Chapter 5 - Environmental Overview

The National Environmental Policy Act of 1969 (NEPA) identifies environmental categories that must be reviewed in preparing a NEPA-compliant document prior to implementation of any infrastructure improvement project receiving federal funds. As a part of the master planning process, a review of these categories was conducted to identify potential environmental concerns that should be considered when planning future development. It is important to note that this review does not determine or delineate any detailed environmental concern, nor can it be used in the place of a Categorical Exclusion (CatEx), Environmental Assessment (EA), or an Environmental Impact Statement (EIS) to fulfill NEPA requirements. Rather, this review is intended to identify preliminary potential environmental concerns that should be considered prior to implementation of the recommended alternatives.

Information presented in this chapter is based on data collected from several federal and state agencies as well as local resources, such as previous environmental studies, and discussions with Hector Airport (Airport) officials. This preliminary overview of categories that were known or easily visible upon a site inspection were completed in conformance with Federal Aviation Administration (FAA) Order 1050.1F, *Environmental Impacts: Policies and Procedures*, FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, FAA Advisory Circulars (ACs), and applicable federal, state, and local regulations. Further investigation of all 16 environmental categories required by the FAA, such as through cultural resource studies or wetland delineations will be needed at the time of preparation of a NEPA document prior to the design and construction of the recommended alternatives to verify the information presented in this chapter.
The following sections in this chapter present the NEPA categories that were reviewed for any potential environmental impacts that could be caused by the future infrastructure improvements that are being proposed from this master planning effort as well as the anticipated level of NEPA documentation:

5.1 Noise
5.2 Land Use
5.3 Historic, Architectural, Archaeological, and Cultural
5.4 Biological Resources
5.5 Climate
5.6 Water Resources
5.7 Farmlands
5.8 Hazardous Materials, Solid Waste, Pollution Prevention
5.9 Anticipated Environmental Documents

It should be noted that a detailed review was not conducted of all NEPA categories since a number are not applicable due to the environs that surround the Airport and/or the nature of the proposed infrastructure improvement projects. The following lists each NEPA category that was excluded from a detailed environmental review along with a brief explanation as to why review of the category was not necessary.

✓ **Air Quality** – The Clean Air Act Amendments of 1990 require Federal agencies to ensure that their actions occurring in nonattainment and maintenance areas conform to the appropriate State Implementation Plan (SIP). The SIP is a plan that provides for implementation, maintenance, and enforcement of the National Ambient Air Quality Standards (NAAQS), and includes emission limitations and control measures to attain and maintain the NAAQS. Conformity is defined as demonstrating that a project conforms to the State Implementation Plan’s purpose of eliminating or reducing the severity and number of violations of the NAAQS and achieving expeditious attainment of such standards.

The Airport is currently in an attainment area for National Ambient Air Quality Standard pollutants. This was verified by review of the USEPA’s Green Book dated September 2016. Air quality may be temporarily reduced during construction due to vehicles and equipment. Any reduction in air quality is not anticipated to be at levels that would pose significant short-term or long-term health risks to the Airport or the surrounding community.
✓ Socioeconomic Impacts - Environmental Justice and Children’s Environmental Health and Safety
Risks – Although future acquisition of land may be necessary, such as for an extension of Runway 9/27, it is not expected to impact the health and safety of children, significantly impact ground transportation patterns, or impact the vitality of businesses in the surrounding community. The proposed improvements are not expected to significantly change the population, alter public services, or reduce economic activity for the surrounding area; in fact, the proposed improvements are expected to have positive effects through the development of additional employment opportunities, business growth, and economic activity. The proposed improvements are not anticipated to impact minority and low-income populations that live in geographic proximity to the Airport.

✓ Department of Transportation (DOT) Act, Section 4 (f) – Land from a public park, recreational area, wildlife/waterfowl refuge, or historic site of national, state, or local significance are not anticipated to be impacted to implement the proposed alternatives.

✓ Coastal Barriers and Coastal Zone Management – The Airport is located inland and is not in the proximity of a coastal zone management area; therefore, the proposed infrastructure improvements will not impact coastal resources.

