

**ENVIRONMENTAL ASSESSMENT FORM
FOR
AIRPORT DEVELOPMENT ACTIONS**

**FEDERAL AVIATION ADMINISTRATION
JACKSON AIRPORTS DISTRICT OFFICE
SOUTHERN REGION AIRPORTS DIVISION**

Airport Name: Dothan Regional Airport

Proposed Action: Airfield Drainage Improvements

This Environmental Assessment becomes a Federal document when evaluated and signed by the responsible FAA official.

Responsible FAA Official: _____

Date: _____



This Environmental Assessment (EA) Form is intended for use in the Federal Aviation Administration (FAA) Jackson Airports District Office (JAN/ADO) only, and with the approval of a JAN/ADO Environmental Protection Specialist (EPS). The Airport Sponsor must discuss the use of this EA Form with a JAN/ADO EPS before beginning the EA scoping and environmental analysis process. An electronic version of this EA Form is available upon request from a JAN/ADO EPS.

APPLICABILITY

The purpose of an EA is to determine whether a proposed action has the potential to significantly affect the human environment (see FAA Order 1050.1F, Paragraph 4-3 for more information on determining significance). An EA is a concise public document that briefly provides sufficient evidence and analysis for determining whether to prepare an Environmental Impact Statement (EIS) or a Finding of No Significance (FONSI). An EA, at a minimum, must be prepared when the proposed action does not normally require an EIS (see Paragraph 3-13, Actions Normally Requiring an Environmental Impact Statement) and:

- 1) Does not fall within the scope of a Categorical Exclusion (CATEX) (see FAA Order 1050.1F, Paragraph 5-6 *The Federal Aviation Administration's Categorical Exclusions*);
- 2) Falls within the scope of a CATEX, but there are one or more Extraordinary Circumstances (see FAA Order 1050.1F, Paragraph 5-2 *Extraordinary Circumstances*).

See FAA Order 1050.1F, Paragraph 3-1.2. Actions Normally Requiring an Environmental Assessment.



INSTRUCTIONS

Introduction: This EA Form is based upon the guidance in FAA Order 1050.1F – *Environmental Impacts: Policies and Procedures*, and the related publication FAA Order 1050.1F Desk Reference (1050.1F Desk Reference). The Order provides the FAA policies and procedures to ensure agency compliance with the National Environmental Policy Act (NEPA) (42 United States Code [U.S.C.] §§ 4321-4335), the requirements set forth in the Council on Environmental Quality (CEQ), Title 40, Code of Federal Regulations (CFR), parts 1500-1508, *Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act* (CEQ Regulations), and Department of Transportation (DOT) Order 5610.1C, *Procedures for Considering Environmental Impacts*. The CEQ Regulations establish procedures for complying with NEPA. In accordance with 40 CFR § 1507.3 of the CEQ Regulations, the Order contains the FAA’s implementing procedures, which supplement those regulations. The 1050.1F Desk Reference provides details on current guidance and updated technical information. This includes information about permits, licenses, consultations, and other forms of approval or review; up-to-date details on technical information such as FAA-approved tools for analyzing noise and air emissions; overviews of special purpose laws and requirements; and specific responsibilities and guidance for gathering data, assessing impacts, consulting other agencies, and involving the public.

Early Planning: Environmental issues should be identified and considered early in a proposed action’s planning process to ensure efficient, timely, and effective environmental review. Preparation for any applicable permit application and other review process requirements should be part of the planning process to ensure that necessary information is collected and provided to the permitting or reviewing agencies in a timely manner. The Airport Sponsor should identify known environmental impact categories that the Action and alternatives (if any) could affect, including specially protected resources. These tasks should be completed at the earliest possible time during Action planning to ensure full consideration of all environmental impact categories and facilitate the FAA’s NEPA process. Sufficient planning and Action justification must be available to support the environmental review.

******IMPORTANT******

The Airport Sponsor must contact their JAN/ADO Program Manager if the Proposed Action is not depicted on the Airport’s conditionally-approved ALP. The JAN/ADO will determine if an update to the ALP is required. If an interim ALP update is required, coordination and approval can take up to 90 days and must be finalized prior to an environmental decision.

A Proposed Action’s pre-application for federal funding (design or construction) must include an environmental finding in accordance with NEPA. The Airport Sponsor should allow 6-12 months prior to submitting a pre-application to the JAN/ADO for federal funding to complete the EA process.



1. **PROPOSED ACTION LOCATION**

Airport Name and Identifier:	Dothan Regional Airport (DHN)		
Airport Address:	800 Airport Drive		
City:	Dothan	County:	Houston
State:	Alabama	Zip Code:	36303

2. **AIRPORT SPONSOR INFORMATION**

Point of Contact:	Adam Hartzog		
Address:	800 Airport Drive;		
Business Phone:	334-983-8108	Cell:	334-799-2469
FAX:		EMAIL:	ah@flydothan.com

3. **PREPARER INFORMATION**

Point of Contact:	Keith Shippey		
Address:	2047 West Main Street		
Business Phone:	334-678-9837	Cell:	334-648-2643
FAX:		EMAIL:	Keith.shippey@bargedesign.com

4. **PROPOSED ACTION**

Describe the Proposed Action with sufficient detail in terms that are understandable to individuals who are not familiar with aviation or commercial aerospace activities. List and describe all components of the Proposed Action including all connected actions. Summarize how the Proposed Action fits into the Airport’s ALP. Attach an exhibit of the Airport’s conditionally approved ALP depicting the Proposed Action, and an exhibit of the Proposed Action on a recent airport aerial. Summarize costs, including any mitigation costs, if applicable. Discuss how the Proposed Action will be funded. Provide a timeframe identifying when the Proposed Action is to be constructed and operational.

The proposed site is in Dothan, Alabama between Napier Field Road and AL-134. Approximately 800 acres of the site drains to the south into Murphy Mill Branch or one of its tributaries. The location of the site is shown in Figure 1 outlined in red. The Airport is proposing to upgrade and enhance the existing infield drainage system to help prevent incidents of flooding of runways and taxiways. The proposed action includes adding catch basins, HDPE pipe, trench drains, and removal of existing pipes and structures. In addition, a drainage



easement will need to be acquired on one parcel of property to allow a new 60' HDPE pipe to be installed.

Project costs are anticipated to be approximately \$10 million.

Construction of the drainage improvements are scheduled to be complete in 2025.

5. PURPOSE AND NEED

(1) Describe the underlying purpose and need for the Proposed Action. Present the problem being addressed, describe what the Airport Sponsor is trying to achieve with the Proposed Action, and take into account the FAA’s primary mission to provide the safest, most efficient aerospace system in the world. The purpose and need of the Proposed Action must be clearly explained and stated in terms that are understandable to individuals who are not familiar with aviation or commercial aerospace activities. The purpose and need must be supported by recent data. To keep this section brief, incorporate by reference any supporting data, inventories, assessments, analyses, or studies. This can include but is not limited to FAA compliance or standard changes, letters from users showing need per FAA design standards, letters of commitment from current or prospective tenants, based aircraft data, fuel data, scheduled service, critical aircraft needs, TAF and Master Plan forecasts, capacity issues (actual use/need of aircraft or airline, or scheduled commercial service.)
IMPORTANT: If the Airport Sponsor intends to request Federal funding, the purpose and need for the Proposed Action must be justified by recent airport planning analysis and concurred with by ADO management before initiating the EA.

The purpose of the project is to help mitigate flooding at the intersection of the primary runway with Taxiway “B” and the intersection of Taxiways “A” and “B”. The Airport has experience flooding events over the past year. Most notably, the Airport experience a storm event that produced three inches in 15 minutes that caused flooding of the runway. A modeling study was recently completed that included an inventory of the existing storm sewer system in order to evaluate the systems performance as it currently exists. The modeling determined that the existing storm sewer system is undersized during the 10-year storm event. Review of the results shows that that the main storm sewer that drains the central low spot located at the intersection of Taxiways “A” and “B” is undersized. Additionally, there is a lack of inlet capacity that prevents existing inlets from capturing runoff where there is available pipe capacity. This allows runoff to concentrate in the central low spot where there isn’t available inlet or pipe capacity currently. The airfield storm drainage project is needed to improve airfield safety for aircraft and eliminate airfield flooding.

(2) Identify the Airport Sponsor’s requested FAA Federal action in the space below. For the FAA Office of Airports (ARP), a Federal action may include one or more actions (See FAA Order 5050.4B, Paragraph 9.g.). Note: The information provided in this EA Form allows the FAA to determine if a Finding of No Significant Impact (FONSI) can be issued because the proposed action’s environmental impacts, with no additional mitigation, would not be significant, or a mitigated FONSI can be issued because the proposed action’s environmental impacts, with additional mitigation, would not be significant (see FAA Order 1050.1F, Paragraph 6-2.3a). FAA environmental findings on an Action do not constitute FAA decisions or approvals regarding Federal funding of the Action.



The Environmental Assessment has been prepared to comply with the requirements of the National Environmental Policy Act (NEPA) and other applicable environmental regulations.

6. ALTERNATIVES (INCLUDING THE PROPOSED ACTION)

There is no requirement for a specific number of alternatives or a specific range of alternatives to be included in an EA. Alternatives are to be considered to the degree commensurate with the nature of the proposed Action and agency experience with the environmental issues involved. The Sponsor’s preferred alternative, if one has been identified, should be indicated. For alternatives considered but eliminated from further study, the EA should briefly explain why these were eliminated. *Note: An EA may limit the range of alternatives to the proposed action and no action when there are no unresolved conflicts concerning alternative uses of available resources. This means that you may limit the range of alternatives to the proposed action and no action if you can establish consensus based on input from interested parties that there are no unresolved conflicts, or if there are no reasonable alternatives that would be substantially different in design or effects. If you are able to do this, you must document the basis for concluding consensus and identify the parties that participated; and, you must discuss why there are no reasonable alternatives that would be substantially different in design or effects. This is why the Purpose and Need is important in helping define the range of alternatives.*

(1) Discuss in comparable format to that listed below the Proposed Action and alternatives. Discuss how the Proposed Action and alternatives were developed e.g. recent planning study or Master Plan Update. Attach figures for the Proposed Action and alternatives to aid in understanding the physical layout and differences in the alternative configurations.

For each alternative:

- a. Discuss to what extent an alternative meets the Purpose and Need.
- b. Discuss if an alternative is technically and economically feasible e.g. operational considerations/regulations, safety considerations, constructability, infrastructure requirements, property acquisition requirements, and costs.
- c. Discuss potential social, socioeconomic, and/or environmental resource impacts for each alternative e.g. business or residential relocations, road relocations or closures, environmental resources protected under federal statutes (wetlands, floodplains, and listed species, and Section 4(f), or Section 106 resources).
- d. For each alternative considered but eliminated from further study, summarize why it is not considered reasonable. *Note: To be reasonable, an alternative must respond to the purpose and need, be technically and economically feasible, and be reasonably consistent with the land use plan for management of the area.*

Three alternatives were identified and evaluated to address the flooding concerns. In general, the alternatives use a combination of additional detention upstream of the flooding area, increased inlet and trench drain capacity in front of the terminal building and additional pipe capacity downstream of the intersection of the primary runway with Taxiway “B” and the intersection of Taxiways “A” and “B”.



