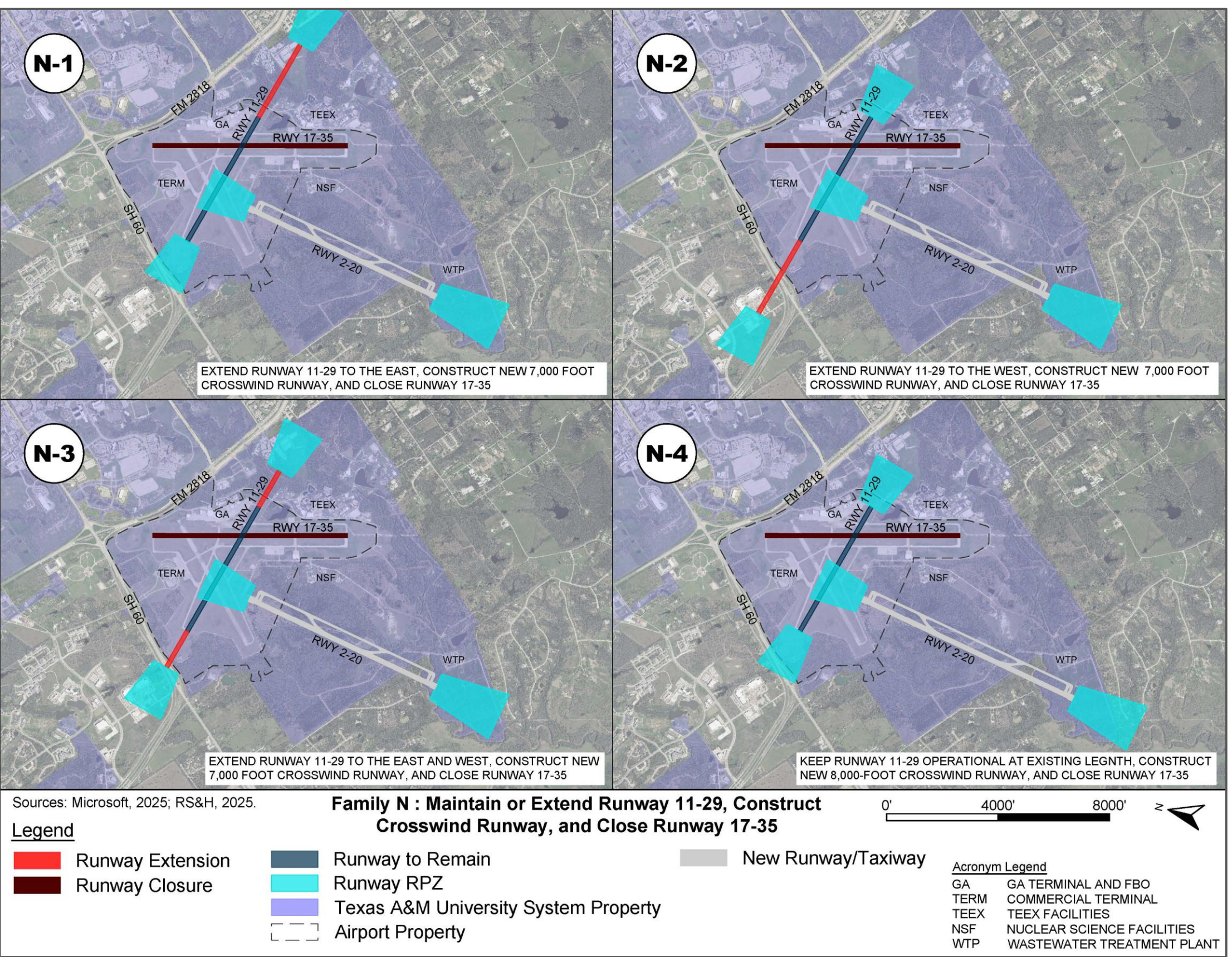


Alternatives Development

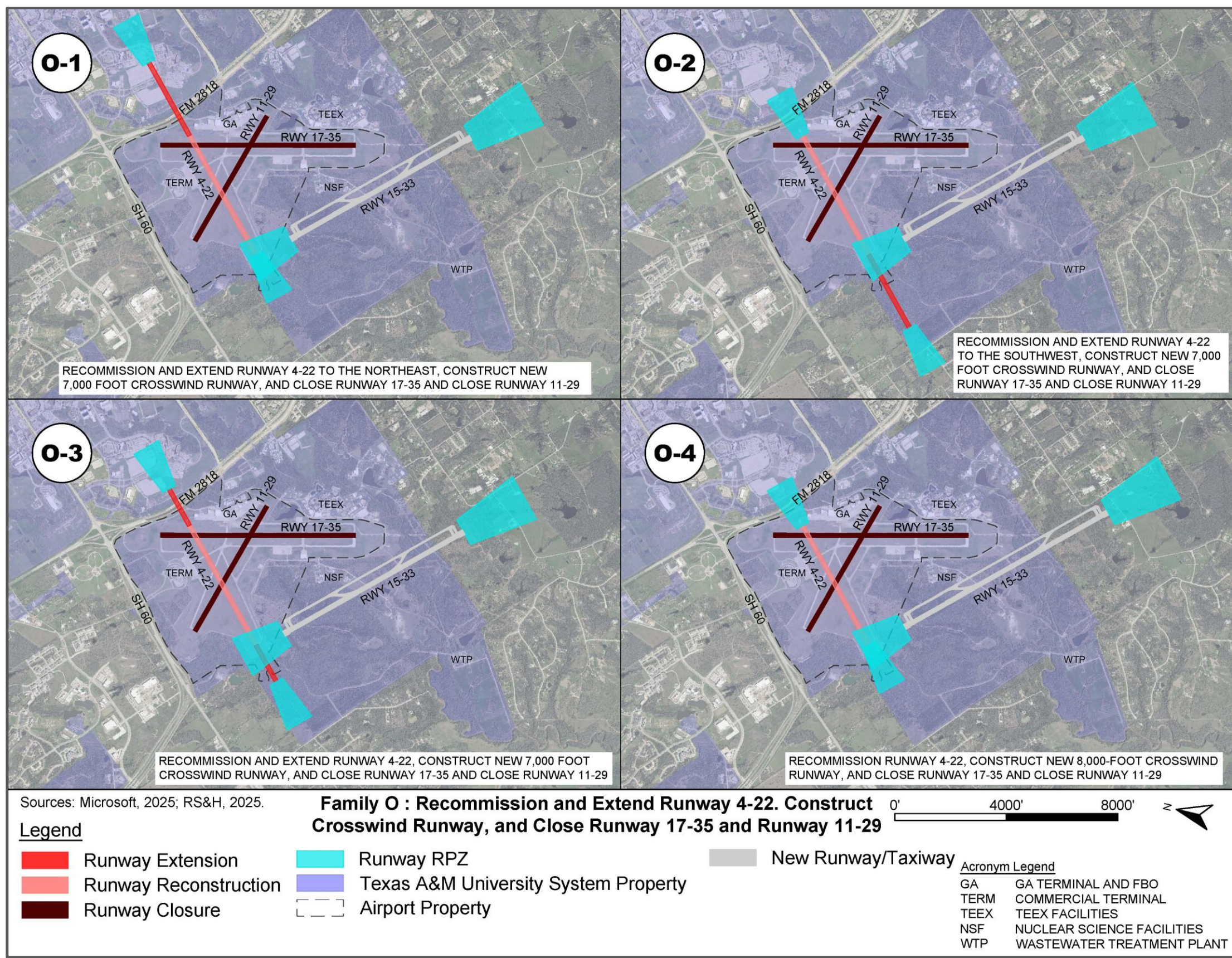
Family M



Family N



Family O



Family P:

P-1: Relocate to RELLIS Airport (currently not in use, but owned by the TAMU System)

P-2: Relocate to Coulter Airport

Alternative Q: Construct New Airport

Alternatives Development

Step 1 Screening: Can the Alternative Meet the Purpose and Need?

54 alternatives were screened for their ability to meet the Purpose and Need, specifically to ensure continuous commercial operations throughout construction, provide an 8,000-foot runway length, and provide sufficient runway strength for the critical aircraft.

Eight (8) alternatives did not meet the Purpose and Need:

- A-1 • D-1 • E-1 • F-1
- A-2 • D-3 • E-3 • F-3

Step 2 Screening: Is the Alternative Reasonable and Feasible to Implement?