✓ Natural Resources and Energy Supply – Energy usage because of the proposed infrastructure improvements is not anticipated to significantly impact local supplies or increase strain on local and regional power grids. In fact, energy reductions may be possible due to implementation of energy efficient components during infrastructure development. Likewise, the consumption of raw materials to implement the proposed infrastructure developments is not anticipated to significantly impact the supply of any local natural resources.

✓ Visual Effects – Light emissions and visual effects as a result of the proposed developments are not expected to adversely impact local residences in proximity of the Airport or create unwanted glares for pilots and air traffic controllers.

✓ Cumulative Impacts – In combination with past, present, and future development actions, the proposed infrastructure improvements are not anticipated to cumulatively impact any of the environmental categories defined by NEPA.
While the review of environmental conditions surrounding the Airport determined that the previously mentioned NEPA categories would not be significantly impacted because of the proposed infrastructure improvements, each will need to be evaluated again in detail as part of a NEPA-compliant document to confirm the findings of this study prior to construction. Impacts to the NEPA categories that can be anticipated as a result of the proposed infrastructure improvements are discussed in the following sections.

5.1 Noise

FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, requires that a noise analysis be conducted when an airport experiences more than 90,000 piston-powered aircraft operations annually, more than 700 annual jet-powered operations, is being sited in a new location, or when a runway is relocated, strengthened, or extended.

To measure the effects of aircraft noise, this analysis determines the Day Night Average Sound Level (DNL), or the average sound level in decibels (dB), from an average 24-hour operational day at an airport. The DNL contours prepared for an airport include a 10 dB noise penalty for each aircraft operation that occurs between 10 p.m. and 7 a.m. local time to account for the heightened sensitivity of noise during nighttime hours. By determining the locations of the DNL contours, a map is then developed to illustrate the impact of aircraft noise on surrounding land uses. Land within 65 DNL contour is incompatible by 14 Code of Federal Regulations (CFR) Part 150 for noise sensitive areas and could require an airport to revise aircraft arrival and departure procedures, establish voluntary noise abatement procedures, or insulate affected structures depending on the types of land uses within this area and level of impact.

The previous Master Plan (2000) included a noise analysis that considered both the Runway 9/27 extension and new runway 18L/36R. The noise contours from that study shown on current Airport Layout Plan (ALP) and Federal Aviation Regulation (FAR) Part 150 noise study were used in this review.

As shown in Figure 5-1, nearly all the 75 DNL and 70 DNL contours are located on Airport property. Also, the 65 DNL and 60 DNL are largely contained within the confines of the Airport property. These contours were developed when the North Dakota Air National Guard was operating a fleet of General Dynamics F-16 Flying Falcons. If the extension to Runway 9 was undertaken, the noise contours would be reevaluated at that time. It is anticipated that these updated noise contours would decrease in size from those shown on the previous ALP, except for those associated with Runway 9. The area to the west of the Runway 9 end is largely agricultural with an interstate highway, railroad, and other roads traversing the area. No significant
noise impacts to off-Airport land uses are anticipated due to the proposed runway extension. As part of future NEPA documentation, updated noise analyses would be prepared as needed.

**Figure 5-1: Future Noise Contours - 2000 Master Plan**

The completion of a noise analysis as part of a NEPA-compliant document for the proposed runway extension will further evaluate the impacts of aircraft noise and identify the change in noise intensity that may be anticipated for land uses under aircraft flight paths.
5.2 Compatible Land Use and Local Land Use Controls

Hector International Airport is located entirely within the limits of the City of Fargo, which maintains the GIS mapping tool that includes land use and zoning depictions as shown in Figure 5-2. The City last updated their zoning maps in December 2016 and operates an interactive version on their website for private and public use. These zoning documents allow the City, and potential developers to continuously monitor the areas surrounding the Airport for compatible land uses and proper zoning. At the county level, it is recognized that the continued growth of aviation, especially at Hector International, will require forethought in planning to continue preventing the construction of flight obstructions, development of incompatible uses, and to protect neighborhoods from excessive noise.

Figure 5-2: City of Fargo Zoning Map

Source: City of Fargo GIS
Two maps are included in this document from the 2005 Cass County Comprehensive Plan that illustrate existing land uses, agricultural preservation areas, and future land uses within the region. These maps have been included to show land use characteristics specifically related to Hector Airport and the surrounding property. These maps include existing Reed Township land use (Figure 5-3) and Cass County land use (Figure 5-4).