- **Alternative 1:** Alternative #1 consists of adding detention in the greenspace located to the east of Taxiway "B", to the west of the primary runway and to the south of Taxiway "D". Detention areas are also added to both the east and west of Taxiway "B" at its intersection with Taxiway "A" and at the south end of the property near the entrance. An additional HDPE trunkline is added to convey flow between Taxiway "B" and the secondary runway to the proposed detention at the entrance to the airport. An additional trench drain is added to the area northwest of the terminal building to capture runoff and prevent it from running across Taxiway "A" and entering the low spot. Figure EX 1 shows the improvements proposed in Alternative #1.

While this alternative prevents water from crossing Taxiway "B" during a 10-year storm event, the water surface is near Taxiway "B" and anything slightly more than a 10-year storm would likely cross the taxiway. Additionally, the hydraulic grade line remains flat indicating that there was not a significant amount of capacity added to the system.

- **Alternative 2:** Alternative # 2 includes similar improvements as Alternative #1 with the exception of the detention area at the entrance to the airport. In lieu of detention at this location, an additional 60" HDPE pipe is proposed to parallel the existing 60" pipe to the outfall at the tributary of Murphy Mill Branch. The new 60" pipe requires a jack and bore under the existing railroad. New area drains are proposed to allow for the pipes to equalize flow. Figure EX 2 shows the improvements proposed in Alternative #2.

This alternative would require the acquisition of a drainage easement over one parcel of property and require Napier Road to be temporarily closed and traffic re-routed with the installation of new pipe. However, no environmental resources (i.e. wetlands, floodplains, listed species, and Section 4 (f) or Section 106 resources) will be affected.

- **Alternative 3 (Proposed Action):** Alternative #3 is very similar to Alternative #1 except an additional 60" pipe is proposed under Napier Field Road. Additionally, the proposed pipe routing inside the airport is modified to reduce the total footage of new piping required. Figure EX 3 presents Alternative #3.

The proposed action would require the acquisition of a drainage easement over one parcel of property and require Napier Road to be temporarily closed and traffic re-routed with the installation of new pipe. However, no environmental resources (i.e. wetlands, floodplains, listed species, and Section 4 (f) or Section 106 resources) will be affected.

6.1. Alternatives Eliminated from Further Consideration

6.1.1. Alternative 1

Alternative 1 was eliminated from further study due to the hydraulic grade line remaining flat indicating that there was not a significant amount of capacity added to the system. In addition, the cost and constructability of Alternative 1 were considered to be too high compared to Alternative 3 (Proposed Action).



6.1.2. Alternative 2

Alternative 2 was eliminated from further study due to the cost and constructability compared to Alternative 3 (Proposed Action). In addition, this alternative would require coordination with the railroad.

6.2. Alternatives Retained for Detailed Analysis

6.2.1. Alternative 3 (Proposed Action)

Alternative 3 represents the sponsor’s Proposed Action, which is shown on **Figure EX 3** and described in detail within **Section 4**.

6.2.1.1 Alternative 3 Analysis

The Proposed Action satisfies the stated Purpose and Need by providing measures to help mitigate flooding at the airfield. Alternative 3 best meets the Purpose and Need and is the most cost effective. Therefore, this Alternative was selected to represent the Sponsor’s Proposed Action. A comparison of the alternatives can be found in Table 1 (refer to **Section 6.3**).

(2) Although the No Action alternative does not meet the purpose and need, NEPA, and it’s implementing regulations requires consideration of the No Action alternative. The No Action alternative, when compared with other alternatives, enables the identification of the potential environmental impacts of the Proposed Action and alternatives. Describe the consequences of the No Action alternative e.g. what are the operational, safety, efficiency, economic effects, and environmental effects of taking no action.

The No-build Alternative describes the existing condition of the Airport and is used as a baseline for comparison with the Preferred Alternative to determine potential impacts. The No-build Alternative would not result in drainage improvements and therefore, would fail to meet the project’s purpose of improving airfield safety and efficiency for Airport users.

(3) You must provide a summary table depicting the alternatives analysis that compares the Proposed Action, alternatives considered, and the No Action alternative based on the screening criteria discussed in (1) a. through d.

Provide summary table of alternative analysis

Although three alternatives were originally examined, two of the alternatives were eliminated from further study due to cost and constructability. The proposed action and the No Action alternative were considered, and the effects are described in Section 8 Environmental Consequences.



7. AFFECTED ENVIRONMENT

Succinctly describe the existing conditions in the Proposed Action’s *direct impact area* (construction footprint) and airport vicinity (land use and cover, terrain features, level and type of urbanization, biotic resources, noise sensitive sites (residential, churches, schools, parks, recreational facilities, etc.)). This *indirect impact area* should be large enough to include the area within the composite DNL 65 dB noise contour for the Proposed Action and retained alternatives (if any). The discussion of the affected environment should be no longer than is necessary to understand the impacts of the alternatives; data and analyses should be presented in detail commensurate with the importance of the impact. Discuss any actions taken or issues raised by the local community or citizen groups pertinent to the Proposed Action. If not already provided, attach a graphic and recent aerial of the area with the Proposed Action’s and retained alternatives direct and indirect impact areas clearly identified.

For the purposes of the affected environment review and environmental consequences discussion, the study area was defined as the area of proposed drainage improvements and immediate adjacent areas. A copy of an aerial showing the proposed site is included in the attachments of this EA.

The construction location of the Proposed Action is on the south side of the airfield and primarily located near the intersection of the primary runway with Taxiway “B” and the intersection of Taxiways “A” and “B”. The location is completely surrounded by airport property and aviation-related functions.

8. ENVIRONMENTAL CONSEQUENCES –IMPACT CATEGORIES

Environmental impact categories that may be relevant to FAA actions are identified below in sections (1) through (14). Construction and secondary (induced) impacts should be addressed within the relevant environmental impact category. FAA-specific requirements for assessing impacts are highlighted in FAA Order 1050.1F, Appendix B *Federal Aviation Administration Requirements for Assessing Impacts Related to Noise and Noise-Compatible Land Use and Section 4(f) of the Department of Transportation Act (49 U.S.C. § 303)*. Methodologies for conducting the analyses are discussed in detail in the 1050.1F Desk Reference. The latest FAA-approved models must be used for both air quality and noise analysis. A list of approved models for each type of analysis is available in the 1050.1F Desk Reference.

Note: *The Desk Reference may be cited only as a reference for the methodologies and processes it contains, and may not be cited as the source of requirements under laws, regulations, Executive Orders, DOT or FAA directives, or other authorities. It further notes that you should cite the original source when citing requirements from laws, regulations, or other authorities.*

FAA Order 1050.1F, paragraph 4-3.3, Significance Thresholds and Exhibit 4-1, provide a significance determination table for the Proposed Action and retained alternatives (if any) based on the analysis in sections (1) through (14) below. Note: *Quantitative significance thresholds do not exist for all impact categories; however, consistent with the CEQ Regulations, the FAA has identified factors that should be considered in evaluating the context and intensity of potential environmental impacts.*

****IMPORTANT****



Environmental impacts for the following categories must be calculated for the year of project implementation and the planning horizon year in this EA Form. The implementation year represents the first year in which the Proposed Action would be fully operational. The planning horizon year typically represents the implementation year plus five years. Sometimes if appropriate due to project phasing or if requested by a reviewing agency, impact analysis may need to be conducted for intermediate years. Coordinate with an FAA JAN/ADO environmental specialist before conducting an intermediate year impact analysis.

Significance determination table

Environmental Consequences	No Build	Build
Air Quality	No Impact	No Significant Impact
Biological Resources	No Impact	No Impact
Coastal Resources	No Impact	No Impact
Surface Transportation	No Impact	No Significant Impact
Farmlands	No Impact	No Impact
Hazardous Material	No Impact	No Impact
Historical Resources	No Impact	No Impact
Land Use	No Impact	No Significant Impact
Natural Resources and Energy Supply	No Impact	No Significant Impact
Noise	No Impact	No Significant Impact
Socioeconomic	No Impact	No Significant Impact
Visual Effects	No Impact	No Impact
Wetlands	No Impact	No Impact
Surface Waters	No Impact	No Impact
Floodplain	No Impact	No Significant Impact

(1) AIR QUALITY

The FAA has a responsibility under NEPA to include in its EA’s sufficient analysis to disclose the extent of a project’s impact on the attainment and maintenance of the National Ambient Air Quality Standards (NAAQS) and any applicable state air quality standards. Thus, a project’s impact on air quality is assessed by evaluating whether it would cause a new violation of a NAAQS or contribute to a new violation in a manner that would increase the frequency or severity of the new violation. Very small projects sometimes can be evaluated qualitatively or by comparison to a previous project for which a quantitative air quality analysis is available. However, if a project requires the preparation of an EA, it is likely that a quantitative, project-specific air quality assessment would be needed. This can be accomplished by first identifying the emissions sources associated with a project, and then estimating the emissions for each retained alternative. Knowing the emissions may help to characterize a project’s impact for the EA. The FAA’s *Air Quality Handbook* provides information on how to conduct an air quality analysis.

https://www.faa.gov/regulations_policies/policy_guidance/envir_policy/airquality_handbook/

(a) Compared to the No Action alternative, will the Proposed Action or any of the retained alternatives cause or create a reasonably foreseeable increase in air emissions due to implementation? If the action will not cause a reasonably foreseeable emission increase, a *qualitative* air quality assessment is justifiable for disclosure purposes under NEPA. Provide an explanation of the conditions and rationale upon which this finding is based along with any supporting data, reasoning and/or justification. The assessment should explain how or why implementation of the Proposed Action or any of the retained alternatives will not cause or create a



reasonably foreseeable increase in air emissions. **Note:** *Examples of projects and actions that will likely cause or create a reasonably foreseeable increase in emissions include those that will cause or create an increase in aircraft operations and/or ground access vehicle trips. Other projects such as runway/taxiway improvements, roadway modifications, and/or parking facility expansions, may cause or create reasonably foreseeable increases in emissions by changing aircraft and vehicle travel patterns. By comparison, examples of projects and actions that will not likely cause or create increases in emissions include land acquisition programs or the upgrading of airfield lighting systems.*

Discuss the potential for a reasonably foreseeable increase in air emissions:

The Proposed Action would not increase air traffic or impact the type of aircraft using the Airport. Therefore, no permanent change in emissions from airport use is expected. Construction of the proposed project will result in temporary emissions from construction equipment and materials. Construction impacts can be minimized using appropriate Best Management Practices.

(b) Is the Proposed Action located in a nonattainment or maintenance area for any of the NAAQS established under the Clean Air Act? **If the Proposed Project is in a nonattainment or maintenance area, identify for what pollutant(s), and do not complete this EA Form without first contacting a JAN/ADO EPS for further guidance.** **Note:** *To review the current list of areas designated nonattainment, see the U.S. Environmental Protection Agency reference book, The Green Book Nonattainment Areas for Criteria Pollutants at <https://www.epa.gov/green-book>.*

Document area status:

The project site is located in an attainment area.

(c) If the action is located in an attainment area and will cause a reasonably foreseeable emission increase, you must prepare an emissions inventory for NAAQS priority pollutants and Green House Gases (GHG's) and disclose the results. **You must contact a JAN/ADO EPS before conducting an air quality analysis.**

******IMPORTANT******

As of May 29, 2015, the FAA accepted modeling tool for predicting air emissions is the Aviation Environmental Design Tool (AEDT). The most current version of this model, currently AEDT2b *must* be used for any new analysis started after that date. Please contact a JAN/ADO Environmental Specialist if you have any questions regarding the emissions analysis or the current version of the model to use in your analysis.