The 46 alternatives advancing to Step 2 screening were evaluated for their ability to:

- Avoid existing facilities
- Avoid state highways
- Provide at least 95% wind coverage
- Have a reasonable construction cost
- Avoid land acquisition for runway and taxiway safety areas
- Avoid new safety hazards

Results: Two alternatives, Alternatives K-1 and K-2, passed the two-step screening process and will be carried forward for evaluation of potential environmental effects, along with the No Action Alternative.

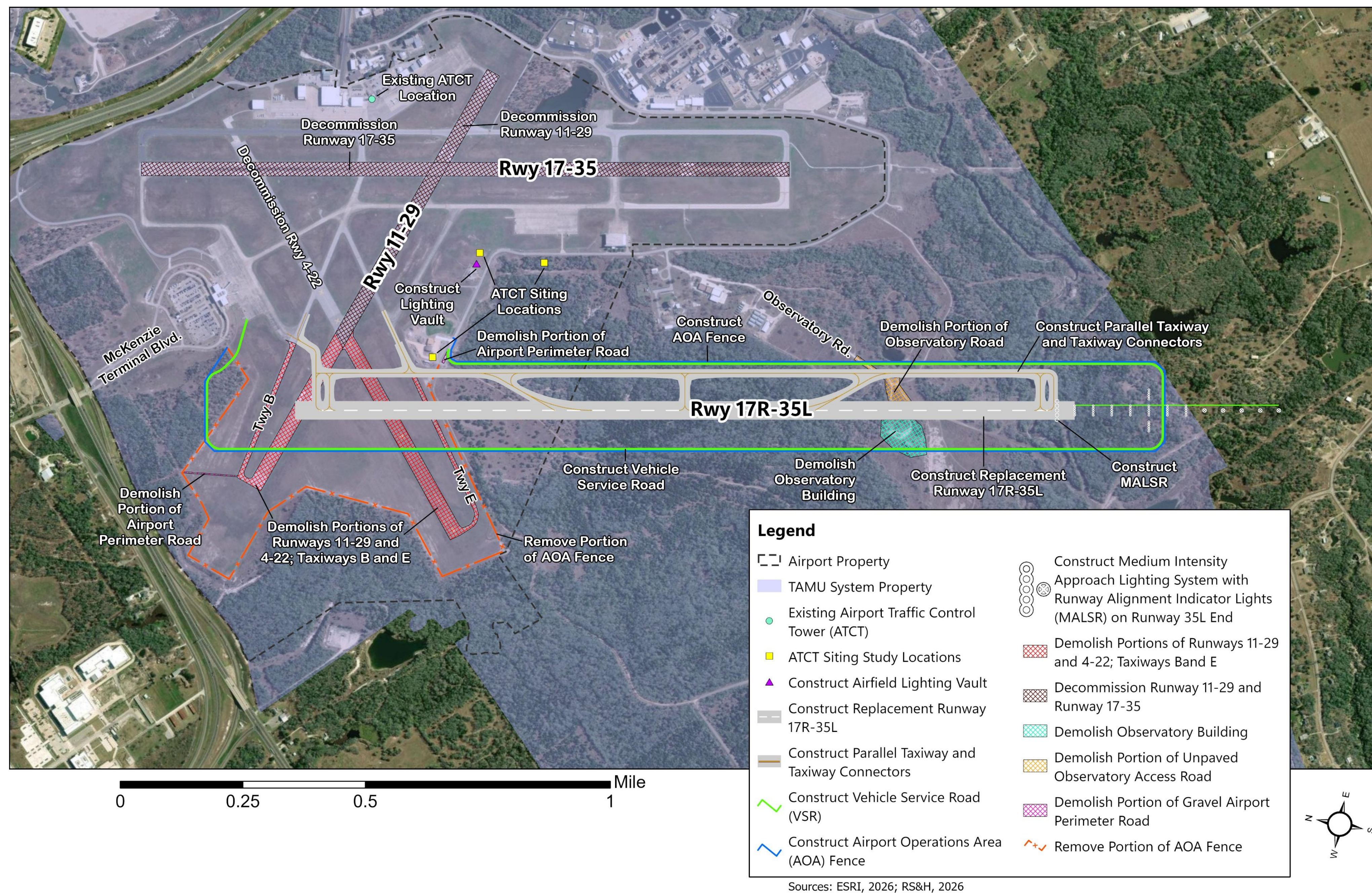
Alternatives Development

Alternative K-1:

