

ENVIRONMENTAL ASSESSMENT (EA)
FOR
TURF CROSSWIND RUNWAY
At Stanley Municipal Airport, Stanley, North Dakota

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Lead Federal Agency:
Federal Aviation Administration
Dakota-Minnesota Airports District Office

Sponsor:
Stanley Municipal Airport Authority

FEBRUARY 2024

FAA CERTIFICATION:

This Environmental Assessment becomes a Federal document when evaluated, signed, and dated by the Responsible FAA Official.

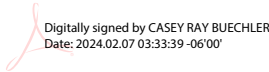
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Chapter 1: Purpose and Need

1.1 Introduction

Stanley Municipal Airport (“Airport”), Federal Aviation Administration (FAA) identifier 08D, is located approximately one mile southwest of downtown Stanley, ND, fifty-five miles west of Minot, ND, and seventy miles east of Williston, ND (**Figure 1-1**). The Airport is owned by the Stanley Municipal Airport Authority (SMAA). The Airport has one runway, Runway 10/28 (Azimuth heading 108°/288°), which is 3,900 feet long by 60 feet wide and constructed of asphalt. Runway 28 has a GPS lateral navigation (LNAV) approach procedure with visibility minimums down to 1-mile. Runway 10 can also be accessed down to 1-mile visibility via a circling approach procedure associated with the Runway 28 LNAV straight-in approach procedure. The existing airfield is shown in **Figure 1-2**.

The Airport is currently updating its Airport Layout Plan (ALP) update to include a new turf crosswind runway. The Airport sponsor desires to construct the new turf crosswind runway in 2024.

Federal financial participation in projects through the Airport and Airway Improvement Act of 1982 (AIP) requires environmental review under the National Environmental Policy Act (NEPA). An Environmental Assessment (EA) is a document prepared under NEPA that evaluates the effects of a proposed action on the surrounding natural, social, and economic environments. This EA is prepared under the requirements of the Title V of Public Law 97-248 of the Airport and Airway Improvement Act of 1982, NEPA, and FAA Order 5050.4B, *National Environmental Policy Act Implementing Instructions for Airport Actions* (April 2006). The EA also meets the requirements of FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, dated July 2015.

The intent of the EA is to provide the environmental documentation necessary to assist local, state, and federal officials in evaluating the proposed action at 08D. The EA outlines the purpose and need for a proposed project and evaluates the proposed action and a full range of alternatives. The analysis also identifies and discusses measures to avoid, minimize, and mitigate possible environmental impacts.

The FAA will evaluate the EA under NEPA and, if the project does not have the potential for significant impacts, issue a Finding of No Significant Impact (FONSI), or if it does have significant impacts, prepare an Environmental Impact Statement (EIS). No other agencies are expected to play a cooperating role.

The following sections outline the Purpose and Need for proposed improvements at Stanley Municipal Airport.

1.2 Project Purpose

The purpose of the proposed project is to provide adequate wind coverage for all aircraft that use the Airport on a regular basis, to satisfy near-term user needs, and to meet FAA airport design standards. Without a new crosswind runway, the Airport is not able to provide the recommended 95 percent wind coverage for the aircraft that regularly use the Airport.



**STANLEY MUNICIPAL AIRPORT
STANLEY, ND**

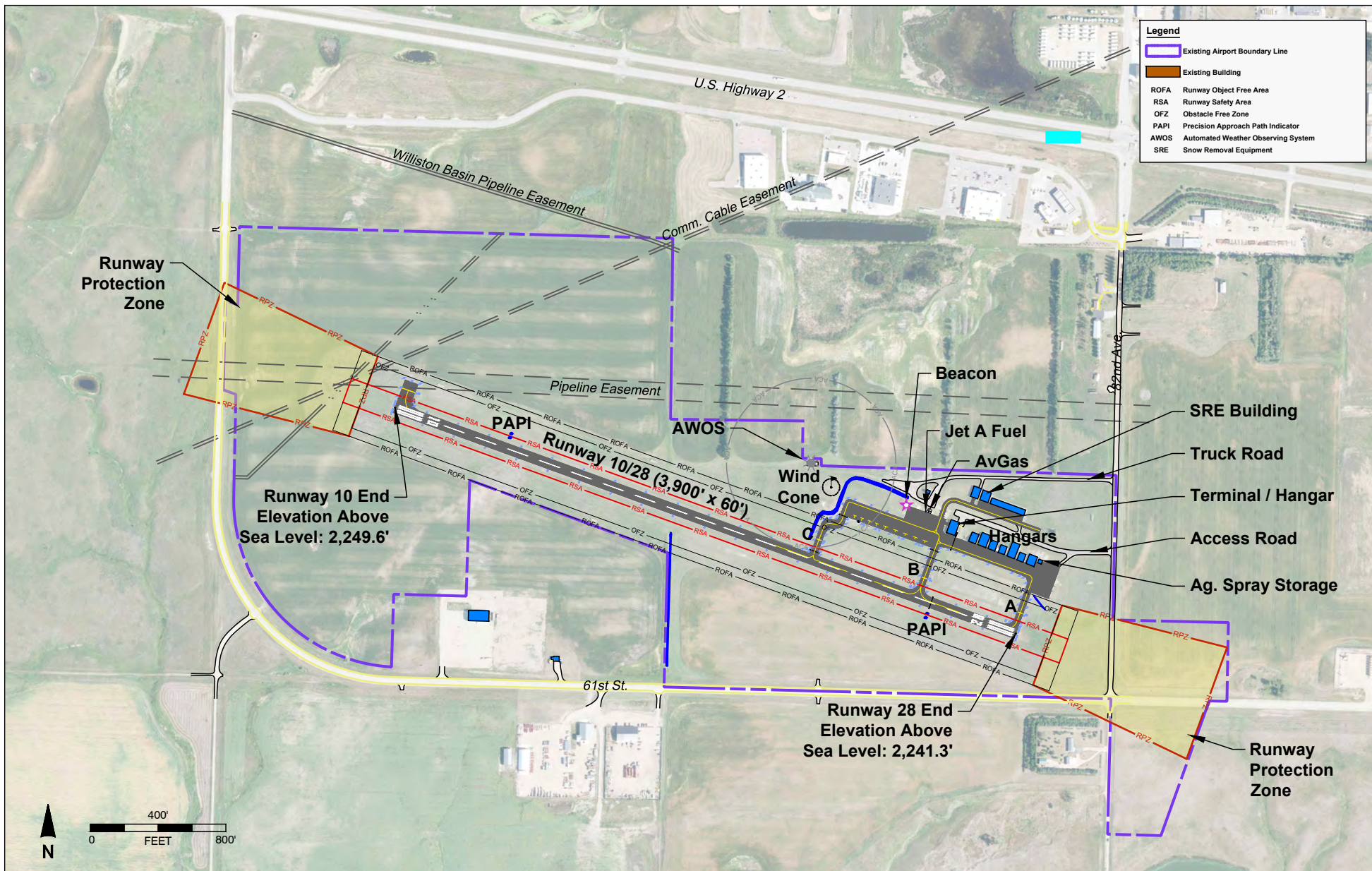
LOCATION MAP



Sources: CGIAR, ESRI,
Garmin, NOAA, NPS,
State of North Dakota,
USDA, USGS

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08/21/2023

FIGURE 1-1



STANLEY MUNICIPAL AIRPORT
 STANLEY, ND

EXISTING LANDSIDE/APRON FACILITIES



FIGURE 1-2

1.3 Project Need

The primary paved Runway 10/28 at 08D has 86.49 percent¹ all weather wind coverage for small aircraft with an allowable 10.5-knot crosswind component. The need for the project is to provide a crosswind runway that will allow the Airport to provide the FAA-recommended 95 percent wind coverage for the aircraft that regularly use the Airport. The proposed action should provide:

- At least 95 percent wind coverage for all aircraft that use the Airport on a regular basis.
- A standard runway safety area (RSA), as well as a runway object free area (ROFA), runway obstacle free zone (OFZ), and Federal Aviation Regulations (FAR) Part 77 primary surface clear of above-ground objects.
- Adequate runway length for less crosswind capable aircraft expected to use the crosswind runway on a regular basis.
- Clear approach threshold siting surfaces and FAR Part 77 approach surfaces.
- A runway configuration that is compatible with existing and planned Airport development and that minimizes impacts to off-Airport land uses.

1.3.1 Provide Adequate Crosswind Coverage

This section identifies the wind coverage for the existing primary Runway 10/28 when considering wind data from both Stanley and nearby airports at Tioga and Minot. The analysis for the primary runway considers all-weather (AW) conditions, visual meteorological conditions (VMC), and instrument meteorological conditions (IMC) conditions for Runway Design Code (RDC) A-I/B-I aircraft, because these are the most demanding aircraft expected to use a turf crosswind runway at Stanley Municipal Airport on a regular basis.

Aircraft typically take off and land into the wind and strong crosswinds make operations more difficult, requiring the pilot to land either in a crabbed or uneven position. Small aircraft, such as those that operate at Stanley or are based in Mountrail County, are generally light with low approach speeds, and are thereby more susceptible to crosswind forces. In recognition of these limits and potential hazards, FAA design guidelines recommend that the crosswind component not exceed 10.5 knots for RDC A-I/B-I aircraft. All 29 based aircraft at Stanley Municipal Airport are A-I aircraft.

DEFINITION OF TERMS

Wind Coverage:

Average percentage of time that a runway or grouping of runways is not subjected to crosswinds of magnitude greater than the allowable crosswind component for each runway.

Small Aircraft:

An aircraft with a maximum certificated takeoff weight of 12,500 pounds or less.

Runway Design Code (RDC):

A code signifying the design standards that apply to an existing or planned runway, based on the characteristics of the aircraft regularly using, or expected to regularly use, that runway. The combined RDC A-I/B-I referenced here applies to aircraft with a wingspan less than 49 feet and an approach speed less than 121 knots.

¹ This wind coverage percentage is based on historical weather data (2013-2022) from the AWOS at Tioga Airport in Tioga, North Dakota. The wind coverage percentage derived using data from the on-site AWOS for the same period at 08D is 88.09 percent; however, this historical data is compromised due to tree rows that existed near the AWOS during this period.

Wind coverage is the average percentage of time that a runway or grouping of runways is not subjected to crosswinds of magnitude greater than the allowable crosswind component for each runway. FAA Advisory Circular (AC) 150/5300-13B, *Airport Design*, defines the desirable minimum wind coverage for the aircraft that are expected to use a given runway and airport as 95 percent of total wind velocity and direction observations over the most recent 10-year period. When the combination of available runways at a given airport do not meet the 95 percent threshold, a crosswind runway that increases the airport's overall wind coverage should be considered.

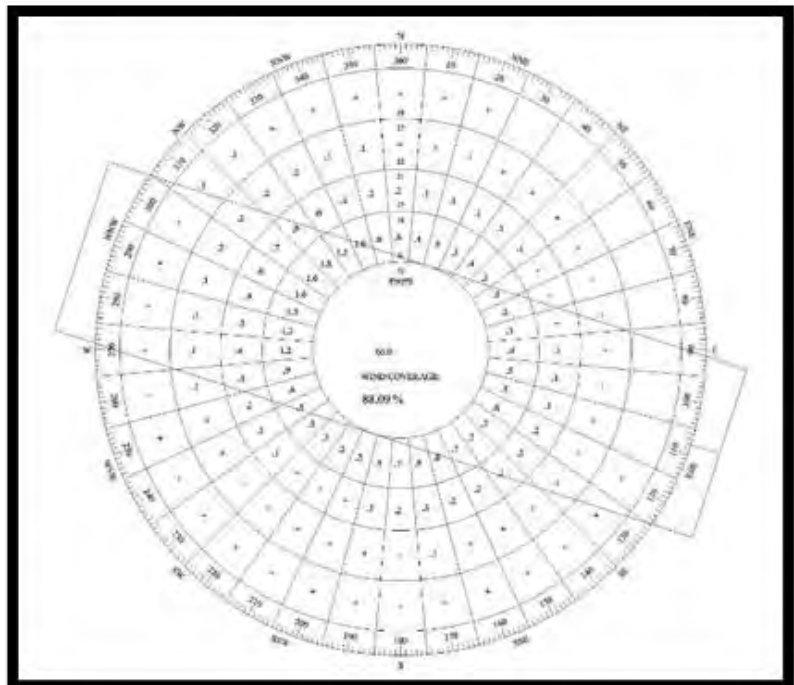
Wind speed and direction information is currently reported to the National Oceanic and Atmospheric Administration (NOAA) by an on-site Automated Weather Observation System (AWOS) located at 08D. However, the historical data available for this station is compromised, due to its proximity to wooded areas that were recently removed. As a result, wind data recorded between 2013 and 2022 was obtained for two nearby AWOS stations at Tioga Municipal Airport (20 nautical miles west of 08D) and Minot International Airport (45 nautical miles east of 08D).