Provide the emissions inventory for the No Action Alternative, Proposed Action and Retained Alternatives for the EA Study Years including both direct and indirect emissions that are reasonably foreseeable which includes operational as well as construction emissions.

The airport is within an attainment area for all NAAQS. The operation of the proposed drainage improvements would not result in a substantial increase in air emissions from aircraft and/or vehicles. Construction will result in a short-term increase in air emissions.



Discuss the results of the emissions inventory and make a determination if the impacts are considered significant.

Because increased air emissions would be minor when compared to the overall emissions at the Airport, an emissions inventory was not prepared.

(2) BIOLOGICAL RESOURCES (INCLUDING FISH, WILDLIFE, AND PLANTS)

(a) Using the U.S. Fish and Wildlife Service’s IPaC site (<https://ipac.ecosphere.fws.gov/>), provide an assessment of the Proposed Action’s and retained alternatives (if any) direct impact area (construction footprint) and indirect impact area (area indirectly impacted through facility lighting, noise contours, air emissions, and changes to water quality or quantity caused by construction equipment or facility operations). Attach a figure and table (for direct and indirect impact areas) with acreages per land use cover type to assist in the explanation. If NOAA fisheries has species or critical habitat in the area consult through: <https://www.fisheries.noaa.gov/content/how-submit-consultation-request-southeast> .

Quantitatively discuss potential direct and indirect impacts:

The project site is surrounded by an urban environment and development of the site is not anticipated to cause negative indirect impacts to the surrounding areas. There would be no wetland, surface water, or native habitat impacts. Direct impacts are to previously disturbed lands associated with airfield development. There would be no indirect impacts. The USFWS’s Information for Planning and Conservation (IPaC) was used as a planning tool for the environmental analysis. Documentation with the U.S Fish and Wildlife Service’s IPAC site is attached an appendix to this report.

(b) Describe the potential for the Proposed Action and retained alternatives (if any) to result in long-term or permanent loss of plant or wildlife species, to directly or indirectly affect plant communities, and/or involve the displacement of wildlife. Cross reference Category (14) Water Resources, if jurisdictional water bodies or wetlands are present.

Quantitatively discuss potential direct and indirect impacts:

The project site has been previously developed since the mid to late 1940s and provides limited habitat to wildlife species and plant communities. Previous development included clearing, filling and grading the property associated with airfield improvements. The further development of the project is not anticipated to cause long term or permanent loss to any plant communities or wildlife species.

(c) Using U.S. Fish and Wildlife (FWS) and National Marine Fisheries Service (NMFS) flora and fauna species lists for the Action vicinity, describe the potential for the Proposed Action and retained alternatives (if any) to directly or indirectly affect any federally-listed or candidate species of flora or fauna or designated critical habitat protected under the Endangered Species Act (ESA), the Marine Mammal Protection Act (MMPA), or affect Essential Fish Habitat (EFH) identified under the Magnuson-Stevens Act. You must attach records of consultation with FWS and NMFS, as appropriate, in an appendix to the EA. **Note:** *If the Proposed Action and retained alternatives (if any) would potentially affect federally protected or candidate species, or designated critical habitat, do not complete this EA and contact an FAA JAN/ADO EPS.*

Quantitatively discuss the potential for the Proposed Action and retained alternatives to directly or indirectly impact federally-protected species and designated critical habitat:

There are no documented occurrences of federally listed flora or fauna on the site and there are no impacts to critical habitat. The study area is wholly in uplands with no wetlands or



Essential Fish Habitat (EFH) impacts. In accordance with Section 7 of the Endangered Species Act and its implementing regulations, the FAA concurred that the proposed action would have No Effect on federally-listed species. Correspondence with USFWS is attached.

(d) If the project is in MS, use Mississippi Department of Wildlife, Fisheries and Parks website at: <https://www.mdwfp.com/museum/seek-study/natural-heritage-program/request-natural-heritage-information/> flora and fauna species lists for the Action vicinity, describe the potential for the Proposed Action and retained alternatives (if any) to directly or indirectly affect any state-listed species protected in the State of Mississippi. You must attach records of consultation with state jurisdictional agencies in an appendix to the EA.

Quantitatively discuss the potential for the Proposed Action and retained alternatives to directly or indirectly impact state-protected species and designated critical habitat:

Not applicable.

(e) Describe the potential for the Proposed Action and retained alternatives (if any) to directly or indirectly affect species protected under the Migratory Bird Act. You must attach a record of consultation with FWS in an appendix to the EA.

Quantitatively discuss the potential impacts:

The project area provides negligible habitat to species protected by the Migratory Bird Act. In addition, no bald eagles have been observed onsite and no known bald eagle nest are located within 5 miles of the project area. Project development is not anticipated to negatively impact any species protected through this Act.

(f) Discuss any operational, avoidance, minimization or compensatory measures (including construction mitigation measures) that have been considered in the siting of the Proposed Action and retained alternatives (if any) to mitigate impacts to biological resources. Identify all required federal, state or local permits. **Note:** Analyses for undisturbed areas including water bodies must be conducted in consultation with FWS, other Federal agencies (NMFS, EPA, USACE), and state agencies (DEP, FWC, and water management districts), having expertise on potentially affected biotic resources and their habitats. Federal and state-listed species lists must be consulted and the potential for occurrence in the Proposed Action area must be documented. Include an analysis of construction impacts and measures to avoid and minimize impacts to ensure that this document properly addresses both permanent and temporary, constructed-related impacts on these resources.

Quantitatively discuss any operational, avoidance, minimization or mitigation measures:

Not applicable.

(3) CLIMATE

(a) Affected Environment - For airport actions, the study area is defined by the extent of the project changes (i.e., immediate vicinity of the airport) and should reflect the full extent of aircraft movements as part of the project changes. Consult the FAA’s Air Quality Handbook for more information on defining the study area. As explained in the 1050.1F Desk Reference, analysis of GHG emissions should be quantitatively assessed in certain circumstances, but otherwise may be qualitatively assessed. Where the analysis is quantitative, the affected environment section for climate should provide the quantitative data for the existing condition, which provides the baseline of existing GHG emissions in the study area. The affected environment section should also discuss the current level of preparedness in the study area with respect to the impacts of climate change. This involves describing current measures that are in place within the study area to adapt to the impacts of climate change (e.g., sea level rise, stronger or more frequent storms, etc.). This



discussion should be concise and may be quantitative or qualitative, depending on the nature of the project area.

Describe the current Climate and level of preparedness conditions in the Study Area:

Not applicable.

(b) Environmental Consequences - If GHG's and climate are not relevant to the Proposed Action and alternative(s) (i.e., because there would be no GHG emissions), this should be briefly noted and no further analysis is required.

Qualitatively discuss the reasons that the Proposed Action and retained alternatives would not affect GHG's or Climate Change:

The development of the project site is anticipated to have minimal effect on GHG's and climate change as the proposed action would not substantially increase activity at the airport.

(c) Where the Proposed Action or alternative(s) would not result in a net increase in GHG emissions (as indicated by quantitative data or proxy measures such as reduction in fuel burn, delay, or flight operations), a brief statement describing the factual basis for this conclusion is sufficient and no further analysis is required.

Describe the basis for "no-effect" conclusion:

Not applicable.

(d) Where the Proposed Action or alternative(s) would result in an increase in GHG emissions as compared to the No Action alternative for the same study year, the emissions should be assessed either qualitatively or quantitatively using the methodology described in FAA's 1050.1F Desk Reference, Section 3.3.2 (Data Analysis). **Note:** Contact a JAN/ADO EPS prior to undertaking a quantitative analysis.

Explain:

There will be no increase in GHG emissions from the proposed action.

(e) Documentation - When CO2e is quantified, the metric tonnes (Mg) CO2e results should be provided in a table or similar format that compares the alternatives directly. When fuel burn is computed, the Mg CO2 equal to that fuel content should be documented and discussed. See Section 3.3.3 of 1050.1F.

Provide a discussion of the analysis including data tables comparing the No Action and retained alternatives for each study year:

There will be no change in CO2e emissions from the proposed action.

(f) Reducing Emissions - Reduction of GHG emissions resulting from FAA actions contributes towards the U.S. goal of reducing aviation's impacts on climate. For NEPA reviews of proposed FAA actions that would result in increased emissions of GHGs, consideration should be given to whether there are areas within the scope of a project where such emissions could be reduced. GHG emission reduction can come from measures such as changes to more fuel efficient equipment, delay reductions, use of renewable fuels, and operational changes (e.g., performance-based navigation procedures). However, GHG emission reduction is not mandated and will not be possible in all situations.

Discuss measures to reduce emissions associated with the Proposed Action:

Not applicable.



(g) Climate Adaptation - The environmental consequences section should include a discussion of the extent to which the proposed action or alternatives(s) could be affected by future climate conditions, based on published sources applicable to the study area. For example, a project area’s ability to sustain impacts caused by climate changes should be described (e.g., identify current robustness and height of seawalls for coastal airports). This discussion should include any considerations to adapt to forecasted climate change conditions.

Discuss potential climate conditions relevant to the Proposed Action:

There are no substantive climate conditions relevant to the proposed action.

(4) COASTAL RESOURCES

(a) Is the Proposed Action located within the Coastal Barrier Resources System (CBRS), as delineated by the U.S. Fish and Wildlife Service (FWS) Official CBRS maps? If the Proposed Action is located within the CBRS, do not complete this EA and contact an FAA JAN/ADO EPS.

Explain:

The site is not located within the CBRS.

(b) Coordinate a consistency review of the Proposed Action under the following authorities: Presidential Executive Order 12372; § 403.061 (42), the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended; the National Environmental Policy Act, 42 U.S.C. §§ 4321-4347, as amended; and Mississippi or Alabama Statutes.

The Mississippi Department of Marine Resources (MDMR) is the point of contact for wetlands permits in the Mississippi Coastal Zone, which includes Hancock, Harrison and Jackson counties at: <https://dmr.ms.gov/permitting/>.

Projects having the potential to impact Alabama's coastal resources in Baldwin and Mobile counties are subject to review pursuant to ADEM's Coastal Rules, found at: <https://adem.alabama.gov/programs/coastal/coastalPermitting.cnt> .

Not applicable.

(5) DOT SECTION 4(f)

(a) Describe and identify on an attached figure all DOT Section 4(f) resources both on-airport and within the airport’s vicinity (or area encompassed by the composite DNL 65 dBA noise contour for the Proposed Action, reasonable alternatives (if any) and No Action alternative). Resources that are protected by Section 4(f) are publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance; and publicly or privately owned land from an historic site of national, state, or local significance. Cross-reference Category (11) Noise and Compatible Land Use, as applicable.

Describe 4(f) resources and attach a figure if applicable:

There are no public parks, recreation areas, wildlife and waterfowl refuges of national, state, or local significance or publicly or privately-owned land from an historic site of national, state or local significance on or in proximity to the project site.