All the Airport’s property is in Reed Township, which is included in the Cass County Comprehensive Plan as shown in Figure 5-3. This figure shows that the Airport property makes up a large portion of the City limits within Reed Township, as well as a considerable portion of Reed Township in general. It is important to note that, any future airport expansion or land acquisition would occur solely within this Township.

Figure 5-3: Reed Township Land Use Map
The 2005 Comprehensive Plan of Cass County does not specifically address any issues related directly to the Airport, but does state that the Airport is viewed as a valuable resource that needs to be protected with compatible uses surrounding the area. It seeks to prevent the development of new land uses that would adversely affect, or be adversely affected by, planned airport expansion. The plan also identifies a few ways that neighbors of the Airport can benefit from the restrictions the Airport imposes on surrounding development. Nearby development is shown as agricultural, some commercial, and established metro areas.

**Figure 5-4: Cass County Land Use Map**

The Airport is located on the north side of the City in an area that is predominantly used for agricultural purposes and outlying facilities of North Dakota State University. Existing and future land use/zoning maps indicate that most of the area in the general vicinity of the Airport will be maintained as agricultural land, excluding areas that are used or zoned for airport-related uses or light industrial. Some residential uses are in the vicinity; however, at this time most of the residential development is located outside the 65 DNL. Currently, the Airport is surrounded mostly by land uses that are compatible with airport operations.

Figure 5-5: Existing Land Use Airport Layout Plan


In addition to zoning and land use maps that are available from existing sources, an additional airport-specific zoning/land use map is being developed for this Airport Master Plan (Figure 5-5). The intent of this
additional depiction is to adhere to Federal Aviation Administration standards, and to give the Airport a tool to identify and remedy non-compatible land uses surrounding the airfield.

In summary, Cass County, Reed Township, and the City of Fargo appear to have adequate controls in place to protect the Airport from incompatible land uses. It is encouraged that these controls continue to be enforced to protect the Airport from future development that could be incompatible with its operation. Likewise, land use compatibility should be continually reviewed throughout the planning period to confirm land uses surrounding the Airport are compatible with its operations.

5.2.1 Wildlife Attractants
The FAA requires the consideration of potential wildlife attractants on or near the Airport. FAA Advisory Circular (AC) 150/5200-33B, *Hazardous Wildlife Attractants on or Near Airports*, identifies wildlife attractant types including solid waste landfills, existing or proposed dredge spoil containment areas, wastewater treatment facilities, wetlands, wildlife refuges, and other land uses that attract wildlife that is hazardous to aviation. The FAA’s AC includes the following separation distances within which hazardous wildlife attractants should be avoided, eliminated or mitigation as f recommends that these uses be disclosed if any of the uses are within the following distances:

- ✓ 5,000 feet from the air operations area (AOA) for airports serving piston-powered aircraft;
- ✓ 10,000 feet from the AOA for airports serving turbine-powered aircraft; and
- ✓ Five statute miles to protect the airport’s approach, departure and circling airspace.

FAR is in the northern plains, along the Red River Valley. It lies within the path of the two major bird migration flyways of North America; the eastern edge of the Central Flyway and the west edge of the Mississippi Flyway resulting in FAR being situated on a major travel corridor for migrating birds. Use of this corridor over FAR is evidenced by the peak in bird strikes in spring and fall coinciding with migration.

The U.S. Department of Agriculture (USDA) Animal and Health Plant Inspection Services (APHIS) Wildlife Services completed a Wildlife Hazard Assessment (WHA) in 2014. The WHA concluded that wildlife populations, movements, and habitat attractants within the Airport and its 5-mile separation zone suggest a risk of aviation and terrestrial wildlife hazards. It identified the following on-site and off-site hazards within a five-mile radius of FAR as shown in *Figure 5-6*.