Table 1-1 shows Runway 10/28 wind coverage for AW, VMC, and IMC using a 10.5-knot crosswind component with respect to the most recent 10 years of historical wind data available from weather stations at Stanley, Tioga, and Minot. As shown in **Table 1-1** and the wind rose in **Figure 1-3**, Runway 10/28 provides 88.09 percent coverage for A-I/B-I aircraft in all-weather conditions. When using data from nearby Tioga, the A-I/B-I coverage drops to 86.49 percent. For each weather condition category, using either the Stanley, Tioga, or Minot wind data, Runway 10/28 does not meet the 95 percent minimum wind coverage recommended by AC 150/5300-13B at the 10.5 knot crosswind component.

Table 1-1: Runway 10/28 Wind Coverage				
Data Source	True Heading	10.5 knots		
		AW	VMC	IMC
Stanley AWOS	108/288	88.09%	88.96%	80.06%
Tioga AWOS	108/288	86.49%	86.92%	81.72%
Minot AWOS	108/288	87.82%	88.40%	84.77%

Source: FAA Airport Data and Information Portal (ADIP), NOAA Integrated Surface Database

Figure 1-3: Runway 10/28 All-Weather Wind Rose (10.5-knot crosswind component, Stanley AWOS data)



Because the primary runway does not provide 95 percent coverage for A-I/B-I aircraft, a crosswind runway should be provided that meets the needs of A-I/B-I aircraft using and expected to use the Airport on a regular basis. Several airport users, including Pioneer AgViation 2 and Wilbur Ellis Company, have indicated that a turf crosswind runway would improve safety and reduce aircraft wear and tear. Airport users have expressed a preference for a turf, rather than paved, crosswind runway, as a turf surface would reduce tire wear and improve safety for the lightweight agricultural and taildragger aircraft that are based at the Airport.

1.3.2 Meet FAA Airport Design Standards

The FAA requires that runways be designed for the most demanding class of aircraft that will use the runway on a regular basis, known as the critical aircraft. In AC 150/5000-17, the FAA defines the critical aircraft as “the most demanding aircraft type, or grouping of aircraft with similar characteristics, that make regular use of the airport,” explaining that “regular use is 500 annual operations, including both itinerant and local operations but excluding touch-and-go operations.” The first step in determining the appropriate FAA design standards for the proposed crosswind runway is to determine the appropriate RDC of the critical aircraft.

DEFINITION OF TERMS

Design Standard:

A physical characteristic, quality, configuration, function, operation, or procedure established by the FAA as a benchmark for uniformity, safety, capacity, performance, economy, and environmental quality.

Critical Aircraft:

The most demanding aircraft type, or grouping of aircraft with similar characteristics, regularly using, or expected to regularly use, the runway.

Small aircraft weighing less than 12,500 pounds are more susceptible to destabilization by crosswinds. These aircraft are typically categorized as RDC A-I/B-I aircraft, with wingspans less than 49 feet and approach speeds less than 121 knots. Representative aircraft in this category include primarily small single-engine piston aircraft. For the proposed turf crosswind runway, the critical aircraft should be RDC A-I/B-I (small) reflecting the size of those aircraft, based and itinerant, that would need to use the crosswind runway in the event of crosswinds higher than 10.5 knots. Therefore, the proposed action should meet all relevant FAA design standards for this RDC.

1.3.3 Provide Adequate Runway Length

Stanley Municipal Airport primarily serves smaller single- and multi-engine piston aircraft that are less crosswind-capable. The six most frequent small aircraft that use 08D, and their takeoff and landing distance requirements based on manufacturer specifications, are listed in **Table 1-2**. Images for a sampling of these aircraft are shown in **Figure 1-4** and **Figure 1-5**.

Manufacturer	Aircraft Model	Gross Weight (lbs)	Stall Speed (kts)	Approach Speed (kts)	Temperature Adjusted Takeoff (ft)	Temperature Adjusted Landing (ft)
Piper	PA-12	1,750	42	54.6	503	442
Cessna	C-152	1,670	43	55.9	890	583
Mooney	M20F	2,740	54	70.2	1,079	963
Piper	PA-28	3,000	47	61.1	1,087	1012
Cessna	C-172R	2,450	47	61.1	1,159	675
Piper	P-24-180	2,500	59	76.7	1,681	565

Source: Manufacturer published specifications, planephd.com.



Figure 1-4: Piper PA-12 Super Cruiser



Figure 1-5: Mooney M20F Executive

The airplanes listed in Table 1-2 are all either A-I or B-I aircraft and are in the category “small airplanes with an approach speed of 50 knots or more with maximum certificated takeoff weight of 12,500 pounds or less” defined by AC 150/5325-4B, *Runway Length Requirements for Airport Design*. This category is also known as “small airplanes with fewer than 10 passenger seats.”

AC 150/5325-4B recommends a crosswind runway length that is equal to “100 percent of the recommended runway length determined for the lower crosswind capable airplanes using the primary runway.” The AC 150/5325-4B runway length determination methodology produces recommendations for two family groupings of aircraft within the “small airplanes with fewer than 10 passenger seats” category: 95 percent of fleet, and 100 percent of fleet. The 95 percent of fleet grouping “applies to airports that are...primarily intended to serve low-activity locations, small population communities, and remote recreational areas.” The 100 percent of fleet grouping applies to airports that are “primarily intended to serve communities located on the fringe of a metropolitan area or a relatively large population remote from a metropolitan area.” Based on these criteria, 08D belongs in the 95 percent of fleet grouping.

For aircraft with an approach speed 50 knots or greater, the AC uses a formula that considers mean maximum daily temperature during the hottest month of the year which at 08D is July, when the average daily high is 81° F. The recommended runway length for these aircraft at 08D is 3,800 feet. This runway length is far greater than the need and available space at 08D, more than tripling the length of the runway distance needed for aircraft that are expected to use the turf crosswind runway. The smallest aircraft most susceptible to crosswind forces, the PA-12 and the C152, have take-off distances under 900' and landing distances under 500'. Furthermore, many larger aircraft that frequently use the Airport, such as the AT-402 and AT-502, also have takeoff lengths that are significantly less than the FAA design guidance. Since the landing distances are less than the takeoff distances, and the need for a crosswind runway is greater for landing operations than takeoff operations, a shorter crosswind runway would benefit these larger aircraft, as well.

Section 202 of AC 150/5325-4B allows airport designers to “determine the recommended runway length from airplane flight manuals for the airplanes to be accommodated by the airport in lieu of the runway length curves depicted [in the AC].” There is a greater need for a crosswind runway during landing as opposed to takeoff, as landing aircraft are more susceptible to the forces of a crosswind than one that is taking off. As shown in Table 1-2, the required landing distances are generally less than 1,000 feet and the required takeoff distances are generally less than 1,400 feet for the aircraft expected to use the crosswind runway. Therefore, a turf crosswind runway length between 1,000 and 1,400 feet long is expected to satisfy the needs of the less crosswind capable aircraft expected to use the turf crosswind runway on a regular basis.

Recommendations from the FAA’s new Small Aircraft Runway Length Analysis Tool (SARLAT) were also evaluated. However, the results were much greater than the manufacturer’s recommended lengths, and therefore were not considered in establishing the required turf crosswind runway length at 08D.

1.3.4 Minimize Incompatible Land Use

The FAA provides guidance aimed at ensuring land uses surrounding an airport are compatible with aircraft operations. This guidance focuses on the areas directly off the runway ends, though the guidance also describes best practices for general airport-area land use. Federal guidance includes trapezoidal areas called runway protection zones (RPZs) located off each end of a runway. The purpose of an RPZ is to protect people and property

Runway Protection Zone:

Airport owner control and implementation of compatible land use principles for each runway RPZ is the optimum method of ensuring the public’s safety in these areas.

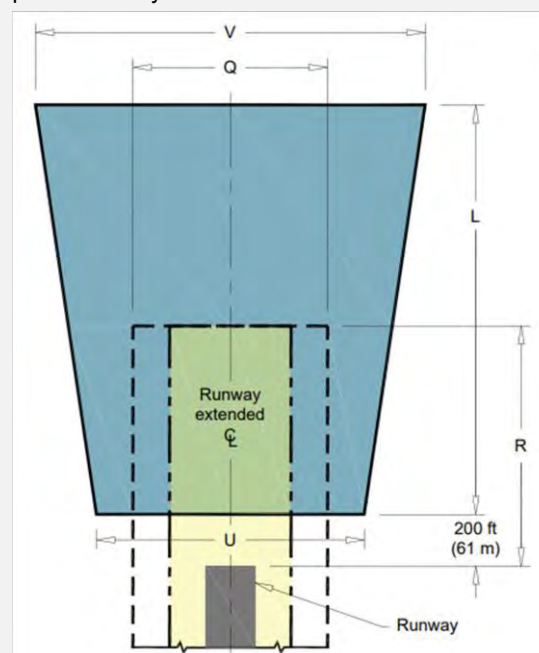


Figure 1-6: Runway Protection Zone (RPZ, blue), Runway Object Free Area (ROFA, clear dashed), and Runway Safety Area (RSA, yellow dash-dot)

on the ground in the event of an aircraft accident, and to provide ready access for emergency vehicles responding to an accident.

To facilitate meeting these purposes, the FAA requires that the Airport have land use control over the RPZ (preferably through outright ownership or easements). It is recommended that RPZs be free of all structures, roadways, and land uses that have the potential to attract congregations of people.

1.4 Objectives

To meet the project purpose and address these needs, the following objectives will be pursued:

- Construct a turf crosswind runway that satisfies the runway length needs of less crosswind capable airplanes expected to use the Airport on a regular basis and provides at least 95 percent wind coverage for RDC A-I/B-I aircraft when combined with primary Runway 10/28.
- Meet design standards for the existing and expected future critical aircraft and provide space to meet based and transient aircraft design standards and facility needs.
- Minimize incompatible land uses in the RPZs.

Alternatives in Chapter 2 of this document will be screened against these objectives.

Chapter 2: Alternatives

This chapter evaluates a range of alternatives and compares them based on their ability to meet the Purpose and Need. The alternatives have been identified to determine the alternative that would best provide the facilities necessary to give adequate wind coverage for all aircraft that use the Airport on a regular basis, to satisfy near-term user needs, and to meet FAA airport design standards. This chapter includes an evaluation of a no-action alternative and three build alternatives.

2.1 No-Action Alternative

The No-Action Alternative represents what would occur if the airport sponsor were to maintain and make no changes to the existing airfield configuration. Runway 10/28 would remain the only runway at the Airport and no property acquisition would be necessary. This alternative would not meet the Purpose and Need because it does not provide at least 95 wind coverage for all aircraft that regularly use the Airport. However, as NEPA requires, the No-Action Alternative is carried forward in the EA as a baseline for comparison with the other alternatives.

2.1.1 Provide Adequate Crosswind Coverage

This alternative does not provide at least 95 percent wind coverage for all aircraft that regularly use the Airport.

2.1.2 Meet FAA Airport Design Standards

This objective does not apply to the No-Action Alternative, as it does not provide a turf crosswind runway at the Airport.

2.1.3 Provide Adequate Runway Length

This objective does not apply to the No-Action Alternative, as it does not provide a turf crosswind runway at the Airport.

2.1.4 Minimize Incompatible Land Use

This objective does not apply to the No-Action Alternative, as it does not provide a turf crosswind runway at the Airport.

2.2 Build Alternatives

This section presents and evaluates three alternatives for building a new turf crosswind runway at the Airport. These alternatives were developed based on their ability to maximize runway length and maintain runway protection zones (RPZs) entirely within the ultimate Airport property boundary. Construction of each alternative would require on-site grading and equipment staging; however, it is not expected that these activities would materially differ in terms of environmental impact. The alternatives include:

- Build Alternative 1: Turf Crosswind Runway 2/20
- Build Alternative 2: Turf Crosswind Runway 16/34
- Build Alternative 3: Turf Crosswind Runway 6/24

Project components for all the Build Alternatives would include borrow sites, a staging area, and a haul route connecting the staging area to the main access roads near the terminal and hangar area on the east side of the Airport. Other specific project components include:

- Earthwork – on-site excavation to meet grading standards and placement of on-site borrow,
- Asphalt bituminous pavement for the primary Runway intersection,
- Aggregate base course for the primary Runway intersection,
- Storm pipe installation,
- Existing electrical modifications; specifically the removal of primary runway edge lighting where the crosswind runway intersects the primary runway,
- Installing crosswind Runway hold position signs, specifically adding two lighted signs and two unlighted signs for the crosswind runway and primary runway intersection,
- Topsoil,
- Seeding and mulching, and
- Land acquisition of approximately 17 acres.

Tree clearing, underground electric/utilities, and additional lighting are not required for the Build Alternatives. Construction is anticipated to start in May 2024.

2.2.1 Build Alternative 1: Turf Crosswind Runway 2/20

This alternative would add a turf crosswind runway in a 2/20 orientation running southwest to northeast and crossing Runway 10/28 near the Runway 10 end. The new runway would be 1,185 feet long and 120 feet wide, with most of the runway north of Runway 10/28. Build Alternative 1 is shown in **Figure 2-1**.