(b) Compared to the No Action alternative, would the Proposed Action and retained alternatives (if any) have a direct impact (physical use or “taking”) or indirect impact (constructive use) on any of any Section 4(f) sites or facilities? To assess constructive use refer to “FAR Part 150, Appendix



“A”, Table 1, Land Use Compatibility With Yearly Day-Night Average Sound Levels” If YES, do not complete this EA and contact the FAA JAN/ADO EPS.

Discuss the results of the analysis:

There are no direct impacts or indirect impacts to Section 4(f) sites or facilities.

(6) FARMLANDS--PRIME, UNIQUE OR STATE-SIGNIFICANT FARMLAND

(a) Compared to the No Action alternative does the Proposed Action and retained alternatives (if any) involve the acquisition of Prime, Unique or statewide and locally important farmland, or the conversion/use of these types of farmlands that are protected by the Federal Farmland Protection Policy Act (FPPA)? For more information see:

<https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>

Note: Farmland subject to FPPA requirements does not have to be currently used for cropland. It can be forest land, pastureland, cropland, or other land, but not land used for water storage or urban built-up land. Also, the “Part 523-Farmland Protection Policy Manual” notes that lands identified as “urbanized area” (UA) on Census Bureau maps are not subject to the provisions of the FPPA.

Discuss analysis and add tables and graphics as appropriate:

The project would not affect any prime, unique or statewide and locally important farmland soils subject to the Federal Farmland Protection Act..

(7) HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION

(a) Compared to the No Action alternative, would the Proposed Action and reasonable alternatives (if any) violate applicable Federal, state, tribal or local laws or regulations regarding hazardous materials and/or solid waste management?

Explain:

The construction and operation of the proposed project will follow all laws and regulations regarding hazardous material and solid waste.

(b) Compared to the No Action alternative, would the Proposed Action and retained alternatives (if any) involve a contaminated site (including but not limited to a site listed on the National Priorities List)? Describe how the Proposed Action site was evaluated for hazardous substance contamination. Reference electronic database searches and attach in an appendix any record of consultation with appropriate expertise agencies.

Explain:

The Proposed Project will not require the use of land containing or contaminated by hazardous materials. The Environmental Protection Agency (EPA) Envirofacts database was accessed to determine if the Proposed Project site contained documented cleanup sites. Based on that database – no brownfields, petroleum cleanup, Superfund or other waste cleanup sites occur within the Proposed Project area.



(c) Does the Proposed Action include land acquisition? A qualified Environmental Professional must prepare an Environmental Site Assessment (ESA) in accordance with FAA Order 1050.19C, *Environmental Site Assessment in the Conduct of FAA Real Property Transactions*. In particular, a Phase I ESA must be conducted prior to the acquisition of real property. The Phase I ESA must be attached to the EA.

Explain:

No land acquisition is required.

(d) Compared to the No Action alternative would the Proposed Action and retained alternatives (if any) produce an appreciably different quantity or type of hazardous waste?

Explain:

The Proposed Project will not require the use of land containing or contaminated by hazardous materials.

(d) Compared to the No Action alternative, would the Proposed Action and retained alternatives (if any) generate an appreciably different quantity or type of solid waste or use a different method of collection or disposal and/or would exceed local capacity? If **YES**, are local disposal facilities capable of handling the additional volumes of solid waste resulting from the Action? A letter from the local waste management handling facility may be necessary.

Explain:

Solid Waste would be produced during the construction of the proposed project, such as construction debris or trash generated by construction workers. However, none of these increases would be at appreciable levels where collection or disposal methods would exceed available capacity.

(e) Compared to the No Action alternative, would the Proposed Action and retained alternatives (if any) adversely affect human health and the environment with regards to hazardous materials or solid waste?

Explain:

The proposed project is not anticipated to adversely affect human health and the environmental regarding hazardous material or solid waste.

(f) Is there a sanitary landfill containing municipal solid waste (MSW) located within 10,000 feet of a runway serving turbo-powered aircraft, or 5,000 feet of a runway serving piston-powered aircraft? **Note:** A sanitary landfill containing municipal solid waste (MSW) is incompatible with airport



operations if the landfill is located within 10,000 feet of a runway serving turbo-powered aircraft, or 5,000 feet of a runway serving piston-powered aircraft. Refer to FAA Advisory Circular 150/5200.33 " Hazardous Wildlife Attractants on or Near Airports," and FAA Order 5200.5B, "Guidance Concerning Sanitary Landfills on or Near Airports."

Explain:

The proposed action involves drainage improvements.

(8) HISTORICAL, ARCHITECTURAL, ARCHEOLOGICAL, AND CULTURAL RESOURCES

(a) Describe and identify on an attached figure any *known* sites listed-in or eligible for listing on the National Register of Historic Places (NRHP) within the Proposed Action’s and retained alternatives (if any) Area of Potential Effect (APE), which is defined as “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties”. The APE includes the direct impact area (limits of ground disturbance) and as applicable the indirect impact area encompassed by the composite DNL 65 dBA noise contour of the Proposed Action, No Action, and retained alternatives (if any). Protected resources include historic sites, districts, objects, archaeological remains, historic structures, public parks, publicly-owned recreation areas, and wildlife or waterfowl refuges. Accomplish this review through searching the NRHP database, consultation with the State Historic Preservation Officer (SHPO), local historic groups, local jurisdictions, federally recognized tribes in the APE, and airport staff. Historic airport facilities (50 years or older) must be included. **Note:** *If any known listed or eligible NRHP sites are identified within the Proposed Action’s APE (direct or indirect), you must immediately contact the JAN/ADO Environmental Specialist for further instruction regarding Section 106 of the National Historic Preservation Act (NHPA).*

Describe and identify on attached figure (as applicable) any known sites in the direct and indirect impacts APE:

Maintenance and Rehabilitation on existing structure. No new disturbance anticipated.

(b) Consultation with the SHPO and tribes should be conducted early in the process and prior to submittal of the preliminary Draft EA to the JAN/ADO EPS. Discuss SHPO and tribal consultation responses below. **Records of consultation with the SHPO and federally recognized tribes and their responses must be included in an appendix to the EA.** All public out-reach efforts should apply to these groups as well. **Note:** *Letters to the Alabama SHPO and federally recognized tribes must come from the FAA. Draft letters for FAA signature. Discuss the proposed action and attach a figure identifying the area of potential effect (APE) on a recent aerial. Include in the discussion whether a cultural resource assessment study (CRAS) has been done for the APE. Provide a written effects determination along with supporting documentation to the SHPO/THPO and the consulting parties (see 36 CFR § 800.5). Make one of the following conclusions: (1) no historic properties present in the APE; (2) no adverse effect on historic properties; or (3) adverse effect on historic properties. If any known listed or eligible NRHP sites are identified within the Proposed Action’s APE, you must immediately contact the JAN/ADO Environmental Specialist for further instruction regarding Section 106 of the National Historic Preservation Act (NHPA).*

Discuss SHPO and tribal consultation responses.

Maintenance and Rehabilitation on existing structure. No new disturbance anticipated.

(c) Compared to the No Action alternative, would the Proposed Action or retained alternatives (if any) result in *direct effects* (physical disturbance or destruction, damage, alteration, isolation of the property from its surroundings, or moving a property from its historic location), or *indirect effects* (introduction of visual, auditory, or atmospheric elements that are out of character with the property



or that would diminish the integrity of the property’s setting), on any NRHP property or NHRP-eligible property? Cross reference your response with other applicable impact categories such as noise and compatible land use, air quality and Section 4(f)/6(f) resources.

Discuss direct or indirect effects on NRHP or NHRP-eligible properties.

No direct effects are anticipated.

(9) LAND USE

(a) Compared to the No Action Alternative, would the Proposed Action and retained alternatives (if any) result in any impacts to off-airport land uses and/or require a change to the local comprehensive plan and zoning map?

Discuss any impacts to off-airport land uses or changes to a local comprehensive plan or zoning.

No impacts to off-airport land uses or changes to the local comprehensive plan or zoning map is anticipated.

(b) Compared to the No Action alternative, would the Proposed Action and retained alternatives (if any) be located near or create a potential wildlife hazard as defined in FAA Advisory Circular 150/5200-33, "Wildlife Hazards on and Near Airports"?

Discuss potential wildlife hazards.

The proposed action is not located near nor will it create a potential wildlife hazard.

(c) If the Airport Sponsor is filing a federal Airport Improvement Program (AIP) grant application for construction of the Proposed Action, an *executed* letter from the Airport Sponsor to the FAA with the land use assurance language noted below must be attached as an appendix to this EA.

“Per 49 USC Section 47107(a)(10), that appropriate action, including adopting zoning laws, has been or will be taken to the extent reasonable, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including the landing and takeoff of aircraft.”

Note: *The Sponsor’s assurance letter must be related to existing and future planned land uses in the airport vicinity.*

Identify Draft EA Appendix that contains the Airport Sponsor’s land use assurance letter or explain why one is not required.

No impacts to off-airport land uses or changes to the local comprehensive plan or zoning map is anticipated.

(10) NATURAL RESOURCES AND ENERGY SUPPLY

(a) Identify suppliers of energy resources found in the area such as power plants, water utilities, sewage disposal utilities, and suppliers of natural gas and petroleum, as applicable. Identify the approximate amount of other resources such as water, asphalt, aggregate, and wood a project would use in the construction, operation, and maintenance of a project and identify where the suppliers are located.

Discuss:

There are sufficient resources in the area, the project will have no impact on available resources.



(b) Compared to the No Action alternative, what effect would the Proposed Action and retained alternatives (if any) have on energy supplies or other natural resource consumption? Would demand exceed supply?

Explain:

The proposed project is drainage improvements. The proposed action is not expected to increase operations. Thus, aviation fuel consumption and sales are not expected to increase substantially or affect supply.

(c) Identify whether the Proposed Action and retained alternatives (if any) would incorporate sustainable design features such as conservation of resources, use of pollution prevention measures, minimization of aesthetic effects, and address public (both local and traveling) sensitivity to these concerns.

Explain:

Not applicable as this project does not include vertical construction.

(11) NOISE AND COMPATIBLE LAND USE

(a) Determine if a noise analysis should be conducted per FAA Order 1050.1F, Appendix B. Airport operations must not exceed the threshold for both existing and forecast years (with and without the Proposed Action). If operations exceed the threshold, coordinate with the JAN/ADO EPS prior to conducting a noise analysis. **Note:** *No noise analysis is needed for projects involving Design Group I and II airplanes (wingspan less than 79 feet) in Approach Categories A through D (landing speed less than 166 knots) operating at airports whose forecast operations in the period covered by the NEPA document do not exceed 90,000 annual propeller operations (247 average daily operations) or 700 annual jet operations (2 average daily operations). These numbers of propeller and jet operations result in DNL 60 dB contours of less than 1.1 square miles that extend no more than 12,500 feet from start of takeoff roll. The DNL 65 dB contour areas would be 0.5 square mile or less and extend no more than 10,000 feet from start of takeoff roll. Also, no noise analysis is needed for projects involving existing heliports or airports whose forecast helicopter operations in the period covered by the NEPA document do not exceed 10 annual daily average operations with hover times not exceeding 2 minutes. These numbers of helicopter operations result in DNL 60 dB contours of less than 0.1 square mile that extend no more than 1,000 feet from the pad. Note that this rule applies to the Sikorsky S-70 with a maximum gross takeoff weight of 20,224 pounds and any other helicopter weighing less or producing equal or less noise levels. Airport forecasts must be consistent with the most recent FAA Terminal Area Forecast (TAF).*

Document the most recent TAF for the airport, the existing and forecast annual operations in the EA study years for the No Action alternative, the Proposed Action and any retained alternatives. Discuss whether the thresholds described above would be exceeded or not and whether a quantitative or qualitative noise analysis is appropriate for the Proposed Action.