- ✓ City of Fargo Water treatment ponds; approximately 1.25 miles from Runway 18 end
✓ City of Fargo Land Fill – approximately 3 miles southwest of the airfield
✓ American Crystal Sugar – Moorhead – approximately 3 miles east of Runway 18/36
✓ City of Moorhead Wastewater Treatment Facility – Approximately 4 miles east of FAR
✓ Agricultural land surrounding Hector International Airport

Figure 5-6: WHA 5-mile Separation and Hazards

Source: FAR Wildlife Hazard Assessment (2014)
The WHA provides recommendations on how FAR can implement a wildlife hazard management program to reduce or eliminate wildlife hazards documented in the WHA. These include preparing an updated comprehensive management plan and establishing cooperative relationships with adjacent landowners and owners of the off-airport sites listed above to better facilitate the management of wildlife on their properties.

The WHA also included habitat management recommendations for FAR; including regular mowing of grass to keep it at 6-12 inches to reduce grasslands availability of food and cover, and consequent reduction in insect and small mammal populations, which can reduce raptor use. The WHA also addressed managing of water detention, retention areas and temporary standing water areas, all of which are attractive to hazardous wildlife and should be able to drain within 48 hours. It identified the drainage ditches west of Runway 9/27, including County Drain 10, which as they continue to drain attract waterfowl. As described in Section 5.6. Water Resources, the Master Stormwater Management Plan recommendations include stormwater facilities to meet these criteria.

### 5.3 Historic, Architectural, Archeological and Cultural Resources

Section 106 of the National Historic Preservation Act (NHPA) requires that any action by a federal agency consider potential impacts to historic properties. This includes any prehistoric or historic district, site, building, structure or object included in, or eligible for inclusion in, the National Register of Historic Places (NRHP) maintained by the Secretary of the Interior. Also included are any properties or sites that may have traditional religious or cultural importance to Native American Tribes and Hawaiian organizations. As a part of the preparation of a NEPA-compliant document, consultation with State Historic Preservation Offices (SHPOs), as well as Tribal Historic Preservation Offices (THPOs) are required to determine if a proposed development could impact a site of historic or cultural significance.

Based solely on communication with Airport staff who’ve worked at the airport over the past decade or more, there is no known eligible historic, archaeological, architectural or cultural resources that would be impacted by the proposed development in this Master Plan.

It is anticipated that further evaluation of these categories will be needed as part of the preparation a NEPA-compliant document prior to the construction.
5.4 Biological Resources

Biotic resources are various types of flora (plants) and fauna (fish, birds, reptiles, amphibians, marine mammals, coral reefs, etc.) in areas such as rivers, lakes, wetlands, forests, and upland communities that support flora, aquatic fauna, and avian fauna. Developments that could affect biotic resources such as a stream or water body must consult with the U.S. Fish and Wildlife Service (USFWS) to assess potential impacts. Consultation with the North Dakota Game and Fish Department may also be required.

There are two large county drains on Airport property continually drain year around according to the Wildlife Hazard Assessment, and could therefore potentially support aquatic species such as reptiles, amphibians, and plant life common to a waterway. If determined needed, additional review of these areas would be completed as part of the NEPA process for proposed projects impacting these drains.

5.4.1 Endangered and Threatened Species

The Endangered Species Act of 1973 (ESA) protects endangered plants and animals, as well as the habitats in which they are found. In compliance with the ESA, federally-funded projects are required to obtain from the USFWS information concerning any species listed, or proposed to be listed, which may be present around the proposed project. A query of the USFWS’s website of endangered and threatened species in Cass County identified two listed species, the northern long eared bat (NLEB) as threatened and the whooping crane as endangered. The NLEB utilizes woodlands, caves, and mines to roost during its active season (April – October).

While endangered and threatened species may be in located in proximity of the Airport, it is not anticipated that future planned Airport development will impact these species or the habitats in which they are found beyond that of existing conditions; however, confirmation will be needed as part of the preparation of a NEPA-compliant document prior to construction. It is recommended that the USFWS, and North Dakota Game and Fish be contacted during the preparation of a NEPA-compliant document to determine which endangered or threatened species, such as the wolf, could be impacted by the proposed project. It is important to note that federal and state protected species lists change, so updated assessments of species and habitats to support them on, or near the Airport, will be needed prior to construction of the proposed infrastructure improvements.
5.5 Water Resources