2.2.1.1 Provide Adequate Crosswind Coverage

This alternative would improve the Airport's 10.5-knot wind coverage in visual meteorological conditions (VMC) from 88.96 percent to 95.33 percent, an improvement of 6.37 percent.

2.2.1.2 Meet FAA Airport Design Standards

This turf crosswind runway alternative meets all applicable FAA airport design standards. Runway 10/28 also serves as a taxiway under this alternative and therefore this alternative creates a new runway/taxiway intersection. FAA Advisory Circular (AC) 150/5300-13B, *Airport Design*, Section 4.8.1, recommends that a taxiway intersect a runway at a right angle, but allows a deviation of up to 15 degrees when a 90-degree angle is not practicable, allowing for a runway/taxiway intersection with a 75-degree angle at its most acute. This turf crosswind runway alternative intersects Runway 10/28 at a 77-degree angle at its most acute, which is within the permitted 15-degree deviation from a right angle.

2.2.1.3 Provide Adequate Runway Length

At 1,185 feet, the proposed runway would meet the manufacturer's published runway length needs for the less crosswind capable aircraft expected to regularly use the runway.

2.2.1.4 Minimize Incompatible Land Use

The Airport currently owns the land that this turf crosswind runway alternative would be built upon, as well land over which the Runway 2 RPZ would sit. To meet RPZ land use control requirements, the Airport would need to acquire approximately 17 acres of land over which part of the Runway 20 RPZ would sit.

Landing aircraft generally approach and depart a runway along its extended centerline. This dictates where aircraft fly on approach and departure, which may be above noise-sensitive land uses (such as residential) and obstacles in the runway approach and departure paths. This alternative does not affect any noise-sensitive land uses, nor does it have any obstacles in its approach and departure paths.

There are three underground utility lines that run beneath the Airport: a Montana-Dakota Utilities (MDU) natural gas pipeline, a Williston Basin Interstate (WBI) natural gas pipeline, and a U.S. Air Force (USAF) missile communication cable (MCC). All three of these underground utility lines are north of Runway 10/28. The MDU pipeline runs east-west, the WBI pipeline runs southeast-northwest, and the USAF MCC runs northeast-southwest. This turf crosswind runway alternative crosses the MDU pipeline, while the Runway 20 RPZ overlays the USAF MCC and WBI pipeline.

2.2.2 Build Alternative 2: Turf Crosswind Runway 16/34

This alternative would add a turf crosswind runway in a 16/34 orientation running northwest to southeast and crossing Runway 10/28 near the Runway 10 end. The new runway would be 1,580 feet long and 120 feet wide, with most of the runway north of Runway 10/28. Build Alternative 2 is shown in **Figure 2-2**.

2.2.2.1 Provide Adequate Crosswind Coverage

This alternative would improve the Airport's 10.5-knot VMC wind coverage from 88.96 percent to 97.65 percent, an improvement of 8.69 percent.

2.2.2.2 Meet FAA Airport Design Standards

This turf crosswind runway alternative does not meet all applicable FAA airport design standards, as it intersects Runway 10/28 at a 59-degree angle at its most acute, which is outside the permitted 15-degree deviation from a right angle.

2.2.2.3 Provide Adequate Runway Length

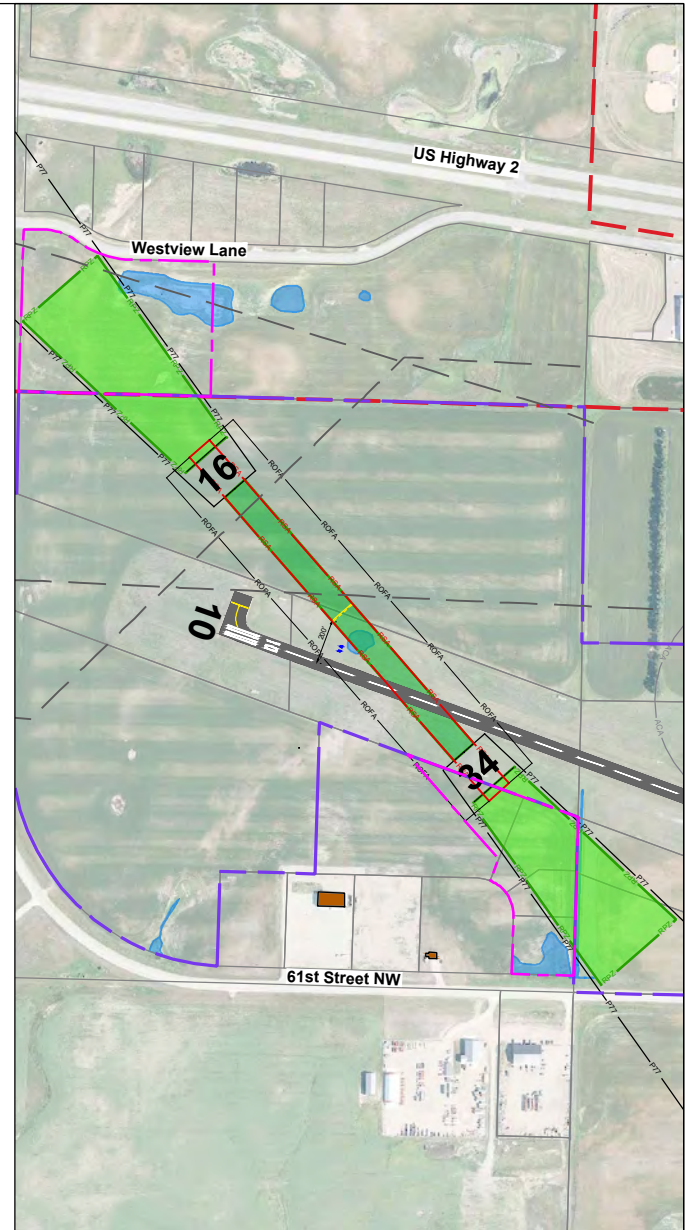
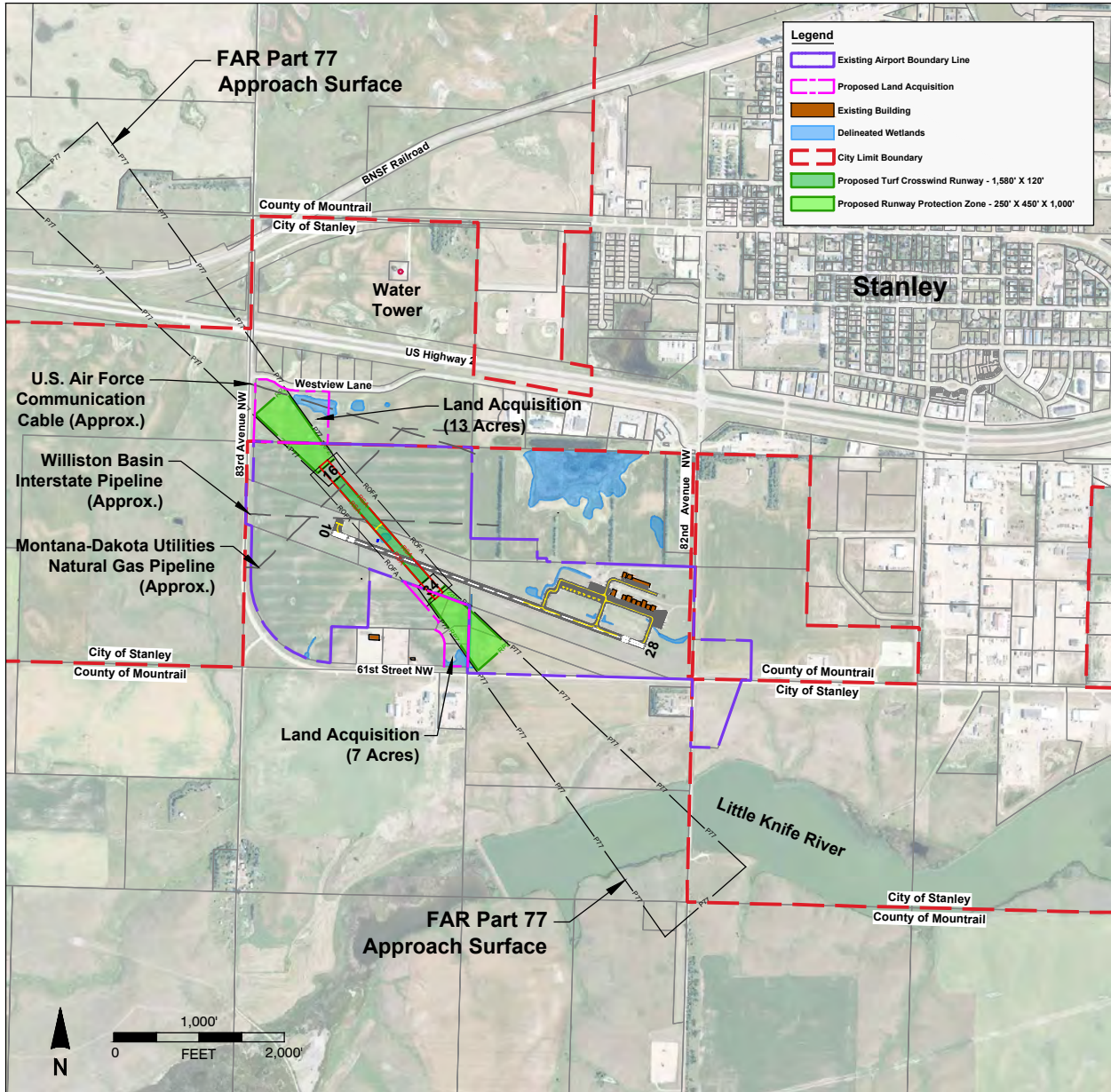
At 1,580 feet, the proposed runway would meet the manufacturer's published runway length needs for the less crosswind capable aircraft expected to regularly use the runway.

2.2.2.4 Minimize Incompatible Land Use

The Airport currently owns the land that this turf crosswind runway alternative would be built upon. To meet RPZ land use control requirements, the Airport would need to acquire approximately 13 acres of land over which part of the Runway 16 RPZ would sit and approximately 7 acres of land over which the Runway 34 RPZ would sit.

This alternative does not affect any noise-sensitive land uses, nor does it have any obstacles in its approach and departure paths.

This turf crosswind runway alternative crosses the USAF MCC and the MDU pipeline, while the Runway 16 RPZ overlays the WBI pipeline.



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BUILD ALTERNATIVE 2: TURF CROSSWIND RUNWAY 16/34



FIGURE 2-2

2.2.3 Build Alternative 3: Turf Crosswind Runway 6/24

This alternative would add a turf crosswind runway in a 6/24 orientation running west by southwest to east by northeast and crossing Runway 10/28 near the Runway 10 end. The new runway would be 2,325 feet long and 120 feet wide, with most of the runway northeast of Runway 10/28. Build Alternative 3 is shown in **Figure 2-3**.

2.2.3.1 Provide Adequate Crosswind Coverage

This alternative would improve the Airport's 10.5-knot VMC wind coverage from 88.96 percent to 91.83 percent, an improvement of 2.87 percent.

2.2.3.2 Meet FAA Airport Design Standards

This alternative does not meet all applicable FAA airport design standards, as it intersects Runway 10/28 at a 38-degree angle at its most acute, which is outside the permitted 15-degree deviation from a right angle.