Decommission existing Runways 17-35 and 11-29 and construct an 8,000-foot replacement Runway 17R-35L approximately 2,600 feet southwest of the existing Runway 17-35 centerline

Alternative K-1 would also require:

- About 44.5 acres of land acquisition
- Removing existing airfield infrastructure, roadways, fencing, buildings, and vegetation
- Constructing associated taxiways, lighting, navigational aids, facilities, and perimeter fencing



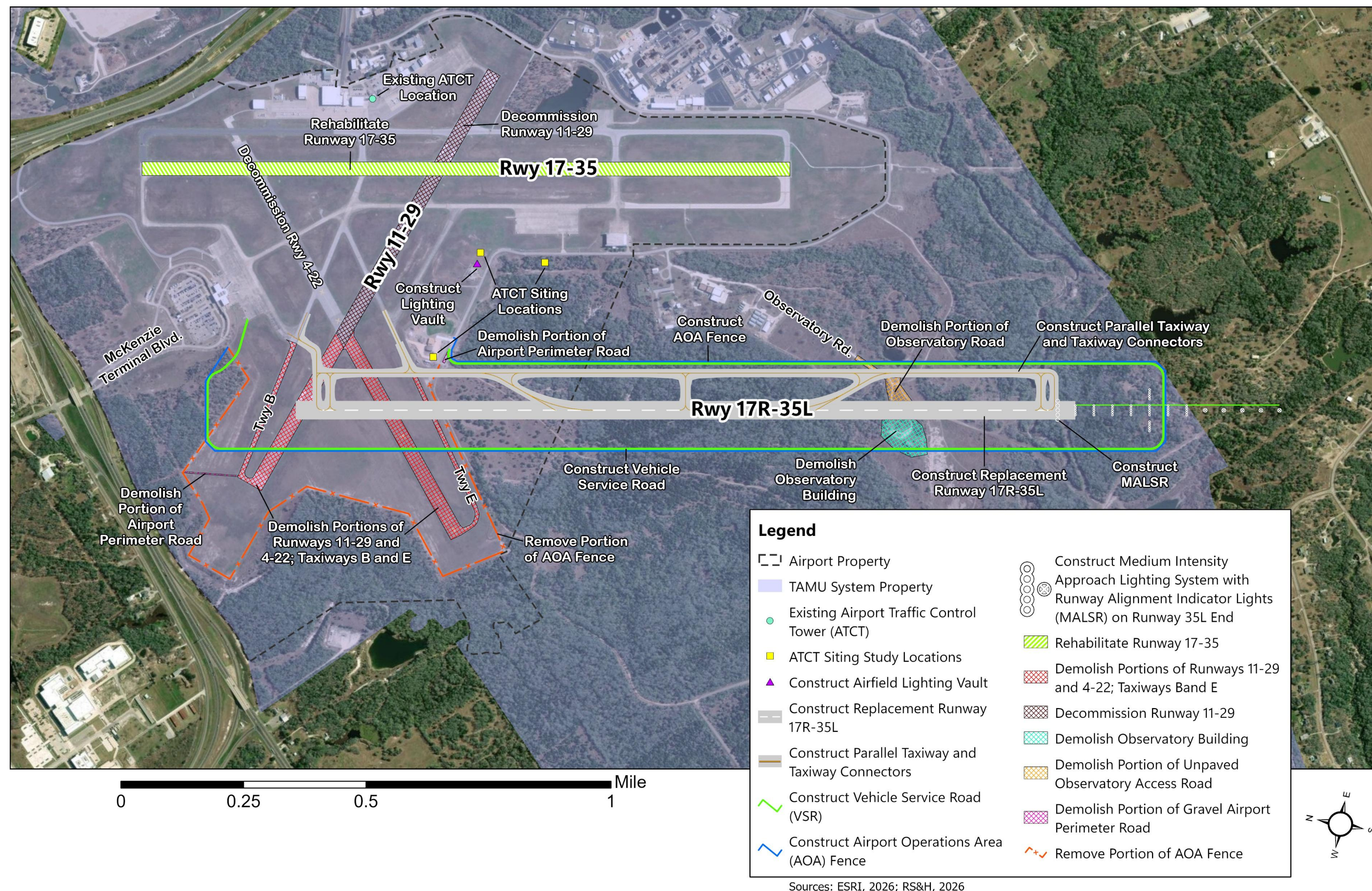
Alternatives Development

Alternative K-2:

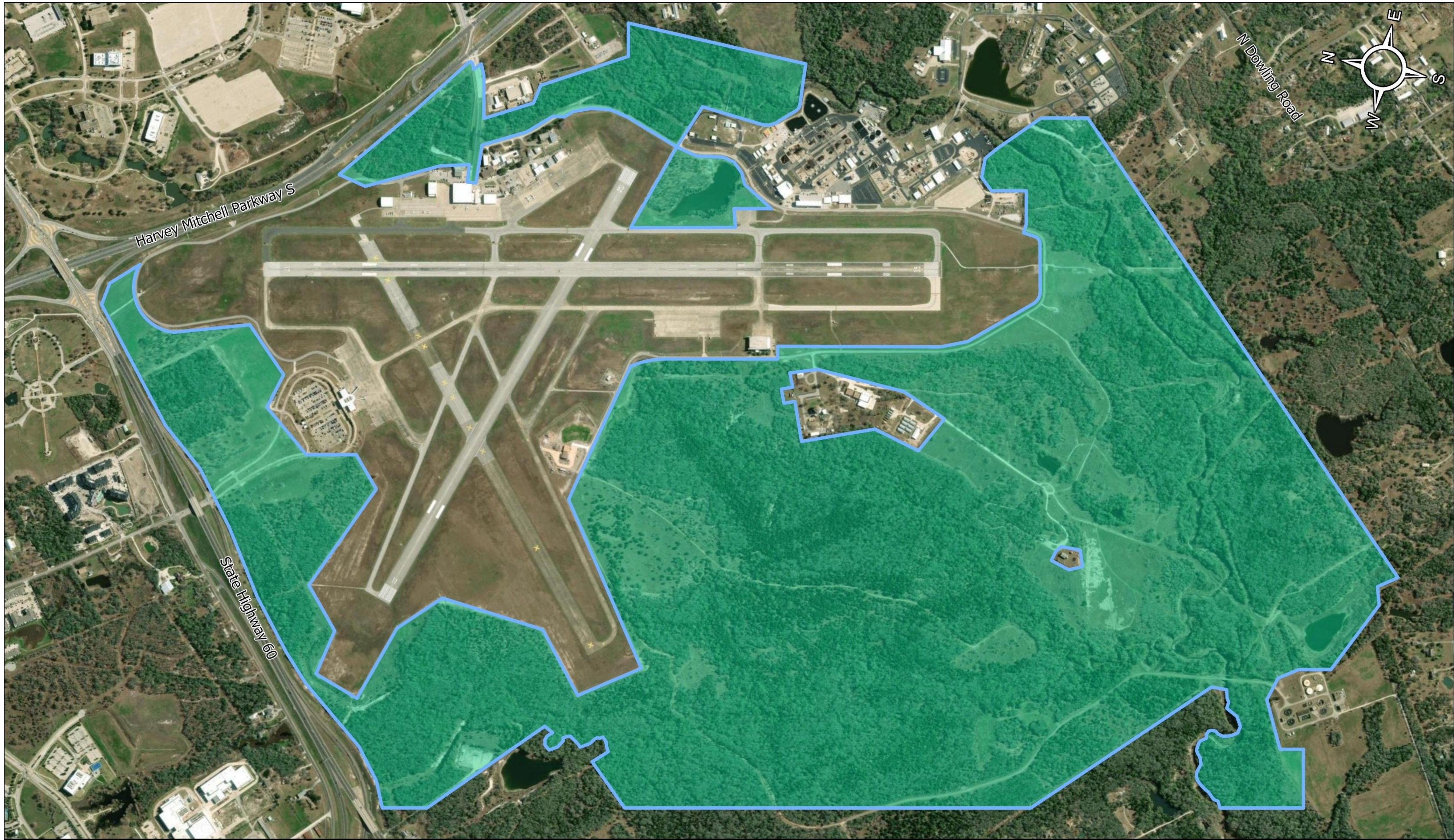
Close existing Runway 11-29, rehabilitate Runway 17-35, and construct a replacement 8,000-foot Runway 17R-35L approximately 2,600 feet southwest of the existing Runway 17-35 centerline