In FAA Order 1050.1F, the Water Resources category was developed to include wetlands, floodplains, surface water, groundwater and wild and scenic rivers. The rationale, as explained in the FAA’s 1050.1F Desk Reference is that “Surface water, groundwater, floodplains, and wetlands do not function as separate and isolated components of the watershed, but rather as a single, integrated natural system. Disruption of any one part of this system can have consequences to the functioning of the entire system. Therefore, the analysis should include not only disruption of the resources but also potential impacts to the quality of the water resources. Because of the close and integrated relationship of these resources, their analysis is conducted under the all-encompassing impact category of water resources. Wild and Scenic Rivers are included because impacts to these rivers can result from obstructing or altering the free-flowing characteristics of a designated river, an impact more closely resembling an impact to a water resource. “
This section is broken into the subcategories to address each of these areas. As part of this Master Plan, a Master Stormwater Management Plan was prepared which develops a holistic approach to stormwater management to address both surface water quality and quantity for future development identified in this Master Plan. Additionally, an analysis of both current and future deicing at the Airport was completed. Both studies are included in appendices to this Master Plan and summarized in appropriate sections below.

5.5.1 Wetlands

Wetlands are defined by U.S. DOT Order 5660.1A, Preservation of the Nation’s Wetlands, as lowlands covered with shallow and sometimes temporary or intermittent waters. This includes swamps, marshes, bogs, sloughs, potholes, wet meadows, river overflows, tidal overflows estuarine areas, and shallow lakes and ponds with emergent vegetation. To determine if an area is a wetland, a delineation is needed by a qualified specialist. If an area is determined to be a wetland and permanent impacts may occur due to development, compensatory mitigation and applicable permits may be required. However, if practicable alternatives exist, development is to be avoided in wetland areas.

The National Wetlands Inventory (NWI) provided by the USFWS shows the sites and extent of potential wetlands. Figure 5-7 shows the NWI map of the Airport with potential wetland areas on and in proximity of the Airport. As illustrated in the figure, there are no wetlands shown on airport property, although there are some drainages (waterways). The NWI map provides data for a planning effort, but an on-site evaluation may be required to delineate wetland boundaries for specific projects during the NEPA process as the NWI doesn’t provide the level of detail to definitely confirm presence of absence of wetlands. Based on review of the NWI map, however, it is anticipated that the potential for wetland impacts is low with the exception those impacts to drains and waterways.
Analysis as a part of the NEPA process can determine if additional mitigation measures are needed to reduce any adverse impacts to these areas, if they are found to be wetlands. Due to soils and past projects on the airport, it is not anticipated that future planned development will have substantial impacts to wetlands.
5.5.2 Floodplains

Hector International Airport lies within the Red River watershed. The River is located east of the airfield and its current mapped floodplain extends into the northern part of the airfield as shown in Figure 5-8, and also includes County Ditch 10. Areas identified for the proposed Runway 9 extension, North General Aviation Development area, North Cargo Development Area and Ultimate Army National Guard Helicopter Base lie within current mapped floodplain. There are flood control improvements both underway and others proposed in the future that could remove portions of the airport from a flood hazard designation as it’d be protected by a levee system. The area of floodplain on airport property is likely floodfringe as it’s far removed from the main river with its main function to provide flood storage. For these reasons, it is not anticipated that there will be significant floodplain impacts associated with future development. However, for individual projects, the status of floodplain hazards would be evaluated during the NEPA process for impacts to be determined.
Figure 5-8: FEMA 100-year Floodplain Map

Source: City of Fargo (2015)
5.5.3 Surface Water

The Airport is drained by a County ditch network within the Red River watershed. Sediment from construction activities on an airport and fluids from aircraft fuels, lubricants, hydraulics, and anti-icing/de-icing chemicals have the potential to pollute above and below ground water sources. As such, it is important to review the impact of Airport development on surrounding water quality. Activities that could impact navigable waterways, municipal drinking water supplies, important sole-source aquifers, or protected groundwater supplies must be evaluated to determine their impact on water quality. The Clean Water Act (CWA), and several other federal, state, and local regulations provide guidelines and requirements for the discharge of waste and storm water to protect waterways and drinking water supplies. Permits, such as a National Pollution Discharge Elimination Systems (NPDES) permit, may be necessary from federal, state, and local agencies to discharge storm and waste water.