The proposed project would not change aircraft operations or substantially alter aircraft noise at or in the vicinity of the Airport.

(b) Aircraft noise screening may rule out the need for more detailed noise analysis if screening shows no potential for significant noise impacts. The Area Equivalent Method (AEM) can be used in evaluating proposed actions and alternative(s) at an airport which result in a general overall



increase in daily aircraft operations or the use of larger/noisier aircraft, as long as there are no changes in ground tracks or flight profiles. If the AEM calculations indicate that the action would result in less than a 17 percent (approximately a DNL 1 dB) increase in the DNL 65 dB contour area, there would be no significant impact over noise sensitive areas and no further noise analysis would be required. If the AEM calculations indicate an increase of 17 percent or more, or if the action is such that use of the AEM is not appropriate, then the noise analysis must be performed using the Aviation Environmental Design Tool (AEDT) to determine if significant noise impacts would result. See the Area Equivalent Method (AEM) Version 7.0c User's Guide, October 2012 for further information on conducting an AEM screening procedure. **Note:** *If more detailed noise analysis is required, the model must be used to determine if significant noise impacts would result from implementation of the Proposed Action. Information regarding the FAA's AEDT 2b can be found in the 1050.1F Desk Reference and at <https://aedt.faa.gov/> .*

Explain the results of the AEM analysis if used.

Not applicable.

(c) Describe the affected environment for noise and noise compatible land use. Refer to the 1050.1F Desk Reference section 11.2, Affected Environment, for necessary information. The steps generally required to describe the affected environment for noise and noise compatible land are as follows:

- *Determine the study area for noise analysis.* An airport environs study area must be large enough to include the area within the DNL 65 dB contour, and may be larger.
- *Identify noise sensitive areas in the study area and pertinent land use information;* A noise sensitive area is defined in Paragraph 11-5.b (8) of FAA Order 1050.1F.
- *Describe **current** noise conditions in the study area.* Noise exposure contours must include DNL 65, 70, and 75 dB levels. Identify the number of residences or people residing within each noise contour where aircraft noise exposure is at or above DNL 65 dB. Identify the location and number of noise sensitive uses in addition to residences (e.g., schools, hospitals, nursing homes, parks, recreation areas, historic structures) that could be significantly impacted by noise. Use recent aerial photographs, GIS mapping and other resources to depict land uses within the noise study area.

Not applicable

(d) Describe the potential noise impacts of the proposed action and alternative(s), if any, for each timeframe evaluated. Use the AEDT to provide noise exposure contours for DNL 5 dB increments for the DNL 65, 70, and 75 dB levels. For all comparisons analyzed, the analysis needs to identify noise increases of DNL 1.5 dB or more over noise sensitive areas that are exposed to noise at or above the DNL 65 dB noise exposure level, **or** that would be exposed at or above the DNL 65 dB level due to a 1.5 dB or greater increase, when compared to the No Action alternative for the same timeframe. For each modeling scenario analyzed, disclose, quantify and discuss:

- number of residences or people residing within each noise contour interval where aircraft noise exposure is at or above DNL 65 dB,
- the net increase or decrease in the number of people or residences exposed to each increment of noise
- location and number of noise sensitive land uses in addition to residences (e.g., schools, hospitals, nursing homes, parks, recreation areas, historic structures) exposed to DNL 65 dB or greater
- when DNL 1.5 dB increases to noise sensitive land uses are documented within the DNL 65 dB contour, also identify the location and number of noise sensitive land uses within the



DNL 60 dB contour that are exposed to aircraft noise levels at or above DNL 60 dB but below DNL 65 dB and are projected to experience a noise increase of DNL 3 dB or more

- noise impact on noise sensitive areas within the DNL 65 dB contour.

Use multiple graphics to depict the noise contours and land uses and noise sensitive resources within the noise contours for all alternatives. Include arrival, departure and touch and go flight tracks. Graphics should be scaled and sufficiently large and clear to be readily understood.

The proposed drainage improvements would not result in a substantial change in aircraft operations or types of aircraft utilizing the facility.

(e) Discuss whether there is a significant noise impact for the Proposed Action and retained alternatives (if any) compared to the No Action alternative. FAA Order 1050.1F Exhibit 4-1 provides the FAA’s significance threshold for noise i.e. *The action would increase noise by DNL 6 1.5 dB or more for a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65dB level due to a DNL 1.5dB or greater increase, when compared to the no action alternative for the same timeframe.* For example, an increase from DNL 65.5 dB to 67 dB is considered a significant impact, as is an increase from DNL 63.5 dB to 65 dB. The determination of significance must be obtained through the use of noise contours and/or grid point analysis along with local land use information and general guidance contained in Appendix “A”, Table 1 of 14 CFR part 150. If there is a potential significant noise impact for the Proposed Action, **do not complete this EA** and contact the JAN/ADO EPS for further guidance.

Explain:

Substantial change in the noise environment from drainage improvements is not anticipated.

(e) For some noise analyses, it may be necessary to include noise sources other than aircraft departures and arrivals in the noise analysis. This can be determined by examining the action and determining the potential impacts caused by noise other than aircraft departures and arrivals. Some examples are engine run-ups, aircraft taxiing, construction noise, and noise from related roadway work and roadway noise. The inclusion of these sources should be considered on a case-by-case basis, as appropriate. Discuss whether the Proposed Action and retained alternatives (if any) have the potential to cause noise other than aircraft related noise. See 1050.1F Desk Reference, Section 11.5 for additional information.

Discuss if analysis of other noise sources is warranted. If it is, conduct the analysis and describe the results here.

No other noise analyses were required.

(f) Discuss any mitigation measures that are in effect at the time of the proposal or are proposed to be taken to mitigate significant impacts resulting from the Proposed Action and/or the retained alternatives. See 1050.1F Desk Reference, Section 11.6 for common operational measures to mitigate noise, common mitigation measures related to noise and noise-compatible land use, and common construction mitigation measures. Local land use actions are within the purview of local governments. The FAA encourages local governments to take actions to reduce and prevent land uses around airports that are not compatible with airport operations and aircraft noise. Airports receiving federal grant funding have a compatible land use obligation, as described in 1050.1F Desk Reference, Section 11.5.3 Airport Actions. Discuss what is being done regarding compatible land use by the local jurisdiction(s) with land use control authority.

Because significant noise impacts are not anticipated, mitigation is not required or proposed.



(12) SOCIOECONOMICS, ENVIRONMENTAL JUSTICE, AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS

(a) When compared to the No Action alternative, would the Proposed Project and retained alternatives (if any) change business and economic activity in the community; impact public service demands; induce shifts in population movement and growth, or other factors identified by the public, etc.? If **YES**, describe how these impacts would be minimized or mitigated.

Explain:

The proposed action will not impact public service demands or shift population movement and growth.

(b) When compared to the No Action alternative, would the Proposed Project and retained alternatives (if any) result in the need to relocate any homes or businesses? If **YES**, do not complete this EA and contact the JAN/ADO EPS for further guidance.

Explain:

No residential or business relocations required.

(c) Cause an alteration in surface traffic patterns, or cause a noticeable increase in surface traffic congestion or a decrease in Level of Service (LOS) on local roadways?

Explain:

The proposed project includes a 60" inch pipe to be installed under Napier Field Road. This will cause the road to be temporary closed and traffic re-routed for approximately 5 days. Proper coordination will occur with local government officials on the temporary closure of Napier Field Road. There will be no permanent changes in the traffic patterns.

(d) Would the Proposed Action and retained alternatives (if any) have the potential to lead to a disproportionately high and adverse impact to an environmental justice population, i.e., a low-income or minority population (per: <https://screeningtool.geoplatform.gov/en>)? Consider impacts in other environmental impact categories (noise, air); or impacts on the physical or natural environment that affect an environmental justice population in a way that the FAA would determine are unique to the environmental justice population and significant to that population. See 1050.1F Desk Reference, Chapter 12 for guidance. If **YES**, do not complete this EA and contact the JAN/ADO EPS for further guidance.

Explain:

There are low-income and minority populations within the Census tracts of the airport, but construction and operation of the facility will occur on-airport with minor off-site impacts to low income or minority populations. As described previously, the proposed action is not anticipated to substantially alter aircraft operations. As such, the proposed action is not expected to substantially alter aircraft noise parameters at or near DHN or result in a substantial increase in air emissions from aircraft and/or vehicles.

(e) Would the Proposed Action and retained alternatives (if any) result in any environmental health risks and/or safety risks that may disproportionately affect children? Environmental health risks and safety risks include risks to health or to safety that are attributable to products or substances that a child is likely to come in contact with or ingest, such as air, food, drinking water, recreational waters, soil, or products they might use or be exposed to. It may be beneficial to determine the number of schools, daycares, parks, and children's health clinics in the study area. Consider impacts to children's health and safety in the context of other impact categories (air, noise, water quality).



Explain:

There are no schools, daycares, parks, or children’s health clinics adjacent within or in proximity to the project site. There would be no environmental health risks and/or safety risks that disproportionately affect children.

(13) VISUAL EFFECTS INCLUDING LIGHT EMISSIONS

(a) Compared to the No Action alternative, describe any new lighting systems associated with the Proposed Action and retained alternatives (if any). Describe the new types of lighting, their intensity, height and direction of emissions that would be constructed and operational.

Explain:

Not applicable.

(b) Would the Proposed Action and retained alternatives (if any) have the potential to create annoyance or interfere with normal activities for nearby residential areas or other light-sensitive resources or affect the visual character of the area due to the light emissions, including the importance, uniqueness, and aesthetic value of the affected visual resources? If appropriate, provide a graphic depicting the location of residential areas or other light-sensitive resources in the airport vicinity in relation to the Proposed Action’s and retained alternatives (if any) new lighting system.

Explain:

Not applicable.

(c) Identify whether a local community, government or jurisdictional agency would consider visual effects from the Proposed Action’s (and retained alternatives) lighting objectionable to people’s properties and people’s use of resources covered by DOT Section 4(f), LWCF Section 6(f), and the National Historic Preservation Act (NHPA) Section 106. Consider the potential extent the proposed action would have to: affect the nature of the visual character of the area, including the importance, uniqueness, and aesthetic value of the affected visual resources; contrast with the visual resources and/or visual character in the study area; and block or obstruct the views of visual resources, including whether these resources would still be viewable from other locations.

Explain:

Not applicable.

(14) WATER RESOURCES - WETLANDS, FLOODPLAINS SURFACE WATERS, GROUNDWATER, AND WILD AND SCENIC RIVERS

WETLANDS

(a) Compared to the No Action alternative, would the Proposed Action and retained alternatives (if any) impact federal or state jurisdictional and non-jurisdictional wetlands? If **YES**, provide an assessment of the Proposed Action and retained alternatives (if any) wetland impacts. **Quantify both** acreage and Functional Loss in accordance with U.S. Army Corps of Engineers (USACE) and state agency (water management district (WMD)). If protected species or habitat resources are affected, USFWS and FWC must be consulted and consultation must be attached as an appendix to this EA. Cross-reference with Category (2) Biotic Resources, as applicable.