2.2.3.3 Provide Adequate Runway Length

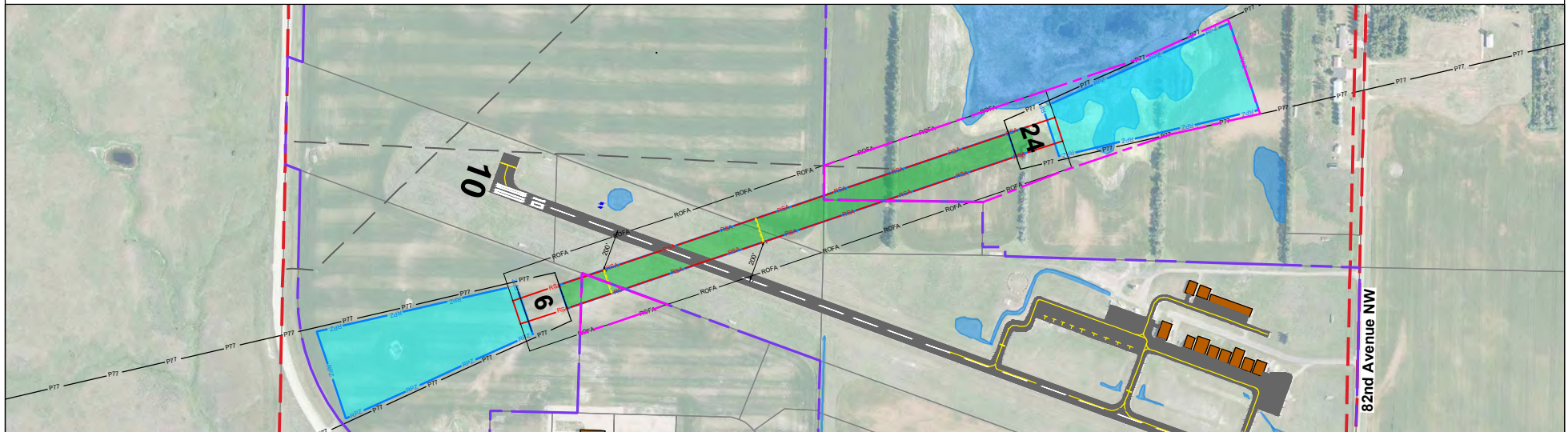
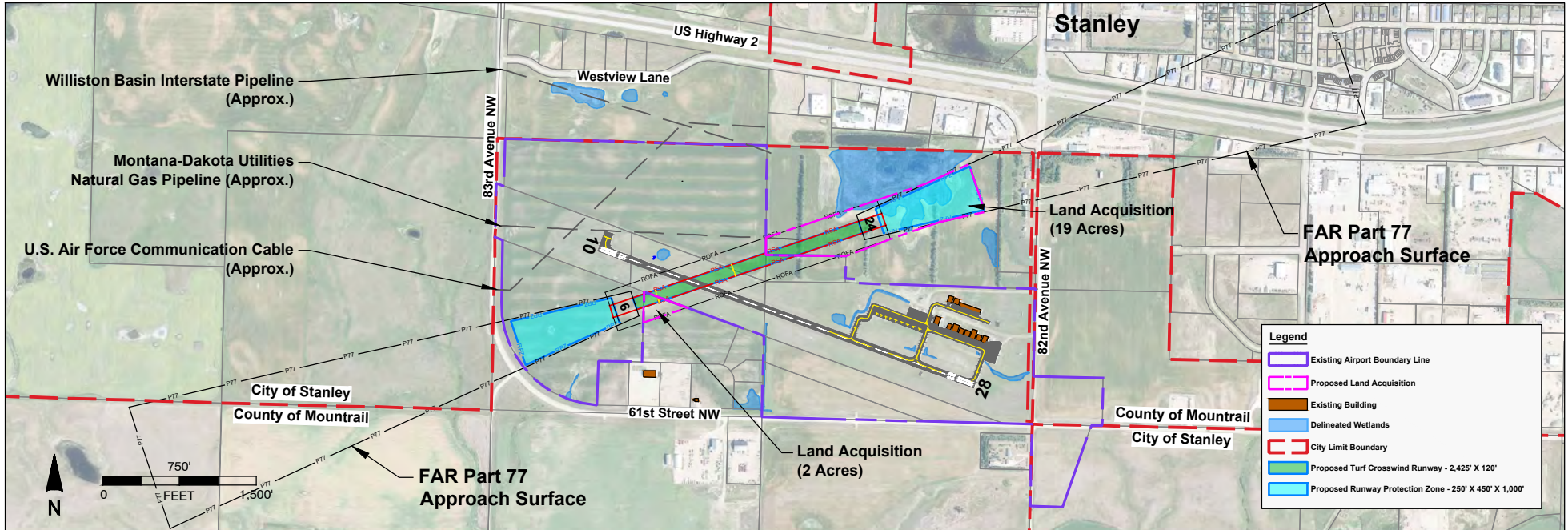
At 2,425 feet, the proposed runway would greatly exceed the manufacturer's published runway length needs for the less crosswind capable aircraft expected to regularly use the runway.

2.2.3.4 Minimize Incompatible Land Use

The Airport would need to acquire approximately 21 acres of the land that this turf crosswind runway alternative would be built upon and to meet RPZ land use control requirements.

This alternative may affect noise-sensitive land uses within the City of Stanley, as aircraft on approach or departure would fly above residential areas of the city. Although there are currently no obstacles in its runway approach and departure paths, this alternative increases the likelihood of future obstacles due to the location of its approach and departure paths above the city.

This turf crosswind runway alternative crosses the MDU pipeline, while the Runway 24 RPZ overlays the WBI pipeline. This alternative does not affect the USAF MCC.



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BUILD ALTERNATIVE 3: TURF CROSSWIND RUNWAY 6/24



FIGURE 2-3

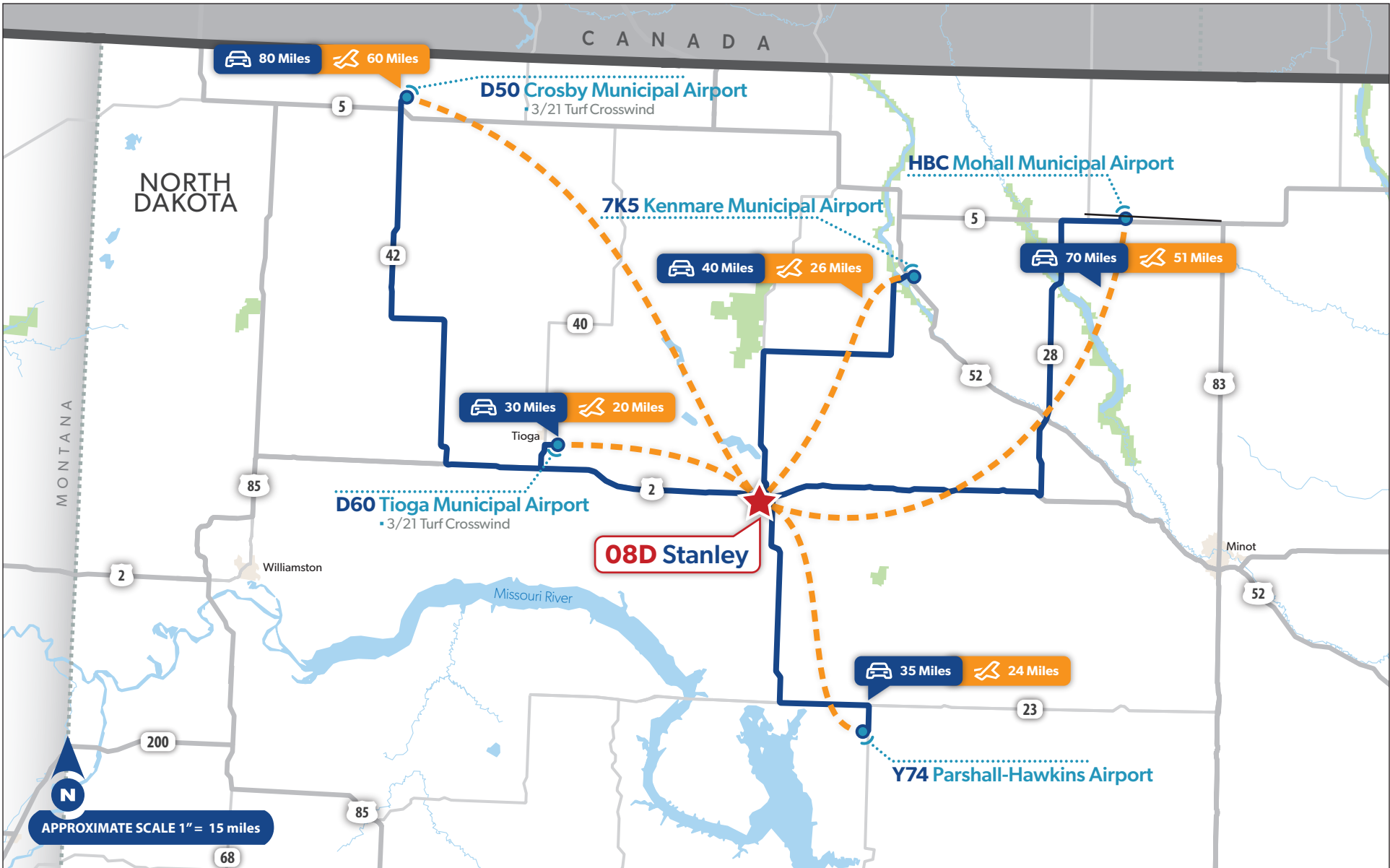
2.3 Alternatives Considered but Dismissed

2.3.1 Use of Other Airports

This alternative considers use of nearby airports in lieu of 08D for operations by less crosswind capable aircraft during periods of strong crosswinds. Comparable nearby airports are compared in **Table 2-1** and their locations relative to 08D are shown in **Figure 2-4**.

Airport	Identifier	Crosswind Runway	Driving Distance (statute miles)	Flying Distance (nautical miles)
Tioga Municipal Airport	D60	3/21, turf	30	20
Parshall-Hankins Airport	Y74	None	35	24
Kenmare Municipal Airport	7K5	None	40	26
Mohall Municipal Airport	HBC	None	70	51
Crosby Municipal Airport	D50	3/21, turf	80	60

As shown in Table 2-1, there are two comparable airports within 100 statute miles driving distance of 08D that have a turf crosswind runway, Tioga Municipal Airport (D60) and Crosby Municipal Airport (D50). However, FAA Order 5090.3C, *Field Formulation of the National Plan of Integrated Airport Systems (NPIAS)*, states that an airport should be included in the NPIAS if it is more than a 20-mile driving distance, or 30-minute drive time, from the nearest existing or proposed NPIAS airport. As shown in Table 2-1, driving distances to all comparable nearby airports are greater than 20 miles. Based on this metric, Stanley Municipal Airport serves a specific geographic area that cannot be adequately served by another existing airport. For this reason, this alternative was not considered further.



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COMPARABLE NEARBY AIRPORTS

2.4 Selection of the Preferred Alternative

Table 2-2 compares the turf crosswind runway alternatives based on its ability to meet the four objectives of the Purpose and Need.

Alternative	No-Action Alternative	Build Alternative 1	Build Alternative 2	Build Alternative 3
Provides adequate crosswind coverage	No	Yes	Yes	No
Meets FAA airport design standards	NA	Yes	No	No
Provides adequate runway length	NA	Yes	Yes	Yes
Minimizes incompatible land use	NA	Yes	Yes	No
Affected underground utilities	NA	MDU, USAF, WBI	MDU, USAF, WBI	MDU, WBI
Approximate required land acquisition	NA	17 acres	20 acres	21 acres

Build Alternatives 1 and 2 both provide VMC wind coverage greater than 95 percent, while the No-Action Alternative and Build Alternative 3 do not.

Build Alternative 1 meets applicable FAA airport design standards, while Build Alternatives 2 and 3 do not. This objective does not apply to the No-Action Alternative, as it does not provide a turf crosswind runway at the Airport.

All three build alternatives provide adequate runway length for the less crosswind capable aircraft expected to regularly use the runway. This objective does not apply to the No-Action Alternative, as it does not provide a turf crosswind runway at the Airport.

Build Alternatives 1 and 2 both minimize incompatible land uses in the runway approach and departure paths, while Build Alternative 3 does not. This objective does not apply to the No-Action Alternative, as it does not provide a turf crosswind runway at the Airport.

Based on the above, Build Alternative 1 is the only alternative that meets all four objectives of the project Purpose and Need. Therefore, Build Alternative 1 is the Preferred Alternative. Specific project components for the Preferred Alternative (Build Alternative 1) can be found in **Figure 2-5**. The No-Action Alternative and Build Alternatives 2 and 3 do not meet the Purpose and Need and are eliminated from further consideration. However, the No-Action Alternative will be carried into the environmental impact analysis for comparison with the Preferred Alternative.