Alternative K-2 would also require:

- About 44.5 acres of land acquisition
- Removing existing airfield infrastructure, roadways, fencing, buildings, and vegetation
- Rehabilitating existing airfield infrastructure and constructing associated taxiways, lighting, navigational aids, facilities, and perimeter fencing



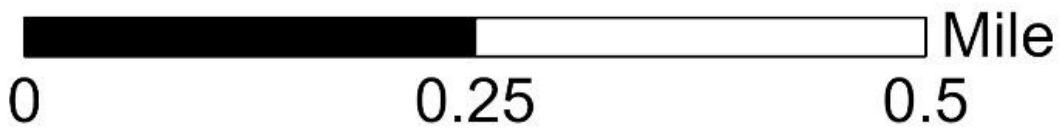
Project Study Area



Sources: Esri, 2026; RS&H, 2026

Legend:

 Project Study Area



Biological Resources

- A review of U.S. Fish and Wildlife Service (USFWS) and Texas Parks and Wildlife Department (TPWD) threatened and endangered species lists identified twenty-three (23) federally-listed, state-listed, or proposed-listed species with potential to occur in the Project Study Area
- Based on the Threatened and Endangered Species Habitat Assessment, habitat conditions within the Project Study Area were determined to be suitable for five (5) listed species
- Potential effects from runway program would require coordination with the USFWS and TPWD

Common Name	Scientific Name	Status (Federal / State)
Chub Shiner	<i>Notropis potteri</i>	None / Threatened
Western Creek Chubsucker	<i>Erimyzon claviformis</i>	None / Threatened
Tricolored Bat	<i>Perimyotis subflavus</i>	Proposed Endangered / None
Navasota Ladies'-tresses	<i>Spiranthes parksii</i>	Endangered / Endangered
American Alligator	<i>Alligator mississippiensis</i>	Threatened / Threatened

Historical, Architectural, Archaeological, and Cultural Resources

Archaeological Survey did not observe any cultural materials or features greater than 50 years old

Six (6) archaeological sites occurring or partially occurring within the Project Study Area were surveyed:

- **African American Farmstead:** A previously documented African American farmstead partially overlapping the Project Study Area was investigated; no archaeological evidence was identified
- **Native American Stone Tool Sites:** Previously recorded locations containing small numbers of stone tool fragments and stone-working debris were revisited; no archaeological evidence was identified
- **Historic Homesite:** A previously recorded early- to mid-twentieth-century homesite was revisited; no archaeological evidence was identified

No surveyed sites within the Project Study Area are recommended as eligible for listing in the National Register of Historic Places (NRHP) or for designation as State Antiquities Landmarks

Wetlands



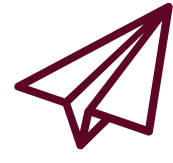
Sources: Esri, 2026; RS&H, 2026

Legend:

- | | | |
|---|---|--|
| Project Study Area | White Creek | Pond |
| Tributary of White Creek | Wetland | |

- The wetlands delineation in the Project Study Area identified potentially jurisdictional wetlands and Waters of the U.S. (WOTUS)
- Potential effects from runway program would require mitigation to be coordinated with the U.S. Army Corps of Engineers (USACE)

How to Provide Comments

-  Fill out a comment card this evening
-  Provide oral comment to the stenographer this evening
-  Send written comments via U.S. Mail or email to:

Julie Barrow

CLL Environmental Project Manager

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Suite 1100

Denver, Colorado 80237

julie.barrow@rsandh.com

OR

Kristi Ponozzo

Federal Aviation Administration,

Southwest Region

10101 Hillwood Parkway

Fort Worth, TX 76177

Kristi.M.Ponozzo@faa.gov

**All mail and email comments must be postmarked or received by
5:00pm CDT on Friday, September 25, 2026**

Next Steps

- The Airport Sponsor will review all comments received
- The Federal Aviation Administration (FAA) and Airport Sponsor will initiate the NEPA process and determine level of environmental review:
 - Categorical Exclusion (CATEX) or
 - Environmental Assessment (EA) or
 - Environmental Impact Statement (EIS)
- Comments on Initial Environmental Planning Information will be addressed in the National Environmental Policy Act (NEPA) documentation