Provide assessment of wetland impacts:

No wetlands are onsite; therefore, no wetland impacts are associated with the project site.

(b) If the Proposed Action would unavoidably impact a wetland, explain why the wetland is the only practicable location for the Proposed Action. Consider the purpose and need, FAA design standards, engineering, environmental, economic, technical feasibility or any other applicable factor. FAA will consider this information in its independent evaluation of alternatives (see 40 CFR 1506.5.) **Note:** Federal regulations require “that no discharge shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact to the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences” (per Memorandum of Agreement between The Department of the Army and Environmental Protection Agency, The Determination of Mitigation under the Clean Water Act Section 404 (b)(1) Guidelines, February 1990.

Discuss:

Not applicable.

(c) If the Proposed Action would affect federal and/or state jurisdictional wetlands, discuss all practicable means to avoid and minimize wetland impacts through modifications or permit conditions. FAA will consider this information in its independent evaluation of measures that will be used to minimize harm to wetlands (see 40 CFR 1506.5).

Discuss avoidance and minimization measures evaluated and unavoidable wetland impacts:

No applicable.

(d) Discuss appropriate and practicable compensatory mitigation for unavoidable adverse impacts which remain after all appropriate and practicable minimization has been provided. Identify the location of proposed compensatory mitigation, including acreage, Functional Gain, and estimated cost. USACE and WMD or FDEP consultation must be attached in an appendix to this EA that includes acknowledgement of required permits and proposed mitigation.

Discuss compensatory mitigation and attach record of jurisdictional agency consultation:

No applicable.

(e) List all required permits that will be obtained for wetland impacts (USACE Section 404, WMD, FDEP or local). USACE Standard Individual Permits require public notice. For NEPA purposes, this is conducted during public and agency review of the Draft EA. **Note:** Nationwide General Permits authorize a category of activities throughout the U.S., Puerto Rico, and U.S. Virgin Islands that are similar in nature and cause only minimal individual and cumulative environmental impacts. Nationwide General Permits may authorize minor filling, roads, utility lines, maintenance of existing structures and other minor activities; they may require mitigation. Standard Individual Permits are required for activities which may cause more than minimal adverse effects to the aquatic environment and exceed the terms and conditions of a general permit; they require public notice and review by state and federal resource agencies; most require mitigation.

List all wetland permits:

No applicable.

(f) Attach a statement from the Airport Sponsor committing to the implementation of a mitigation plan developed to the satisfaction of the USACE in consultation with state and local agencies having an interest in the affected wetland.

No applicable.



FLOODPLAINS

(a) Compared to the No Action alternative, would the Proposed Action and retained alternatives (if any) be located in, or encroach upon, any base/100-year floodplains, as designated by the Federal Emergency Management Agency (FEMA)? If **YES**, you must quantify the encroachment and attach the corresponding FEMA Flood Insurance Rate Map (FIRM) and proceed to (b) and (c).

Explain and quantify the floodplain encroachment and attach FEMA FIRM Map, if applicable:

The proposed action will not be located in or encroach upon the 100-year floodplain. Review of the National Flood Insurance Rate Map No. 01069C0055G indicates the Proposed Action study area is located in area designated Zone X which is outside of the 100 and 500 year floodplains. A copy of the floodplain map is attached.

(b) In accordance with Executive Order 11988, explain why the Proposed Action and retained alternatives (if any) must be located in or affect the base/100-year floodplain. Include (1) a description of significant facts considered in making the decision to locate the Proposed Action in or to affect the floodplain, including alternative sites and actions; (2) a statement indicating whether the Proposed Action (and retained alternatives if any) conforms to applicable state or local floodplain protection standards; (3) a description of the design steps taken to modify the Proposed Action to minimize potential harm to or within the floodplain; and (4) a statement indicating how the Proposed Action affects the natural or beneficial values of the floodplain.

Explain:

Not applicable.

(c) If the Proposed Action or retained alternative would cause an encroachment of a base/100-year floodplain, the Airport Sponsor must provide an opportunity for early public review during the EA process, in accordance with Section 2(a)(4) of Executive Order 11988 and Paragraph 7 of DOT Order 5650.2. For NEPA purposes, this is conducted during public and agency review of the Draft EA.

Discuss what actions were taken to make the Draft EA available for early public review and what notification of floodplain impacts was made.

Not applicable.

SURFACE WATERS AND GROUND WATERS

(a) When compared to the No Action alternative, will the Proposed Action and retained alternatives (if any) require a Section 401 water quality certificate (WQC) for construction activities or impacts to navigable waters, including jurisdictional wetlands? Explain the status of and/or any issues associated with obtaining this certificate. Attach any correspondence from the issuing agency. Cross reference your response with Wetlands, as applicable.

Explain:

No waters or jurisdictional wetlands will be impacted by this Project. No Section 401 water quality certification will be required.



(b) Is a National Pollutant Discharge Elimination System (NPDES) permit required for the Proposed Action and retained alternatives (if any)? If **YES**, explain the status and attach any comments received from the issuing agency or a copy of the permit.

Explain:

Yes. The project qualifies for a NPDES General Stormwater Permit for Construction Activities. The Alabama Department of Environmental Management has been delegated authority from the USEPA to implement the NPDES program in Alabama. The contractor files a Notice of Intent (NOI) prior to the start of construction and is covered under the general permit. A Stormwater Pollution Prevention Plan (SWPPP) is prepared by the contractor and implemented on-site to avoid and minimize impacts from construction related activities. BMP's during construction include:

1. Enclosing project site with perimeter construction fence limiting access to construction traffic only.
2. Installing silt fence along the inside of perimeter construction fence.
3. Constructing stabilized construction entrance minimizing debris tracking off site.
4. Utilizing construction dumpsters for storage of demolished items until removal from site.
5. Recycling materials where possible.
6. Placing filter fabric over existing inlets within and adjacent to the work area keeping silt and debris from discharging into the stormwater system.
7. Utilizing water trucks keeping dust to a minimum.
8. Grassing completed areas as quickly as possible and irrigating grassed areas.

(c) Would the Proposed Action and retained alternatives (if any) affect a public drinking water supply, a sole source aquifer, or a Comprehensive State Groundwater Protection Program (CSGWPP)? If **YES**, attach records of consultation with EPA and state, local or tribal water quality agencies responsible for protection programs.

Explain:

No. The project will implement best management practices during construction and operation.

(d) Provide sufficient description of the mitigation measures the Airport Sponsor will carry out for the Proposed Action to: meet WQC terms or the conditions of any applicable NPDES permits; protect public drinking water supplies or comply with applicable CSGWPPs; develop response plans to contain any potential spills of oil or oil-based products associated with the Proposed Action; meet any other substantial water quality concerns that water quality agencies identify; or, use best management practices (BMPs) or best available technologies (BATs).

Not applicable.

WILD AND SCENIC RIVERS

(a) Is the Proposed Action's project study area within any Wild and Scenic Rivers System (WSRS), study rivers, National Rivers Inventory (NRI), or otherwise eligible rivers or river segments under Section 5(d)? If no Wild and Scenic Rivers, study rivers, NRI, or Section 5(d) rivers are found within the study area, no further analysis is needed. If **YES**, contact an FAA JAN/ADO EPS for further guidance. **Note:** *The study area should be defined as the entire geographic area with the potential*



to be either directly or indirectly impacted by the proposed action and alternative(s). For example, if construction of a new facility is part of the proposed action or alternative(s), the study area should include any areas directly impacted through any visual, audible, or other type of intrusion that is out of character with the river or alters the outstanding features of the river's setting. The study area should also include any area indirectly impacted by the proposed action and alternative(s), such as rivers or river segments many miles downstream from the construction footprint of a project which may experience changes in water quality or quantity due to the proposed action and alternative(s). In addition, the default boundaries of Wild and Scenic Rivers as defined in the Wild and Scenic Rivers Act extend to a maximum of one-quarter mile from the ordinary high water mark on each side of the river (an average of not more than 320 acres per mile). As a result, be sure to consider any area within this boundary as part of the study area. Alabama has the Sipsey fork of the West Fork River, and the Little River Canyon National Preserve. Mississippi has Black Creek. The NPS's NRI website at: <https://www.nps.gov/orgs/1912/plan-your-visit.htm> provides a map which can assist in determining if any rivers in the study area are included on the NRI; and the National Wild and Scenic Rivers' Designated Wild and Scenic Rivers' website at: <https://www.rivers.gov/map.php> which provides a list of all designated Wild and Scenic Rivers in the National System as well as all study rivers.

Explain:

No Wild and Scenic River Systems, study rivers, National Rivers Inventories, or otherwise eligible rivers are located in the vicinity of DHN.

9. **CUMULATIVE IMPACTS**

Cumulative impacts are impacts that a proposed action and retained alternatives (if any) would have on a particular resource when added to impacts on that resource from past, present, and reasonably foreseeable future actions undertaken or proposed by the Airport Sponsor, the FAA, other Federal, state or local agencies, or a private entity. **Note:** List all sources of information including projects shown on an airport's ALP or identified in an airport's master plan, on airport projects approved by the FAA, the airport's 5 year CIP, the local jurisdiction's approved land use map and long range transportation plan, and substantial locally approved development projects. Identify off-airport projects that are within the same political jurisdiction or within approximately 5 miles of the airport, and the existing and future 65 DNL noise contour. For wetland and biotic resource impacts consider water management district basin boundaries.

(a) In order to determine whether the Proposed Action and retained alternatives (if any) would have a cumulative effect on any of the environmental impact categories discussed above, identify any on-airport projects that may have common timing and/or location; and any off-airport projects in the airport's vicinity outside of the Airport Sponsor or FAA's jurisdiction. Generally use 3 years for past projects and 5 years for future foreseeable projects. For each past, present, and future project, you must discuss environmental impacts and any required permits.

Explain:

The purpose of the proposed project is to improve airfield safety by constructing drainage improvements on the airfield. The Proposed Action would not add capacity, modify aircraft approach or departure routes, or increase aircraft operations. Therefore, the proposed project would not result in additional aviation-related development at the Airport or induce non-aviation related development in the vicinity of the Airport. Since the proposed project would not induce development or modify current aircraft operation, no indirect or secondary impacts are anticipated.

For this Environmental Assessment, spatial boundaries were delineated to determine the areas and projects within those areas that the cumulative analysis would address. The



spatial boundary for this cumulative analysis is the Airport property. Projects described in the following paragraphs include those that had or have the potential to affect the same environmental resources that the Proposed Project would affect.

Projects that have occurred at the Airport in the last three years include:

- Rehabilitation of Taxiway "A"
- Rehabilitation of Runway 18/36

Projects that are currently occurring at the Airport include:

- Rehabilitation of Runway 14/32

Projects that are anticipated to occur at the Airport within the next five years include:

- Rehabilitation of Taxiway "L"
- Construct new Fire Station

(b) Considering the impacts of the Proposed Action (and retained alternatives if any) together with the environmental impacts of past, present, and future projects discussed in 12(a) above, discuss whether cumulative impacts would exceed a significant impact threshold where one is provided. If no threshold is provided, discuss whether potential cumulative impacts would be considered substantial by any Federal, state, or local agency, or the public. *Significant impact thresholds are provided in Exhibit 4-1 of FAA Order 1050.1F and in 5050.4B Table 7-1 for each resource category.*

Explain:

The projects included in the CIP are not expected to exceed a significance threshold as these projects are primarily associated with redevelopment of existing infrastructure or development on previously developed/disturbed portions of the airport.