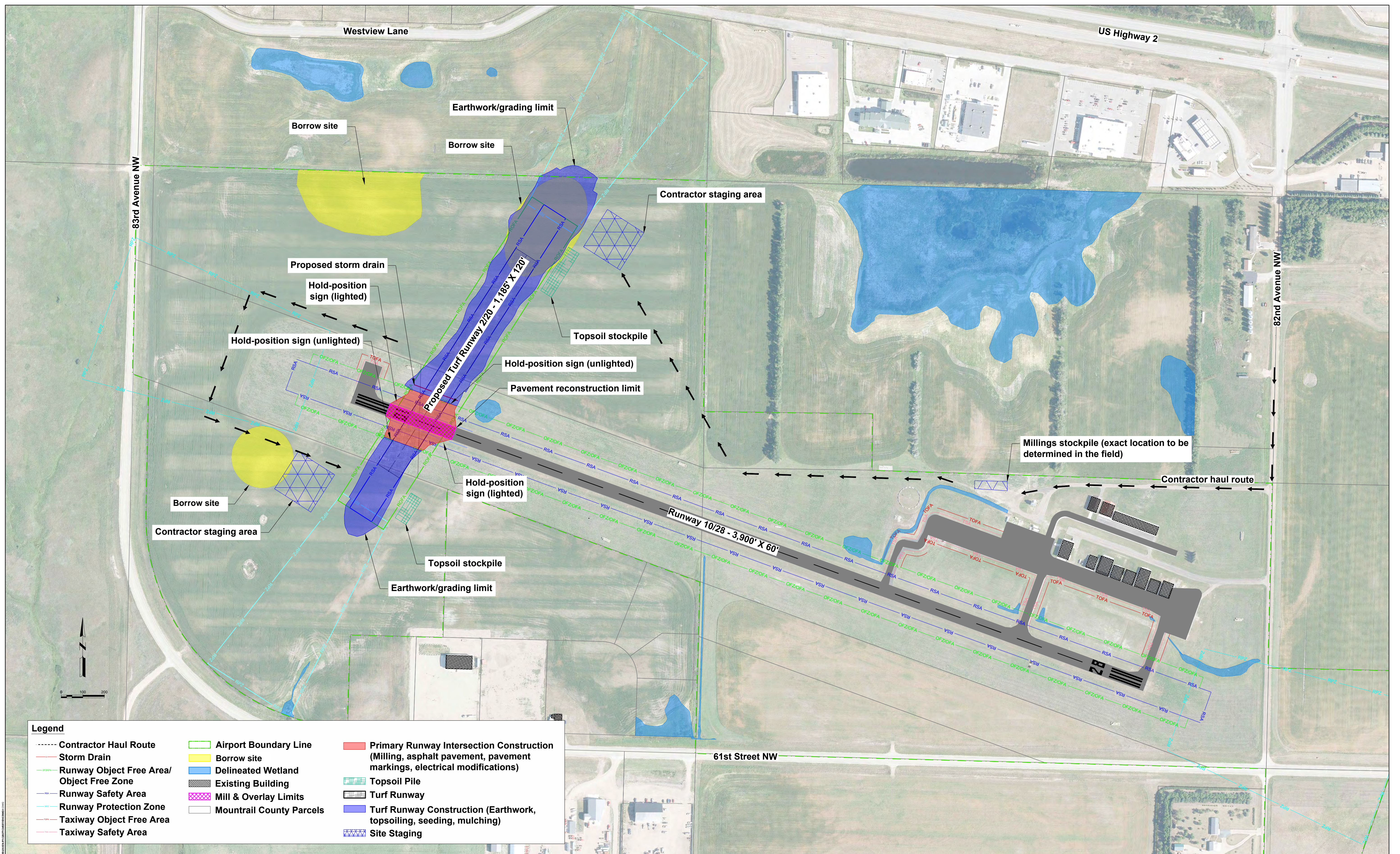


FIGURE 2-5 - PROJECT COMPONENTS

Chapter 3: Affected Environment and Environmental Consequences

3.1 Introduction

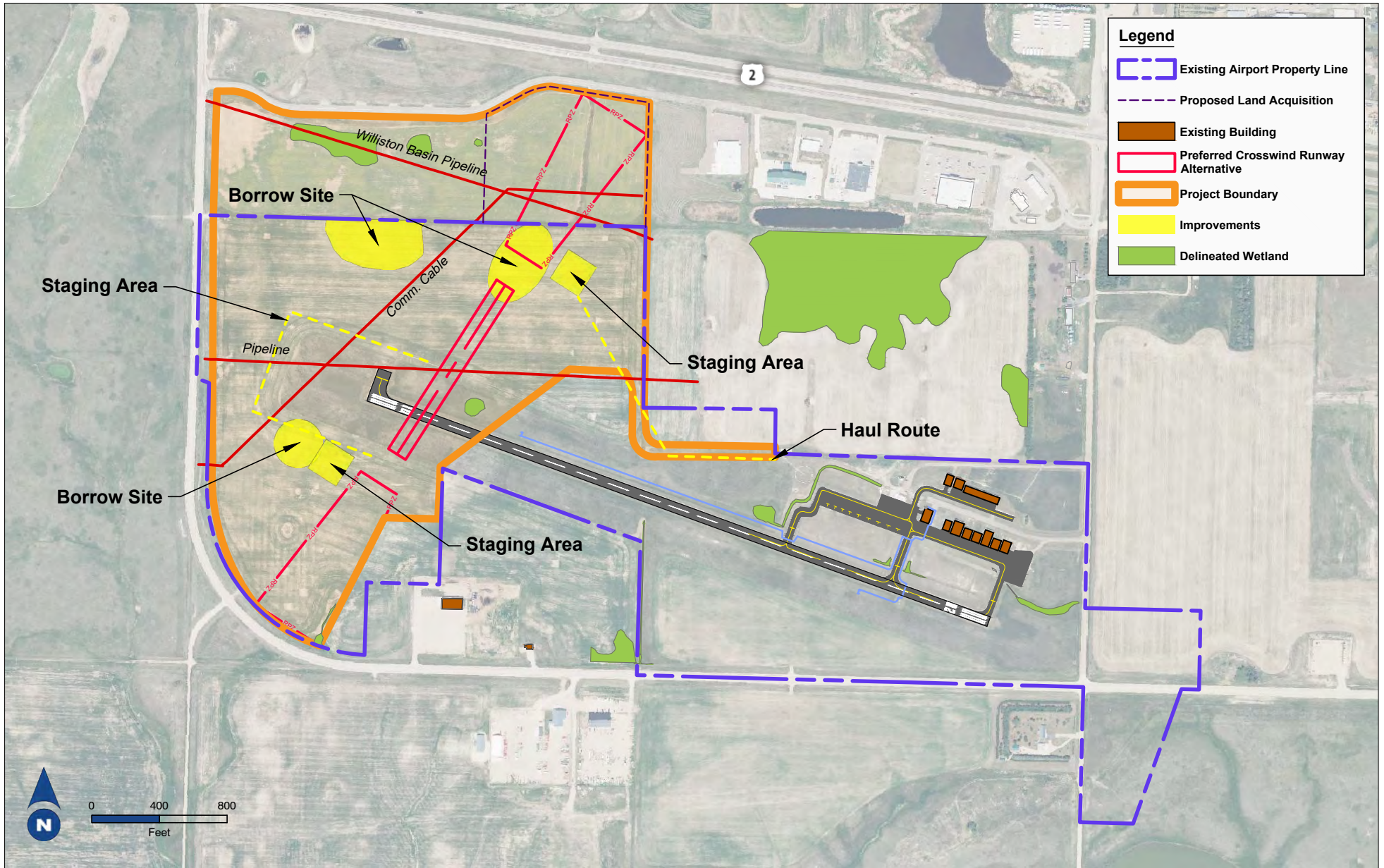
This chapter provides background information regarding the surrounding community and environment at Stanley Municipal Airport (“Airport”) and compares the environmental consequences of the preferred alternative to the no-action alternative. The chapter includes appropriate analysis of all environmental impact categories required by FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures implementing NEPA*. A detailed analysis of each resource category includes a discussion of the regulatory setting, affected environment, environmental consequences, mitigation, and significance determination.

3.1.1 Regulatory Setting

The regulatory setting section under each resource category discusses the requirements for assessing the resource and applicable federal, state, and local laws and regulations.

3.1.2 Affected Environment

The affected environment section under each resource category describes the existing environment in the project boundary. This information establishes the baseline conditions for each resource category against which to evaluate potential impacts of the preferred alternative. To provide background about the proposed project’s affected environment, **Figure 3-1** and **Figure 3-2** are included below.



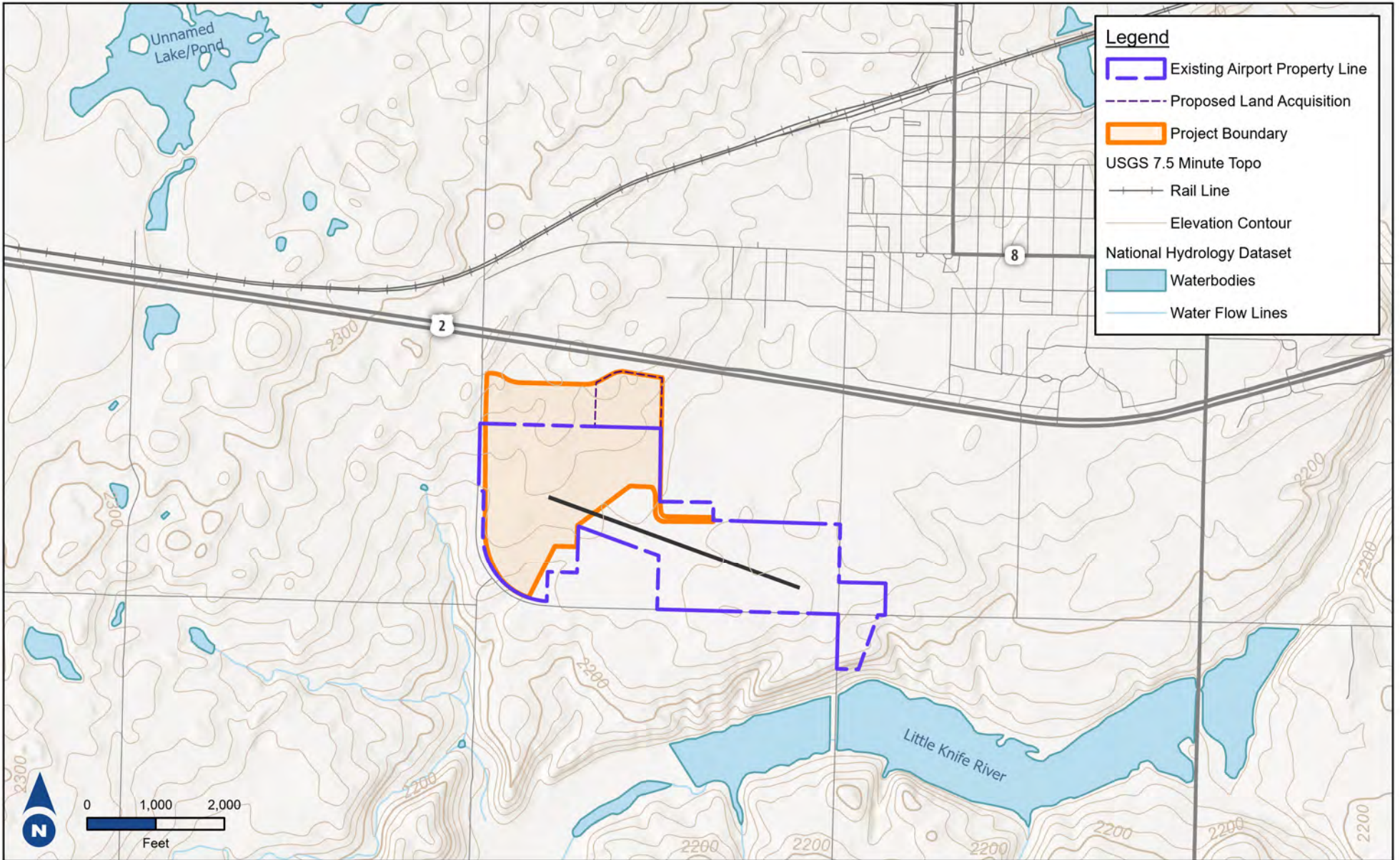
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PROJECT BOUNDARY



FIGURE 3-1



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STANLEY, ND

TOPOGRAPHY MAP

**Mead
& Hunt**

FIGURE 3-2

3.1.3 Environmental Consequences

The environmental consequences section under each resource category assesses the potential impacts of the no-action and preferred alternative. Environmental consequences include all direct, indirect, and cumulative impacts, as the NEPA defines those terms.

3.1.4 Mitigation

The mitigation section under each resource category describes mitigation measures, if applicable. This section provides guidance on types of mitigation that may be used to reduce the potential impact of the proposed project.

3.1.5 Significance Determination

The significance determination section under each resource category considers environmental consequences with reference to specific thresholds at which the FAA considers an environmental impact to be significant. This section summarizes factors to consider when evaluating the significance of potential impacts.

3.2 Environmental Impact Categories Not Analyzed in Detail

The resource categories in this section were analyzed following NEPA guidelines. During this analysis, the proposed action was found to have either minimal or no impacts on these resource categories. Each of the following resource categories includes a summary describing the findings and why the resource category was not analyzed in further detail.

3.2.1 Air Quality

The Air Quality section was not analyzed in detail because the proposed action is located in Mountrail County, which is in attainment for all criteria pollutants. These pollutants, called criteria pollutants, include ground-level ozone, particulate matter, carbon monoxide, lead, sulfur dioxide, and nitrogen dioxide. The EPA sets National Ambient Air Quality Standards (NAAQS) for the criteria pollutants. Further, operational emissions are expected to be very minor as a result of the proposed action and construction emissions would be minimal and would not change the current attainment status. Agency correspondence regarding air quality can be found in **Appendix C**.

3.2.2 Biological Resources

The Biological Resources section was not analyzed in further detail after completing the North Dakota DKey for project review and guidance for Federally-listed species within the Information for Planning and Consultation (IPaC) system. Based on the DKey, it was determined that the proposed action would have No Effect on federally listed, proposed, or candidate species, or designated critical habitat, as indicated in the USFWS Consistency letter dated December 7, 2023. This includes the piping plover (*Charadrius melodus*), rufa red knot (*Calidris canutus rufa*), whooping crane (*Grus americana*), and dakota skipper (*Hesperia dacotae*). The monarch butterfly (*Danaus plexippus*) is a candidate species. As stated in the Threatened, Endangered, Proposed, Candidate Species and Critical Habitat Affect Determination Table (see **Appendix A**), ESA Section 7 consultation is not required for the candidate species.

Further, it was determined that the alternatives would have no impacts to species protected under the Migratory Bird Treaty Act, including bald eagles (*Haliaeetus leucocephalus*) and peregrine falcons (*Falco peregrinus*).