A Stormwater Management Plan was undertaken as part of this Master Plan to provide a holistic approach to stormwater management. Previous efforts have addressed stormwater and water quality on a project by project basis, which doesn’t consider the interrelationships and economies that an airport wide plan provides. The Stormwater Plan, included as Appendix B, includes modeling of proposed Airport improvements at the Airport included in this Master Plan to demonstrate compliance with existing stormwater regulation. Because of the considerable increase in impervious area, and associated increased runoff and pollutant loadings, the Plan evaluated both above ground stormwater management facilities such as dry detention, underground retention systems and a combination of both. The plan recommends a combination of both which attempts to balance the needs of each area with costs and design feasibility.

Deicing practices were also reviewed and evaluated as part of the Master Plan. The Airport is authorized to discharge stormwater impacted by industrial activities including deicing, under the North Dakota Pollution Discharge Elimination System (NDPDES) general industrial permit. The evaluation included an overview and assessment of the Airport’s current collection system and requirements for future aircraft deicing with projected growth and change in fleet mix. A guiding principle in managing runoff from aircraft deicing is to conduct all deicing in areas where drainage containing Aircraft Deicing Fluid (ADF) can be contained, collected and properly disposed of. The Deicing Study included recommended actions which are summarized below.
✓ Maintain Existing Controls
✓ Obtain Critical Information and Insights on Deicing Operations and Existing Controls
✓ Assess Availability of Future Waste Water Treatment Plant Treatment Capacity
✓ Conduct Deicing Management Program Alternatives Evaluation.

The full document is included as Appendix C.

5.5.4 Wild and Scenic Rivers

A review of the National Wild and Scenic Rivers System (NWSRS) database, as well as the State of North Dakota’s databases found that no North Dakota rivers are federally-recognized wild and scenic rivers. The only State-recognized scenic river, the Little Missouri, is not in the proximity of the Airport. As such, impacts to wild and scenic rivers are not anticipated.

5.6 Farmlands

Land that has ideal soil composition to support agriculture is protected by the Farmland Protection Policy Act (FPPA) of 1981 from unnecessary and irreversible non-agricultural uses. Land used to grow crops and forests can be considered “prime,” “unique,” or “statewide and locally important” if it meets certain soil composition characteristics. “Prime” farmland is considered to have the best combination of physical and chemical characteristics for producing crops with minimal use of fuel, fertilizer, pesticides, or products. “Unique” farmland is considered to have a special combination of soil quality, location, growing season, and moisture necessary to economically produce, or produce high yields of, crops. Finally, “statewide and locally important” land has been determined to be of agricultural importance by state or local officials.

Figure 5-9 presents the web soil survey map for the Airport and surrounding lands from the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS). During the NEPA process, completion of the USDA’s Farmland Conversion Impact Rating Form AD-1006 may be required to be submitted to evaluate whether the land still rates as “prime” and whether other measures, such as reducing the acreage of impact or using land with a lower relative value, should be considered if development occurs on this land. Additional coordination with the NRCS is encouraged as a part of the NEPA environmental review process prior to construction.
Figure 5-9: Farmland Classification Map

Source: United States Department of Agriculture (2016)
5.7 Hazardous Materials, Solid Waste and Pollution Prevention

5.7.1 Hazardous Materials

Hazardous materials are considered to be solids, liquids, or gases that have ignitable, corrosive, reactive, or toxic properties that are often associated with industrial wastes, petroleum products, dangerous goods, and other contaminants. Since these materials could adversely affect the safety of the public, a number of federal, state, and local environmental laws have been established to regulate the use, storage, transport, and disposal of hazardous materials. As a part of the environmental review process, a review was conducted of Federal and State databases to identify the locations of known hazardous material handlers and release sites either on, or adjacent to, the Airport. Approximately five closed sites were found using ND Department of Health resources, and all of them were insignificant in volume and largely contained. These closed sites consisted of mainly of overflow Jet-A fuel spills dating back to the mid-1980s. Utilizing these same resources, no currently open sites could be found.