The proposed action results in no significant direct or indirect impacts and thus, would not result in significant cumulative impacts. The project is being constructed within an existing, disturbed and previously developed site. The other projects discussed in this section, as described, occur primarily on developed or disturbed areas and are also not expected to result in significant cumulative impact.

10. MITIGATION MEASURES

(a) As defined in the CEQ Regulations at 40 CFR § 1508.20, mitigation includes avoiding the impact; minimizing the impact; rectifying the impact by repairing, rehabilitating, or restoring the environment; reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and compensating for the impact by replacing or providing substitute resources.

Summarize all mitigation measures discussed in the Environmental Impact Categories of this EA that will be taken to avoid creation of significant impacts to a particular resource as a result of the Proposed Action. Discuss any impacts that cannot be mitigated, or that cannot be mitigated below the threshold of significance. *Significant impact thresholds are provided in Exhibit 4-1 of FAA Order 1050.1F for each resource impact category and in 5050.4B Table 7-1.*



No specific mitigation measures are proposed or required.

11. **PERMITS**

List all required permits for the Proposed Action, including the lead agency, status, and responsible entity. Discuss coordination with appropriate agencies and the expected time frame for receiving identified permits. Indicate whether any difficulties are anticipated in obtaining required permits. **Note:** *Even though the Airport Sponsor has/shall obtain one or more permits from the appropriate Federal, state, and local agencies for the Proposed Action, initiation of any construction activities shall NOT begin until the FAA has issued its environmental determination based on the information in this EA.*

ADEM – NPDES Stormwater Permit – The project qualifies for the general permit and this is filed by the contractor through the submittal of a NOI.

12. **CONSISTENCY WITH APPROVED PLANS OR LAWS**

(a) Is the Proposed Action consistent with existing environmental plans, laws, and administrative determinations of Federal, state, regional, or local agencies?

Explain:

Yes. The proposed development has received support from the local, state and federal agencies as applicable.

(b) Are there any other Federal approvals or permits required?

Explain:

None.

(c) Is the Proposed Action consistent with plans, goals, policies, or controls that have been adopted for the area in which the airport is located?

Explain:

Yes. The proposed development plans are supported by the local government officials. The proposed action is consistent with the current Airport Layout Plan for the airport.

13. **PUBLIC AVAILABILITY**

(a) Discuss whether any public meetings were held during development of the Draft EA. Provide a list of all agencies and persons consulted in the preparation of this EA. Discuss any input from local officials or public groups regarding the Proposed Action. Discuss whether a public hearing is warranted i.e. there is substantial environmental controversy concerning the Proposed Action or there is substantial interest in holding a hearing or another agency with jurisdiction over the action requests a public hearing.

No public meetings have been held. This project is drainage improvements and substantial public concern or controversy is not expected.



(b) After review by the FAA JAN/ADO EPS, the EA must be issued by the Airport Sponsor as a Draft EA for a 30-day public and agency review period. Concurrent with the 30-day public review period, the Airport Sponsor must submit the Draft EA to Federal, state and local agencies (as determined by the JAN/ADO EPS). The Airport Sponsor must publish a notice of availability of the Draft EA for public review in the local newspaper and airport sponsor’s website, if available. **Note:** *Certain special purpose environmental laws, regulations, or executive orders require public notice, and must be included as part of the Draft EA notice of availability. These include but are not limited to section 2(1)(4) of E.O. 11988, Floodplain Management, section 2(b) of E.O. 11990, Protection of Wetlands, Section 7 of the Endangered Species Act, Section 106 of the National Historic Preservation Act, and Order DOT 5610.2, Environmental Justice.*

Discuss and acknowledge submittal of a Draft EA for public and agency review.

This Draft EA is available for public and agency review. The document is available at the Dothan Regional Airport and on-line at: <http://www.flydothan.com>

Comments and/or request for public hearing can be submitted in writing to Mr. Eric Tomasovic, FAA-Jackson-ADO, 10 Canebrake Blvd. Suite 100, Flowood, MS 39232.

Comments will be received for 30 days and the end of the comment period is October 31, 2024. All comments and response to comments will be included in the Final EA.

(c) Comments on the Draft EA received from the Federal and state agencies, and the public must be attached to the Final EA. The Airport Sponsor must provide draft responses for FAA review by the JAN/ADO EPS.

Summarize comments received and identify an appendix to the EA within which the comments and responses are found.

This section will be updated in the Final EA following the public comment period.

14. LIST ALL ATTACHMENTS TO THIS EA

- Location Map
- EX1 – Alternative 1
- EX2 – Alternative 2
- EX3 – Alternative 3 (Proposed Action)
- FEMA Floodplain Map
- USFWS Correspondence



15. PREPARER CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, true and correct.

Signature:	
Name, Title:	Keith Shippey
Affiliation:	Barge Design Solutions
Date:	08/16/2024
Phone Number:	334-648-2643
Email:	keith.shippey@bargedesign.com

16. AIRPORT SPONSOR CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, true and 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 action(s) until FAA issues a final environmental decision for the proposed action(s), and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred and all appropriate Federal, state and local permits and certifications have been obtained.

Signature:	
Name, Title:	Adam Hartzog
Affiliation:	Dothan Regional Airport
Date:	08/26/2024
Phone Number:	334-983-8108
Email:	ah@flydothan.com



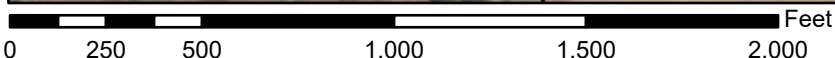
END NOTES:

FIGURES

National Flood Hazard Layer FIRMMette



85°27'19"W 31°18'50"N



1:6,000

85°26'42"W 31°18'19"N

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) <i>Zone A, V, A99</i>
		With BFE or Depth <i>Zone AE, AO, AH, VE, AR</i>
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile <i>Zone X</i>
		Future Conditions 1% Annual Chance Flood Hazard <i>Zone X</i>
		Area with Reduced Flood Risk due to Levee. See Notes. <i>Zone X</i>
		Area with Flood Risk due to Levee <i>Zone D</i>
OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard <i>Zone X</i>
		Effective LOMRs
GENERAL STRUCTURES		Area of Undetermined Flood Hazard <i>Zone D</i>
		Channel, Culvert, or Storm Sewer
OTHER FEATURES		Levee, Dike, or Floodwall
		20.2 Cross Sections with 1% Annual Chance Water Surface Elevation
MAP PANELS		17.5 Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
		Coastal Transect Baseline
		Profile Baseline
		Hydrographic Feature
		Digital Data Available
		No Digital Data Available
		Unmapped
		The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.



This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on **9/5/2024 at 7:57 AM** and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

APPENDIX A
USFWS CORRESPONDENCE

KR



May 13, 2024

U.S. Department of the Interior
FISH AND WILDLIFE SERVICE
1208-B Main Street
Daphne, Alabama 36526

RE: PROJECT CODE: 2024-0089528
PROJECT NAME: DOTHAN REGIONAL AIRPORT – DRAINAGE IMPROVEMENTS
DOTHAN, ALABAMA

To whom it may concern:

The Dothan Regional Airport (Airport) is applying for a Federal Aviation Authority (FAA) grant to fund drainage improvements to its existing storm sewer system. This project is being developed to help alleviate and mitigate runway and taxiway flooding at the Dothan Regional Airport. The Airport's existing drainage system is woefully undersized and does not have appropriate inlet or pipe capacity which causes runoff in certain areas to bypass existing structures and pond in low areas where flooding occurs.

Barge Design Solutions (Barge) is in the process of completing engineering design of the drainage improvements as well as performing an Environmental Assessment pursuant to the National Environmental Policy Act (NEPA) to be used so the FAA may assess the environmental impacts of the proposed project. The airport is located between Napier Field Road and AL-134 in Dothan, Alabama. The project area is approximately has been modified and disturbed over the years by cut and fill activities associated with airfield construction. The approximate location of the project can be viewed in Google Maps: [https:// www.google.com/maps/@31.320426599999998,-85.4498251975792,14z](https://www.google.com/maps/@31.320426599999998,-85.4498251975792,14z).

For your information, I have completed and attached the IPaC coordination and determination key for the Long eared northern bat which is a listed species in the project area. However, for preparation of the Environmental Assessment, we would like to know if your office has any concerns regarding any additional listed species that are included in the attached letter related to the proposed action. Based on the IPaC, there are no critical habits for the listed species that may occur in the project area. There will be very limited clearing required for this project. The improvements will generally consist of installing HDPE pipe, inlets, headwalls, catch basins, and trench drains.

If you have any questions, or need additional information, please do not hesitate to call me at 334-648-2643 or keith.shippey@bargedesign.com. Your comments on this project and prompt reply are greatly appreciated.

Sincerely,




D. Keith Shippey, C.M.
Project Manager



U.S. Fish and Wildlife Service
1208-B Main Street – Daphne, Alabama 36526
Phone: 251-441-5181 Fax: 251-441-6222

No federally listed species/critical habitat are known to occur in the project area. As described, the project will have no significant impact on fish and wildlife resources. **IF PROJECT DESIGN CHANGES ARE MADE, PLEASE SUBMIT NEW PLANS FOR REVIEW.** We recommend use of best management practices specific to your project (See <https://www.fws.gov/project/best-management-practices-alabama>).


William J. Pearson, Field Supervisor
William J. Pearson
Field Supervisor
Alabama Ecological Services Field Office

JUN 10 2024

Date

3



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Alabama Ecological Services Field Office
1208 B Main Street
Daphne, AL 36526-4419
Phone: (251) 441-5181 Fax: (251) 441-6222
Email Address: alabama@fws.gov

In Reply Refer To:

05/13/2024 17:24:39 UTC

Project code: 2024-0089528

Project Name: Dothan Regional Airport - Drainage Improvements

Federal Nexus: yes

Federal Action Agency (if applicable): Federal Aviation Administration

Subject: Record of project representative's no effect determination for 'Dothan Regional Airport - Drainage Improvements'

Dear Keith Shippey:

This letter records your determination using the Information for Planning and Consultation (IPaC) system provided to the U.S. Fish and Wildlife Service (Service) on May 13, 2024, for 'Dothan Regional Airport - Drainage Improvements' (here forward, Project). This project has been assigned Project Code 2024-0089528 and all future correspondence should clearly reference this number. **Please carefully review this letter.**

Ensuring Accurate Determinations When Using IPaC

The Service developed the IPaC system and associated species' determination keys in accordance with the Endangered Species Act of 1973 (ESA; 87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.) and based on a standing analysis. All information submitted by the Project proponent into IPaC must accurately represent the full scope and details of the Project.

Failure to accurately represent or implement the Project as detailed in IPaC or the Northern Long-eared Bat Rangewide Determination Key (Dkey), invalidates this letter. ***Answers to certain questions in the DKey commit the project proponent to implementation of conservation measures that must be followed for the ESA determination to remain valid.***

Determination for the Northern Long-Eared Bat

Based upon your IPaC submission and a standing analysis, your project has reached the determination of "No Effect" on the northern long-eared bat. To make a no effect determination, the full scope of the proposed project implementation (action) should not have any effects (either positive or negative), to a federally listed species or designated critical habitat. Effects of the action are all consequences to listed species or critical habitat that are caused by the proposed

action, including the consequences of other activities that are caused by the proposed action. A consequence is caused by the proposed action if it would not occur but for the proposed action and it is reasonably certain to occur. Effects of the action may occur later in time and may include consequences occurring outside the immediate area involved in the action. (See § 402.17).