3.2.3 Climate

The Climate section was not analyzed in further detail because the proposed action would not increase operations and therefore would not result in greenhouse gas (GHG) emissions.

3.2.4 Coastal Resources

The Coastal Resources section is not analyzed in detail because the resource is not present on or near the Airport.

3.2.5 DOT Section 4(f) Lands

The DOT Section 4(f) Lands section is not analyzed in detail because there are no Section 4(f) properties located on or near the Airport, including publicly owned park and recreation areas, wildlife and waterfowl refuges, or historic sites. Agency correspondence regarding Section 4(f) properties is found in **Appendix C**.

3.2.6 Farmland

The Farmland section is not analyzed in detail based on the following:

- The existing Airport property is exempt from FPPA because construction of the proposed project will occur within an existing right-of-way purchased on or before August 4, 1984. The existing Airport property was purchased in 1970.
- The proposed land acquisition is exempt from FPPA because the parcel is situated entirely within an urbanized area (the City of Stanley). See Figure 3-4 in Section 3.3.3.

Agency correspondence regarding Farmland is found in **Appendix C**.

3.2.7 Noise

Noise and noise-compatible land use also does not include a detailed analysis in this chapter. According to the FAA Order 1050.1F Desk Reference, no noise analysis is needed for projects involving Design I and II airplanes in Approach Categories A through D operating at airports whose forecast operations in the period covered by the NEPA document do not exceed 90,000 annual propeller operations or 700 annual jet operations. Because the Airport is not expected to cross either of these activity thresholds, no noise analysis was conducted.

3.2.8 Visual Effects

The Visual Effects section was not analyzed in detail because the proposed action would not add additional lighting that may affect light sensitive areas nor would the proposed action affect any scenic views or vistas.

3.2.9 Water Resources

3.2.9.1 Floodplains

The Floodplains section was not analyzed in detail because the proposed action is not located in a FEMA NFIP identified or mapped floodplain.

The local floodplain administrators, Mountrail County Planning & Zoning and the City of Stanley Planning & Zoning, were contacted about the proposed project. Mountrail County deferred to the City of Stanley for

comments. The City of Stanley did not provide comments or concerns on the proposed project. Agency correspondence regarding Floodplains is found in **Appendix C**.

3.2.9.2 *Groundwater*

The Groundwater section was not analyzed in detail because the proposed action would not result in contaminants infiltrating the groundwater.

According to USGS National Water Information System the depth to water level in North Dakota ranges from approximately 7 and 25 feet². The City of Stanley's water source is drawn from the Ray Aquifer, purchased from the R & T Water Supply Commerce Authority. The water is treated using a lime softening process, chlorine is added for disinfection, and fluoride and phosphate are added for corrosion control. R&T also receives and blends treated water from the Williston Water Treatment Plant. As stated in the 2022 City of Stanley Annual Drinking Water Quality Report, the R&T Water Association, in cooperation with the ND NDDEQ, has completed a delineation and contaminant/land use inventory elements of the ND Source Water Protection Program. Based on this inventory, the ND NDDEQ determined that the City of Stanley's source water is non susceptible to potential contaminants. The City of Stanley routinely monitors for contaminants in drinking water in compliance with Federal and State laws³.

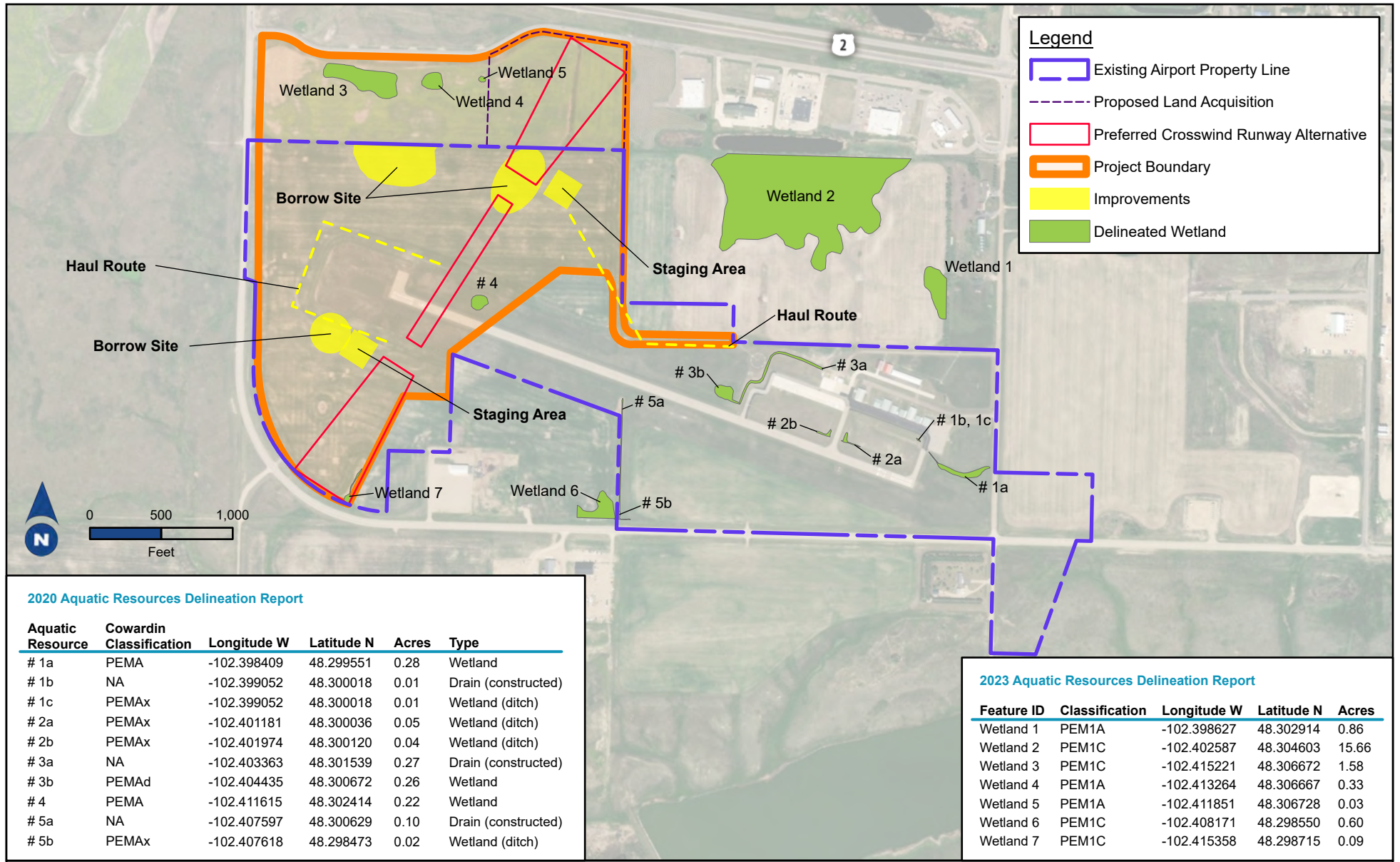
3.2.9.3 *Wetlands*

The Wetlands section was not analyzed in detail because the proposed action would not result in impacts to wetlands delineated within the project boundary.

Delineated wetlands are shown in **Figure 3-3**, below. The Aquatic Resources Delineation Reports dated 2020 and 2023 are appended by reference. Agency correspondence regarding wetlands is found in **Appendix C**. While the proposed project does include minor drainage pattern changes, these are not anticipated to impact wetlands.

² USGS National Water Information System: <https://nwis.waterdata.usgs.gov/nd/nwis/current/?type=gw>

³ Annual Drinking Water Quality Report, Stanley, North Dakota, 2022



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WETLANDS MAP



FIGURE 3-3

3.2.10 Wild and Scenic Rivers

The Wild and Scenic Rivers section was not analyzed in detail because the Airport is not located on or near a Wild and Scenic River.

3.3 Environmental Impact Categories Analyzed in Detail

3.3.1 Hazardous Materials, Solid Waste, and Pollution Prevention

Hazardous materials, solid waste, and pollution prevention includes an evaluation of waste streams generated by the proposed project, potential hazardous materials that could be used during construction and operation, the potential to encounter existing hazardous materials during construction and operation, and the potential to interfere with ongoing remediation of existing contaminated sites at or in the vicinity of the project boundary.

3.3.1.1 *Regulatory Setting*

Various federal regulations apply to this resource category, including the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA or “Superfund”), the Emergency Planning and Community Right to Know Act (EPCRA), the Hazardous Materials Transportation Act, Pollution Prevention Act, Resource Conservation and Recovery Act (RCRA), and more as described in the FAA 1050.1F Desk Reference.

In North Dakota, “the Legislative Council publishes the Administrative Code, which is the codification of all rules of state administrative agencies, as that term is defined by North Dakota Century Code Section 28-32-01.” Title 33.1 of North Dakota’s Administrative Code regulates solid waste and hazardous waste.

3.3.1.2 *Affected Environment*

The study area for hazardous materials is the project boundary and the area for potential ground disturbance. The EPA’s Superfund Site Information website was reviewed and found no sites within Mountrail County. Mead & Hunt completed a Phase I Environmental Site Assessment (ESA) in January 2024.

The Phase I ESA, which is appended by reference, found six potentially hazardous materials sites within or near Airport property. Site 1 was a Leaking Underground Storage Tank (LUST) site that was cleaned up and permanently removed in 1991. Sites 2 through 5 are located to the north of Airport property. These sites either have underground or aboveground storage tanks or are listed as a Very Small Quantity Generator (VSQG); however, there are no known or recorded spills associated with these sites, and there was no evidence of contamination found during the site reconnaissance. Site 6 is the fuel depot for the Airport, which includes four aboveground storage tanks. This site has no known or recorded hazardous materials incidents and there was no evidence of contamination found during the site reconnaissance. The Phase I ESA found no recognized environmental conditions, controlled recognized environmental conditions, or significant data gaps in connection with the Airport. The approximate locations of these potentially hazardous materials sites are found in **Figure 3-4**.



- ▲ Finding Sites
- Proposed Project Area
- ▭ Airport Property Boundary

Figure 3-4: Potentially Hazardous Materials Sites Map

3.3.1.3 *Environmental Consequences*

The proposed project should be assessed to determine if any laws or regulations regarding hazardous waste would be violated, if contaminated sites are involved, if an appreciable amount of hazardous waste would be produced, or if solid waste would be generated that would exceed local capacity. An assessment of the proposed project found:

- The proposed project would produce construction debris such as dirt, existing runway bituminous millings, and electrical cable. This would be associated with the construction of the crosswind runway where it intersects with the existing asphalt runway. For the electrical cable, the proposed project would require the removal of one primary runway edge light, as its current location lies within the crosswind runway footprint.
- Construction materials and other solid waste not able to be recycled on-site would be disposed of at a commercial landfill or recycling facility capable of handling disposal as required by North Dakota rules.
- Local disposal facilities are expected to have capacity to accept solid waste volumes that would be produced by construction and operation of the proposed action.
- No laws or regulations regarding hazardous waste would be violated.
- There would be no hazardous wastes generated by the proposed project.

As stated above, the Phase I ESA found no recognized environmental conditions, controlled recognized environmental conditions, or significant data gaps in connection with the Airport. This means that the potentially hazardous materials sites found within and near Airport property were determined to have no impact on the proposed project and, conversely, the proposed project would not impact these sites. Based on the information above, there are no significant impacts anticipated to hazardous materials with the no-action or preferred alternative.

3.3.1.4 *Mitigation*

Because the contaminated sites are not located within the proposed project boundary, and because generated waste would not exceed local capacity, mitigation efforts are not needed for the proposed project.

3.3.1.5 *Significance Determination*

The FAA has not established a significance threshold for hazardous waste, solid waste, or pollution prevention. However, there are factors to consider when evaluating the context and intensity of potential environmental impacts for hazardous materials, solid waste, or pollution prevention. **Table 3-1** below lists these factors and discusses how they are applicable to the proposed project.

Table 3-1: Hazardous Materials, Solid Waste, and Pollution Prevention Factors for Consideration	
Factors with the potential to:	Applicability to Proposed Project
Violate applicable federal, state, tribal, or local laws or regulations	No laws or regulations regarding hazardous waste would be violated
Involve a contaminated site	No contaminated sites are located within the proposed project boundary

Produce an appreciably different quantity or type of hazardous waste	There would be no hazardous waste generated by the proposed project
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	It is anticipated that the local disposal facility would have enough capacity to handle solid wastes that are generated by the proposed project
Adversely affect human health and the environment	Based on the Phase I ESA results and the above information, the proposed project is not anticipated to adversely affect human health and the environment

Based on the above analysis, there are no significant hazardous materials, solid waste, or pollution prevention impacts anticipated with the preferred alternative or the no-action alternative.

3.3.2 Historical, Architectural, Archaeological, and Cultural Resources

3.3.2.1 *Regulatory Setting*

Section 106 of the National Historic Preservation Act (NHPA) is the principal statute concerning historical, architectural, archaeological, and cultural resources. Other applicable cultural resources laws include, but are not limited to, Archaeological Resources Protection Act, Executive Order 11593 – Protection and Enhancement of the Cultural Environment, American Indian Religious Freedom Act, Executive Order 13175 – Consultation and Coordination with Indian Tribal Governments, and more.

