

NEW: Air Quality Assessment *Example* Guide

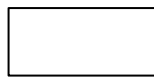
How appropriate
is a particular
analysis type?



High



Medium



Low

There is no single, universal criterion for determining what type of analysis is appropriate for FAA - supported projects or actions.

Project/Action Category	Operational Emissions Inventory	HAPs Emissions Inventory	GHG Emissions Inventory	Construction Emissions Inventory	Dispersion Modeling
Project Type					
New Airport	■	■	■	■	■
New Runway	■	■	■	■	■
Major Runway Extension	■	■	■	■	■
New or Expanded Terminal	■	■	■	■	■
Relocated Terminal	■	■	■	■	■
Roadway Modifications	■	■	■	■	■
New or Expanded Cargo Facility	■	■	■	■	■
New or Expanded Parking	■	■	■	■	■
New or Expanded Utility Plant	■	■	■	■	■
New Fuel Storage System	□	■	□	■	□
New or Modified Taxiway	□	■	□	■	■
Runway Safety Area	□	□	□	■	□
Runway Rehabilitation	□	□	□	□	□
Obstruction Removal	□	□	□	□	□
Air Traffic Control Tower	□	□	□	■	□
Action Type					
Increase in Aircraft Operations	■	■	■	□	■
Change in Runway Utilization	■	■	■	□	■
Change in Fleet Mix	■	■	■	□	■
Increase in Taxi Time/Delay	■	■	■	□	■
Increase in Motor Vehicle Trips	■	■	■	□	■
Air Traffic Procedures < 3,000 ft	■	■	■	□	□
Air Traffic Procedures > 3,000 ft	□	□	□	□	□
Land Acquisition	□	□	□	□	□
Navigational System	□	□	□	□	□

¹The symbols indicate the relative level of appropriateness of an analysis to a project/action: ■ = High, ■ = Medium, □ = Low

²Importantly, the information provided in this figure is not meant to be definitive or all-inclusive in terms of dictating the type(s) of air quality assessments that are required for FAA projects or actions. Rather, the information is provided as a guide in determining which analyses are the most appropriate.