Under Section 7 of the ESA, if a federal action agency makes a no effect determination, no consultation with the Service is required (ESA §7). If a proposed Federal action may affect a listed species or designated critical habitat, formal consultation is required except when the Service concurs, in writing, that a proposed action "is not likely to adversely affect" listed species or designated critical habitat [50 CFR §402.02, 50 CFR§402.13].

Other Species and Critical Habitat that May be Present in the Action Area

The IPaC-assisted determination for the northern long-eared bat does not apply to the following ESA-protected species and/or critical habitat that also may occur in your Action area:

- Alligator Snapping Turtle *Macrochelys temminckii* Proposed Threatened
- Choctaw Bean *Obovaria choctawensis* Endangered
- Eastern Indigo Snake *Drymarchon couperi* Threatened
- Fuzzy Pigtoe *Pleurobema strodeanum* Threatened
- Gulf Sturgeon *Acipenser oxyrinchus (=oxyrhynchus) desotoi* Threatened
- Monarch Butterfly *Danaus plexippus* Candidate
- Southern Kidneyshell *Ptychobranthus jonesi* Endangered
- Southern Sandshell *Hamiota australis* Threatened
- Tapered Pigtoe *Fusconaia burkei* Threatened
- Tricolored Bat *Perimyotis subflavus* Proposed Endangered

You may coordinate with our Office to determine whether the Action may affect the animal species listed above and, if so, how they may be affected.

Next Steps

Based upon your IPaC submission, your project has reached the determination of "No Effect" on the northern long-eared bat. If there are no updates on listed species, no further consultation/coordination for this project is required with respect to the northern long-eared bat. However, the Service recommends that project proponents re-evaluate the Project in IPaC if: 1) the scope, timing, duration, or location of the Project changes (includes any project changes or amendments); 2) new information reveals the Project may impact (positively or negatively) federally listed species or designated critical habitat; or 3) a new species is listed, or critical habitat designated. If any of the above conditions occurs, additional coordination with the Service should take place to ensure compliance with the Act.

If you have any questions regarding this letter or need further assistance, please contact the Alabama Ecological Services Field Office and reference Project Code 2024-0089528 associated with this Project.

Action Description

You provided to IPaC the following name and description for the subject Action.

1. Name

Dothan Regional Airport - Drainage Improvements

2. Description

The following description was provided for the project 'Dothan Regional Airport - Drainage Improvements':

The Dothan Regional Airport (Airport) is applying for a Federal Aviation Authority (FAA) grant to fund drainage improvements to its storm sewer system. This project is being developed to help alleviate and mitigate runway and taxiway flooding at the Dothan Regional Airport. The Airport's existing drainage system is woefully undersized and does not have appropriate inlet or pipe capacity. Barge Design Solutions (Barge) is in the process of performing an Environmental Assessment pursuant to the National Environmental Policy Act (NEPA) to be used so the FAA may assess the environmental impacts of the proposed project. The airport is located between Napier Field Road and AL-134 in Dothan, Alabama. The project area has been modified and disturbed over the years by cut and fill activities associated with airfield construction. Anticipated start of construction is July 1, 2024

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@31.320426599999998,-85.4498251975792,14z>



DETERMINATION KEY RESULT

Based on the information you provided, you have determined that the Proposed Action will have no effect on the Endangered northern long-eared bat (*Myotis septentrionalis*). Therefore, no consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required for those species.

QUALIFICATION INTERVIEW

1. Does the proposed project include, or is it reasonably certain to cause, intentional take of the northern long-eared bat or any other listed species?

Note: Intentional take is defined as take that is the intended result of a project. Intentional take could refer to research, direct species management, surveys, and/or studies that include intentional handling/encountering, harassment, collection, or capturing of any individual of a federally listed threatened, endangered or proposed species?

No

2. The action area does not overlap with an area for which U.S. Fish and Wildlife Service currently has data to support the presumption that the northern long-eared bat is present. Are you aware of other data that indicates that northern long-eared bats (NLEB) are likely to be present in the action area?

Bat occurrence data may include identification of NLEBs in hibernacula, capture of NLEBs, tracking of NLEBs to roost trees, or confirmed NLEB acoustic detections. Data on captures, roost tree use, and acoustic detections should post-date the year when white-nose syndrome was detected in the relevant state. With this question, we are looking for data that, for some reason, may have not yet been made available to U.S. Fish and Wildlife Service.

No

3. Does any component of the action involve construction or operation of wind turbines?

Note: For federal actions, answer 'yes' if the construction or operation of wind power facilities is either (1) part of the federal action or (2) would not occur but for a federal agency action (federal permit, funding, etc.).

No

4. Is the proposed action authorized, permitted, licensed, funded, or being carried out by a Federal agency in whole or in part?

Yes

5. Is the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), or Federal Transit Administration (FTA) funding or authorizing the proposed action, in whole or in part?

No

6. Are you an employee of the federal action agency or have you been officially designated in writing by the agency as its designated non-federal representative for the purposes of Endangered Species Act Section 7 informal consultation per 50 CFR § 402.08?

Note: This key may be used for federal actions and for non-federal actions to facilitate section 7 consultation and to help determine whether an incidental take permit may be needed, respectively. This question is for information purposes only.

No

7. Is the lead federal action agency the Environmental Protection Agency (EPA) or Federal Communications Commission (FCC)? Is the Environmental Protection Agency (EPA) or Federal Communications Commission (FCC) funding or authorizing the proposed action, in whole or in part?

No

8. Is the lead federal action agency the Federal Energy Regulatory Commission (FERC)?

No

9. Have you determined that your proposed action will have no effect on the northern long-eared bat? Remember to consider the [effects of any activities](#) that would not occur but for the proposed action.

If you think that the northern long-eared bat may be affected by your project or if you would like assistance in deciding, answer “No” below and continue through the key. If you have determined that the northern long-eared bat does not occur in your project’s action area and/or that your project will have no effects whatsoever on the species despite the potential for it to occur in the action area, you may make a “no effect” determination for the northern long-eared bat.

Note: Federal agencies (or their designated non-federal representatives) must consult with USFWS on federal agency actions that may affect listed species [50 CFR 402.14(a)]. Consultation is not required for actions that will not affect listed species or critical habitat. Therefore, this determination key will not provide a consistency or verification letter for actions that will not affect listed species. If you believe that the northern long-eared bat may be affected by your project or if you would like assistance in deciding, please answer “No” and continue through the key. Remember that this key addresses only effects to the northern long-eared bat. Consultation with USFWS would be required if your action may affect another listed species or critical habitat. The definition of [Effects of the Action](#) can be found here: <https://www.fws.gov/media/northern-long-eared-bat-assisted-determination-key-selected-definitions>

Yes

PROJECT QUESTIONNAIRE

Will all project activities be completed by November 30, 2024?

Yes

IPAC USER CONTACT INFORMATION

Agency: Barge Design Solutions
Name: Keith Shippey
Address: 2047 West Main Street
City: Dothan
State: AL
Zip: 36301
Email: keith.shippey@bargedesign.com
Phone: 3346482643

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Aviation Administration
Name: Eric Tomasovic
Email: Eric.Tomasovic@faa.gov
Phone: 7577496989



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Alabama Ecological Services Field Office
1208 B Main Street
Daphne, AL 36526-4419
Phone: (251) 441-5181 Fax: (251) 441-6222
Email Address: alabama@fws.gov

In Reply Refer To:

05/13/2024 17:09:05 UTC

Project Code: 2024-0089528

Project Name: Dothan Regional Airport - Drainage Improvements

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.*).

Project consultation requests may be submitted by mail or email (Alabama@fws.gov). **Ensure that the Project Code in the header of this letter is clearly referenced in any request for consultation or correspondence submitted to our office.**

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 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 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:

<https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.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/program/migratory-bird-permit/what-we-do>.

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/library/collections/threats-birds>.

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/partner/council-conservation-migratory-birds>.

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. **Ensure that the Project Code in the header of this letter is clearly referenced with any request for consultation or correspondence about your project that you submit to our office.**

Attachment(s):

- Official Species List

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:

Alabama Ecological Services Field Office

1208 B Main Street

Daphne, AL 36526-4419

(251) 441-5181

PROJECT SUMMARY

Project Code: 2024-0089528

Project Name: Dothan Regional Airport - Drainage Improvements

Project Type: Airport - Maintenance/Modification

Project Description: The Dothan Regional Airport (Airport) is applying for a Federal Aviation Authority (FAA) grant to fund drainage improvements to its storm sewer system. This project is being developed to help alleviate and mitigate runway and taxiway flooding at the Dothan Regional Airport. The Airport's existing drainage system is woefully undersized and does not have appropriate inlet or pipe capacity. Barge Design Solutions (Barge) is in the process of performing an Environmental Assessment pursuant to the National Environmental Policy Act (NEPA) to be used so the FAA may assess the environmental impacts of the proposed project. The airport is located between Napier Field Road and AL-134 in Dothan, Alabama. The project area has been modified and disturbed over the years by cut and fill activities associated with airfield construction. Anticipated start of construction is July 1, 2024

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@31.320426599999998,-85.4498251975792,14z>



Counties: Dale County, Alabama

ENDANGERED SPECIES ACT SPECIES

There is a total of 11 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 2 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.

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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
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none"> This species only needs to be considered if the project includes wind turbine operations. Species profile: https://ecos.fws.gov/ecp/species/9045	Endangered
Tricolored Bat <i>Perimyotis subflavus</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none"> This species only needs to be considered if the project includes wind turbine operations. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

REPTILES

NAME	STATUS
Alligator Snapping Turtle <i>Macrochelys temminckii</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4658	Proposed Threatened
Eastern Indigo Snake <i>Drymarchon couperi</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/646	Threatened

FISHES

NAME	STATUS
Gulf Sturgeon <i>Acipenser oxyrinchus (=oxyrhynchus) desotoi</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/651	Threatened

CLAMS

NAME	STATUS
Choctaw Bean <i>Obovaria choctawensis</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5038	Endangered
Fuzzy Pigtoe <i>Pleurobema strodeanum</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/3417	Threatened
Southern Kidneyshell <i>Ptychobranthus jonesi</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/7539	Endangered
Southern Sandshell <i>Hamiota australis</i> There is final critical habitat for this species. Your location does not overlap the critical habitat.	Threatened

NAME	STATUS
Species profile: https://ecos.fws.gov/ecp/species/2551	
Tapered Pigtoe <i>Fusconaia burkei</i>	Threatened
There is final critical habitat for this species. Your location does not overlap the critical habitat.	
Species profile: https://ecos.fws.gov/ecp/species/5046	

INSECTS

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

CRITICAL HABITATS

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

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

IPAC USER CONTACT INFORMATION

Agency: Barge Design Solutions
Name: Keith Shippey
Address: 2047 West Main Street
City: Dothan
State: AL
Zip: 36301
Email: keith.shippey@bargedesign.com
Phone: 3346482643