Section 106 of the National Historic Preservation Act of 1966 requires federal agencies to consider effects to historic properties. Historic properties are considered those included on the National Register of Historic Places (NRHP) or those that meet one or more of the four criteria (A-D) for inclusion on the NRHP.

3.3.2.2 *Affected Environment*

The Area of Potential Effects (APE) is the area within which an undertaking may affect a historic property, either directly or indirectly. The APE was defined to include approximately 210 acres in nine individual survey areas surrounding the airport.

A literature review of the archives at the State Historical Society of North Dakota was conducted on June 13, 2023, for a one-mile radius around the APE. The literature review found 50 previously recorded cultural resources and 30 previous cultural resource investigations located within a one-mile radius of the proposed project boundary. None of the previously recorded cultural resources lie within the APE and none would be impacted by the proposed project.

A Class III Cultural Resource Inventory was conducted by Juniper Environmental Consulting (Juniper). Juniper conducted the inventory to State Historical Society of North Dakota Class III Intensive Pedestrian Inventory standards (SHSND 2020). The APE is illustrated within the Stanley Municipal Airport ALP Update: Class III Cultural Resource Inventory in Mountrail County, North Dakota Report, which is appended by reference. The field survey was conducted on June 29-30, 2023, by Juniper and a Traditional Cultural Specialist from the Fort Peck Tribal Historic Preservation Office (THPO) that provided the tribal perspective and interpretations of the proposed undertaking.

The field survey found one new cultural resource during the inventory. Site 32MN1718 is an historic period trash dump within a field pile. The TCS representative expressed no concerns. Site 32MN1718 was recommended *not eligible* for inclusion in the National Register of Historic Places because it lacks significant aspects of physical and spatial integrity and does not meet the guidelines to be eligible under Criterion A-D.

A Notice of Federal Undertaking was provided by the FAA to the Tribal Chair/President(s) and THPO offices on November 1, 2023, to 18 tribes within the northern plains who have affiliation to this area. The Tribal distribution list and correspondence are found in **Appendix D**.

3.3.2.3 *Environmental Consequences*

On November 1, 2023, the FAA submitted a Section 106 finding of *No Historic Properties Affected* to the State Historic Preservation Office (SHPO) for review and concurrence. On November 30, 2023, SHPO concurred with the FAA's finding that 32MN1718 is *Not Eligible* for listing in the NRHP. Additionally, SHPO concurred with the determination of *No Historic Properties Affected* for the proposed project. The SHPO concurrence letter (SHPO Ref. #24-5123) is attached in **Appendix D**.

3.3.2.4 *Mitigation*

Based on the results of the literature review and Cultural Resources Inventory, and SHPO's concurrence with the findings, mitigation efforts are not needed for the proposed project.

3.3.2.5 *Significance Determination*

The FAA does not have a significance threshold for Cultural Resources but does consider whether or not a finding of adverse effect is made under Section 106 of the NHPA. Based on the finding of *No Historic Properties Affected*, no significant impacts would occur.

3.3.3 **Land Use**

3.3.3.1 *Regulatory Setting*

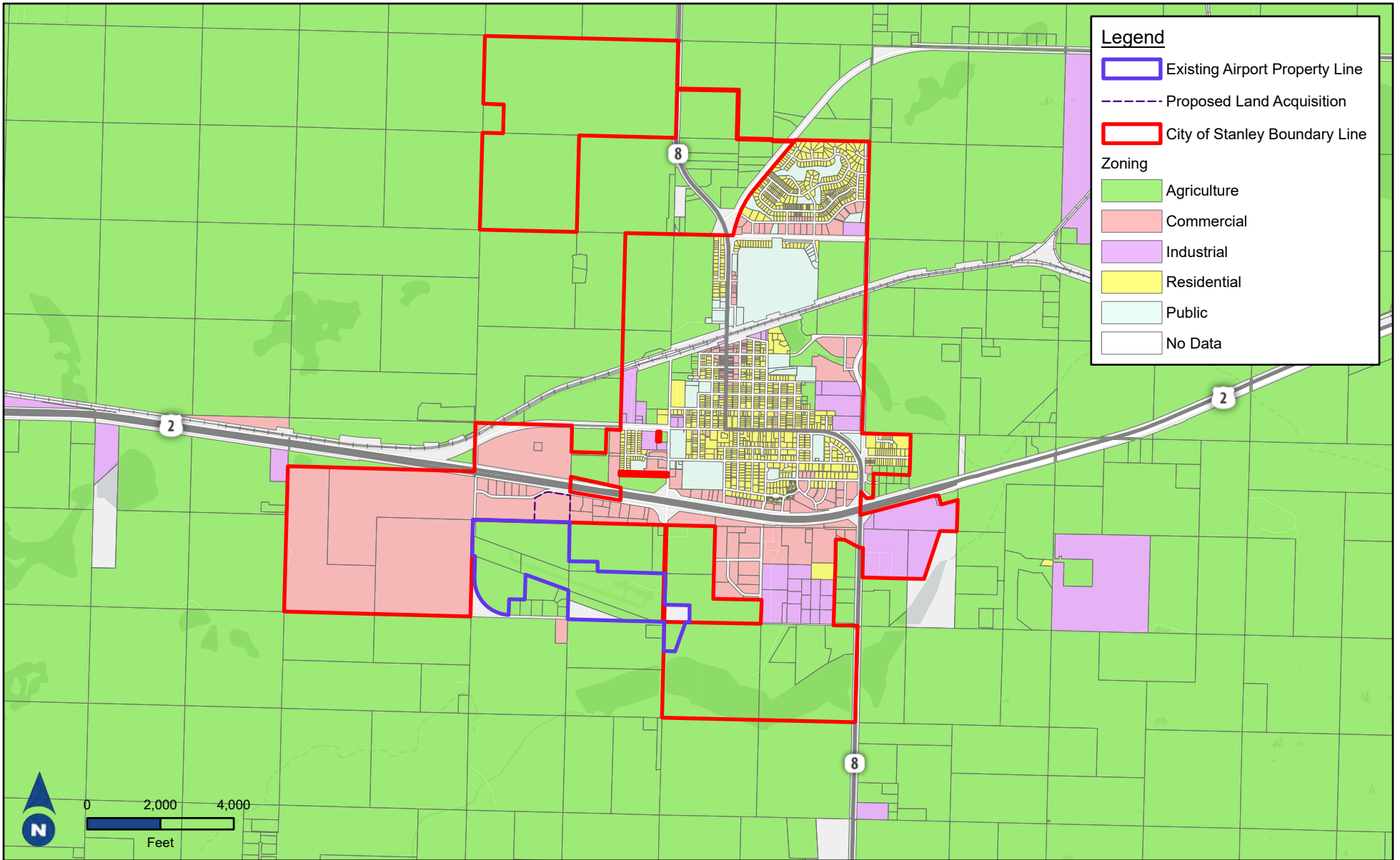
This section will demonstrate actions that the Airport has been or will take, to the extent reasonable, to restrict existing and planned land use next to and near the Airport to activities compatible with airport operations.

Local Zoning Ordinances

The Airport property is zoned by the City of Stanley as Agricultural. The Airport is surrounded by several zoning uses designated by the City of Stanley and Mountrail County, including:

- AG – Agricultural
- C2 – General Commercial
- C3 – Corridor/Highway Commercial
- I2 – Medium Industrial
- I3 – Heavy Industrial
- I4 – Oil field industrial
- MH – Manufactured Home District
- P – Public
- R1 – Single Family, Detached Housing
- R2 – Single Family
- R3 – Low Density, Multifamily
- R6 – Transitional Housing

Figure 3-5 shows zoning districts and jurisdictions.



Sources: State of North
Dakota, Esri, TomTom,
Garmin, SafeGraph,
GeoTechnologies, Inc, METI/
NASA, USGS, EPA, NPS,
USDA, USFWS, Mountrail
County, City of Stanley

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ZONING MAP



FIGURE 3-5

FAA Land Use Guidance

Land use regulations near airports typically focus on safety for airport users and the surrounding community, along with minimizing negative impacts such as noise disturbance, and zoning regulations generally discourage or prohibit land use that is incompatible with airports. The authority to enact zoning codes lies at the local level. However, the FAA offers guidance documents and grants that fund airport planning and land use studies.

Specific guidance offered by the FAA concerns land uses within the RPZ. An RPZ is a trapezoidal shaped area beyond a runway end with the purpose of protecting pilots as well as individuals and property on the ground. The size of this zone is determined by the design of the runway, the types of aircraft most frequently using the runway, and the visibility minimums for runway instrument approach procedures.

FAA Advisory Circular (AC) 150/5300-13A, Airport Design, states that, “It is desirable to clear the entire RPZ of all above-ground objects. Where this is impractical, airport owners, at a minimum, should maintain the RPZ clear of all facilities supporting incompatible activities.” On September 27, 2012, the FAA Office of Airports issued the memorandum “Interim Guidance on Land Uses Within a Runway Protection Zone,” which further clarifies incompatible land uses. Consultation with the FAA is required when there are new or changed uses planned within an RPZ, or a planned change to an RPZ size or location. Land uses planned within an RPZ that require FAA consultation include:

- Buildings and structures
- Recreational land uses
- Transportation facilities
- Fuel storage facilities
- Hazardous material storage
- Wastewater treatment facilities
- Above-ground utility infrastructure, including solar panel installations.

State of North Dakota Land Use Guidance and Joint Airport Zoning Board

The North Dakota Century Code contains all currently effective laws in the state. Aeronautics laws are provided in Title 2, and specific Airport Zoning laws are found in Chapter 2-04. The purpose of airport zoning regulations is to prevent the creation or establishment of airport hazards. As stated in Century Code 2-04-03, every political subdivision that has an airport hazard area within its limits may adopt airport zoning regulations. These regulations typically divide airport hazard areas into zones where each zone has specific land uses. For example, these zones may restrict the height to which structures may be built or trees may grow. North Dakota Century Code 2-04-03-2 authorizes a joint airport zoning board (JAZB) to enact zoning ordinances if an airport hazard zone falls within two or more political subdivisions. There is currently no JAZB in place for Stanley Municipal Airport. Additional guidance specific to airport runway approach hazards is provided in North Dakota’s Administrative Code 6-02-03.1.

3.3.3.2 Affected Environment

A one-mile radius of the project boundary and the Airport property were analyzed for this resource category. Land use in the project boundary is made up of paved airport facilities, mowed short grasses on Airport property, agricultural uses, and local roadways.

Lands adjacent to the project boundary are primarily in agricultural production. Sporadic business uses are found northeast and east of the Airport, such as hotels, grocery and hardware stores, and gas stations. The City of Stanley limits surround the Airport to the north, east, and west, with most of the residential areas located northeast of the proposed project boundary. Specifically, the FAR Part 77 Approach Surface for the proposed runway does not affect noise-sensitive land uses such as the residential areas within the City of Stanley.

Planned Land Use

The Mountrail County 2030 Comprehensive Plan provides valuable information about priority growth areas and preferred development types. The Comprehensive Plan includes a Future Land Use Map, which is meant to be a guide for future zoning decisions. The Future Land Use Map shows that Stanley and surrounding areas are prioritized as an “Urban Growth Area”. The Plan explains that most of the County’s recent growth can be attributed to the growing Cities of Parshall, New Town, and Stanley, and future growth is anticipated to continue in these areas⁴.

Wildlife Attractants

A Wildlife Hazard Management Plan has not been prepared for Stanley Municipal Airport. The FAA Wildlife Strike Database was reviewed. As of January 5, 2023, there were no results for the Airport, therefore, it is assumed that there are limited wildlife hazards at the Airport.

Land cover within the project boundary contains no sensitive habitat and consists of short, regularly mowed grasses surrounding RWY 10/28 and croplands for hay production in the surrounding area of Airport property. Other land uses on the Airport include impervious surfaces, such as the runways, taxiways, and roadways, that are used for regular airport operations. These land uses are not wildlife attractants. The Airport maintains grass height, as applicable, to avoid wildlife attractants.

On November 24, 2023, the North Dakota Game and Fish Department stated, “We do not believe [the proposed project] will have significant adverse effects on wildlife or wildlife habitat.” Agency correspondence regarding wildlife is found in **Appendix C**.

RPZ

Airport property currently contains the RPZs for Runway 10/28. The Airport currently owns the land that the proposed crosswind runway alternative would be built upon, as well as the land over which the Runway 2 RPZ would sit. The preferred alternative would require the acquisition of approximately 17 acres of land over which part of the Runway 20 RPZ would sit. Land acquisition is required so the Airport can have complete governing control of the land except for the underground utilities.