There are five entities located on the Airport that have permits for hazardous materials, which are identified by EPA’s Envirofacts search engine. These entities who hold permits for various associations are:

✓ Municipal Airport Authority
✓ NDANG
✓ Fargo Regional Law Enforcement Training Center
✓ US Transportation Security Administration
✓ United States Army Reserve Center

In addition, there are four entities located adjacent to the Airport that were identified in the EPA’s database as having permits for hazardous materials. These entities holding the various permits are:

✓ North Central Trane
✓ Dakota Fence/3D Specialties
✓ Able Painting/Decorating
✓ Border States Paving, Inc.
Based on this review, it is not anticipated that proposed projects in this plan will result in hazardous material impacts. During the NEPA process, additional review may be required to assess the possibility for changes in impact probability.

5.7.2 Solid Waste

The FAA Modernization and Reform Act of 2012 updated the definition of airport planning to include waste and recycling and required that airports completing a master plan consider issues related to waste and recycling under that plan.

To meet this requirement, an Airport Recycling, Reuse, and Waste Reduction Plan was developed for Hector International Airport and is included in Appendix D of this Master Plan report. It was concluded in the plan that FAR has an active and successful recycling program in the passenger terminal building and has achieved an approximate 31 percent recycling rate. Opportunities exist to expand this program to other areas of the Airport, including deplaned airline waste, and to update the Airport’s leases to encourage participation with the program. Please refer to the plan for more detailed information.

While temporary increases in waste volumes may be experienced during construction of the proposed infrastructure developments, it is not anticipated to significantly impact facilities that process and dispose of waste. The use of recycling and reuse of materials will be implemented, where possible, to reduce the volume of waste generated during construction.

5.8 Anticipated Environmental Documents

Preparation of a NEPA-compliant document will be necessary prior to the implementation of the infrastructure improvements proposed by this master plan. Determination on the type of document that will be needed is based on the type of project and the level of analysis that will be needed to review the NEPA environmental categories. Typically, a CatEx is prepared when actions are not anticipated to induce significant impacts to planned growth or land use; natural, cultural, recreational, or historic resources; travel patterns; air, noise or water quality; do not require the relocation of substantial numbers of people; and, based on previous experiences with similar projects, do not significantly impact the environment. The FAA has developed a list of actions for which CatExs may be considered. Examples of projects that would qualify for a CatEx are the remarking of airfield pavement markings or replacement of an existing navigational aid.
If the significance of potential impacts is unknown, an EA will be prepared, which is a more detailed analysis to determine the level of impact the proposed development has on the NEPA environmental categories. EAs are typically prepared when a significant development occurs at an Airport, such as a runway extension, or when proposed development has an impact to certain categories which exceeds the threshold of impact identified by the FAA for an impact; such as a wetland impact that exceeds what can be permitted in a general permit. If it is determined through this EA process that a proposed development will not significantly impact the NEPA categories, a Finding of No Significant Impact (FONSI) will be prepared to document the decision. If significant impacts are anticipated at the onset or identified during the EA which cannot be satisfactorily mitigated, an EIS will instead be prepared to document the decision-making process, which includes a full range of alternatives and an analysis why alternatives were eliminated from consideration. This process is used to justify why the preferred alternative is the logical course of action.

It is not anticipated that an EIS will be needed for any of the infrastructure improvements proposed by this master plan; however, EAs are anticipated to be needed for significant infrastructure improvements such as the extension of Runway 9/27 and new runway 18L/36R. General aviation development and other landside improvements may be eligible for CatExs, depending on the anticipated level of ground disturbance and other associated impacts. It should be noted that unforeseen circumstances, such as significant environmental impacts, substantial public controversy, significant impacts to Section 4(f) or Section 106 historic properties, or inconsistencies with federal, state, or local regulations, could be experienced during the preparation of a NEPA-compliant document. If so, a CatEx may need to become an EA and an EA may need to become an EIS. As plans are finalized for the proposed infrastructure improvements, a better determination can be made of potential environmental impacts, if any, and the type of NEPA-compliant document that is appropriate to document these findings.

5.9 Summary

This environmental overview is not intended to meet requirements addressed by the National Environmental Policy Act of 1969, FAA Order 1050.1F, FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions. Development of a NEPA-compliant document (CatEx, EA, or EIS) will be required prior to implementation of each future infrastructure improvement proposed by the master plan to evaluate potential environmental impacts and determine mitigation measures, if needed, to reduce adverse effects. It is the intent of this environmental overview to provide data and information that can be used as a starting point in preparing a NEPA-compliant document for these future Airport projects.