Transportation

Stanley Municipal Airport is located south of US Highway 2, and surrounded by 82nd Ave NW, 61st St NW, and 83rd Ave NW. The main access road for all Airport facilities is off 82nd Ave NW. This road provides access to the terminal and hangar area on the east side of the Airport. Unofficial access points exist on

⁴ Mountrail County ND, 2030 Comprehensive Plan: <http://www.co.mountrail.nd.us/Documents/Uploads/2030-Mountrail-County-Comprehensive-Plan.pdf>

61st St NW and 83rd Ave NW, which are mainly used for agricultural equipment to operate within their leased land areas on Airport property.

Utilities

Three underground utilities are located within or near the proposed project boundary: a Williston Basin Interstate (WBI) natural gas pipeline, a Montana-Dakota Utilities Company (MDU) natural gas pipeline, and a U.S. Air Force missile communication cable (AFCC) (see **Figure 2-1** in **Chapter 2**).

3.3.3.3 *Environmental Consequences*

The project is not anticipated to impact the existing underground utilities. Agricultural use is expected to continue on land above these utilities, except in areas where the proposed runway would be constructed and within the Runway Object Free Area (ROFA).

Zoning

Land acquisition is proposed with this project to restrict existing and planned land use next to and near the Airport to activities that are compatible with airport operations.

Wildlife Attractants

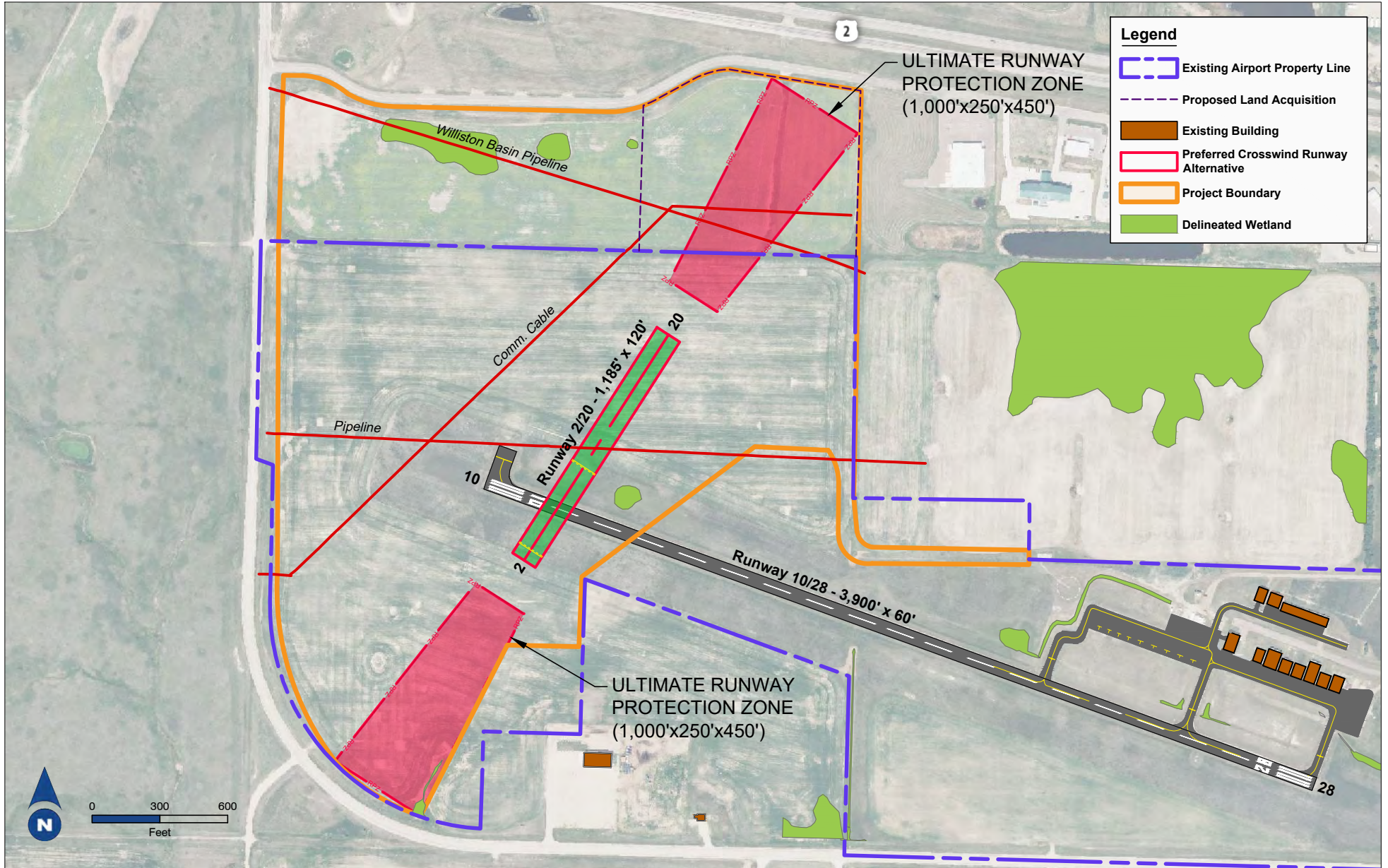
Vegetation management post-construction would continue with regular mowing, unless the area would be cropland, which serves to minimize wildlife hazards while also minimizing the introduction and establishment of invasive species. Introduction and spread of invasive species at the Airport would also be minimized prior to, during, and after construction of the proposed project through a variety of best management practices. Areas disturbed during construction would follow the FAA specifications for seeding (T-901) and will use an ND State seed mix that would not attract wildlife.

Because the agricultural land on and surrounding Airport property is not the sole source of agriculture nearby, it does not necessarily serve as a greater wildlife attractant than adjacent agricultural properties. The proposed project is not anticipated to result in an increase in wildlife attractants.

RPZ

Figure 3-6 shows the existing and future RPZs. The existing RPZs for Runway 10/28, the land that the proposed Runway 2/20 would be built upon, and the land over which the proposed Runway 2 RPZ would sit are all located within Airport property. The RPZ for the proposed Runway 20 end would require land acquisition to be fully located within Airport property. Because the land needed for the proposed project is currently used for agricultural purposes, there are no anticipated removals required to clear the RPZ for the proposed project.

Per 49 U.S.C. §47107(a)(10), appropriate action must be taken to restrict the use of land next to or near airports to uses that are compatible with normal airport operations. The proposed land acquisition would satisfy this requirement so the Airport can have complete governing control of the land, except for the underground utilities, that would be consistent with normal airport operations.



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RUNWAY PROTECTION ZONE (RPZ)



FIGURE 3-6

Transportation

No permanent additional trip generation or parking is anticipated from the proposed project. No additional congestion is anticipated, and no new traffic would be generated. The flow of traffic for US Highway 2, 82nd Ave NW, 61st St NW, and 83rd Ave NW are not anticipated to change due to the proposed project. No public road signs indicating construction traffic are anticipated with the proposed project. If design requires additional hauling, signs will be required, and the contractor will be required to follow Manual on Uniform Traffic Control Devices (MUTCD) requirements for signage.

Utilities

Project information was sent to MDU, WBI, and the Minot Air Force Base (AFB) in October 2023. On October 31st, 2023, MDU/WBI sent a map depicting the locations of the gas services and mains in the airport area, as well as the WBI pipeline location. On November 1st, 2023, MDU/WBI stated that the proposed project would not affect the nearby utilities. Continued coordination with Minot AFB occurred in November 2023. This coordination included a list of questions from Minot AFB and responses to the questions from the project team. Minot AFB did not provide follow up questions or comments after November 20, 2024. Agency correspondence regarding utilities is found in **Appendix C**.

Based on this coordination, the three underground utilities (WBI pipeline, MDU pipeline, and AFCC) would not be impacted by the proposed project. Existing rights of way and easements would not be changed.

3.3.3.4 Mitigation

Through the proposed land acquisition, the Airport is taking all appropriate action, to the extent reasonable, to restrict the use of land next to or near the Airport to uses that are compatible with normal airport operations. Additionally, post-construction vegetation management would be consistent with practices that minimize wildlife attractants, and the existing underground utilities would not be impacted by the proposed project.

3.3.3.5 Significance Determination

The proposed project is consistent with North Dakota Century Code 2-04 by preventing the creation or establishment of airport hazards, as described above. The FAA has not established a significance threshold for land use, or factors to consider when determining significance of a project's effect on land use. Consistent with NEPA guidance, because there are minimal to no impacts in the other resource categories, there are no significant land use impacts anticipated with the preferred alternative or the no-action alternative.

3.3.4 Natural Resources and Energy Supply

3.3.4.1 Regulatory Setting

The CEQ regulations implementing NEPA at 40 CFR § 1502.16(e)-(f) require consideration of a proposed project's energy requirements and natural resource requirements in NEPA documents. Airport construction projects often change an airport's demand on local energy and natural resource supplies. The following impact categories should be included in an EA/EAW, as needed:

- Impacts of the proposed project on local electric, gas, and water utilities
- Construction material required for the proposed project, and its availability from local suppliers
- Impact of the proposed project on aircraft and ground vehicle fuel use.

3.3.4.2 *Affected Environment*

The project boundary was reviewed for the natural resources and energy supply resource category. Aeronautical facilities affected by the preferred alternative do not consume natural gas or water. Existing runway and taxiway lighting systems on the airfield require electricity supply. These systems include runway end identifier lights, medium-intensity edge lighting, a navigation aid (NAVAID) beacon, and 2-light visual glide slope indicator lights on each runway end.

3.3.4.3 *Environmental Consequences*

No additional lighting is proposed for the preferred alternative; therefore, no significant impacts are anticipated on the electricity supply.

No increase in aircraft operations is expected as a result of the preferred alternative. Operation and maintenance of the proposed runway are expected to require minor increases in fuel usage, but these increases would be minimal and within local supply levels. Because of these reasons, no significant impacts on fuel usage are anticipated.

Consumption of energy and natural resources during the construction phase of the proposed project would consist mainly of construction machinery fuel and construction materials. This consumption is not anticipated to exceed locally available supplies. Construction materials that are anticipated to be brought from off-site include concrete storm pipe, asphalt bituminous pavement, asphalt tack coat, aggregate base, paint for markings, retroreflectors, erosion control fiber-rolls, seed, mulch, concrete for sign pads, and electrical components for relocation of existing runway lights.

3.3.4.4 *Mitigation*

Because there are no lighting additions or increase in aircraft operations, and because consumption of energy and natural resources will be temporarily limited to construction, mitigation efforts are not needed for the proposed project.

3.3.4.5 *Significance Determination*

The FAA has not established a significance threshold for natural resources and energy supply; however, situations where the proposed project would potentially cause demand to exceed available or future supplies of energy or natural resources should be considered. The proposed project would not cause demand to exceed available or future supplies of these resources.

Based on the above analysis, there are no significant natural resources and energy supply impacts anticipated with the preferred alternative or the no-action alternative.

3.3.5 Socioeconomics, Environmental Justice, & Children's Environmental Health and Safety

3.3.5.1 *Regulatory Setting*

Statutes related to socioeconomic impacts include the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970. Environmental justice, as defined by the EPA, is the "fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. EPA has this goal for all communities and persons across this Nation." Title VI of the Civil Rights Act of 1964, Executive Orders, and other federal guidance have been issued to address environmental justice and children's environmental health and safety risks.

3.3.5.2 Affected Environment

Areas directly adjacent to the project boundary and affected jurisdictions were analyzed for this resource category. The Airport is located in Mountrail County, approximately one mile southwest of downtown Stanley, 55 miles west of Minot, and 70 miles east of Williston. Population growth in these jurisdictions, as compared to the State of North Dakota, is shown in **Table 3-2**.

The area near the Airport, the county, and neighboring cities are steadily growing in population and are growing at a faster rate than the state as a whole.

	2010	2015	2020	Compound Annual Growth Since 2010
North Dakota	672,591	756,928	779,094	1.48%
Mountrail County	7,673	9,253	9,809	2.48%
Stanley	1,458	2,118	2,321	4.76%
Minot	40,888	46,194	48,377	1.70%
Williston	14,716	22,015	29,160	7.08%

Source: U.S. Census Bureau 2015, 2015 American Community Survey 1-year Estimates, 2010 Decennial Census, and 2020 Decennial Census

Income and household size are useful indicators for understanding the potential sensitivity of a community to socioeconomic impacts. **Table 3-3** summarizes per capita and median household income for the cities, county, and state in 2020. Stanley is at approximately the same per capita income level as the state but has significantly higher median household incomes than the state and all other jurisdictions analyzed.

Area	Per Capita Income	Median Household Income	Average Household Size
North Dakota	\$41,800	\$71,970	2.93
Mountrail County	\$36,141	\$76,520	3.61
Stanley	\$41,704	\$97,000	3.26
Minot	\$37,644	\$68,543	2.99
Williston	\$40,942	\$75,061	3.17

Note: ACS Per Capita Income does not measure interest, dividends, rent, insurance, or transfer payments.
Source: U.S. Census Bureau, 2022 American Community Survey 1-Year Estimates, and 2020 Decennial Census.

An understanding of baseline demographic and socioeconomic conditions also helps to determine whether environmental justice populations exist near the Airport. Certain demographic groups often experience more exposure to environmental stressors than the general population. Executive Order 12898 defines environmental justice populations as minority populations, low-income populations, and

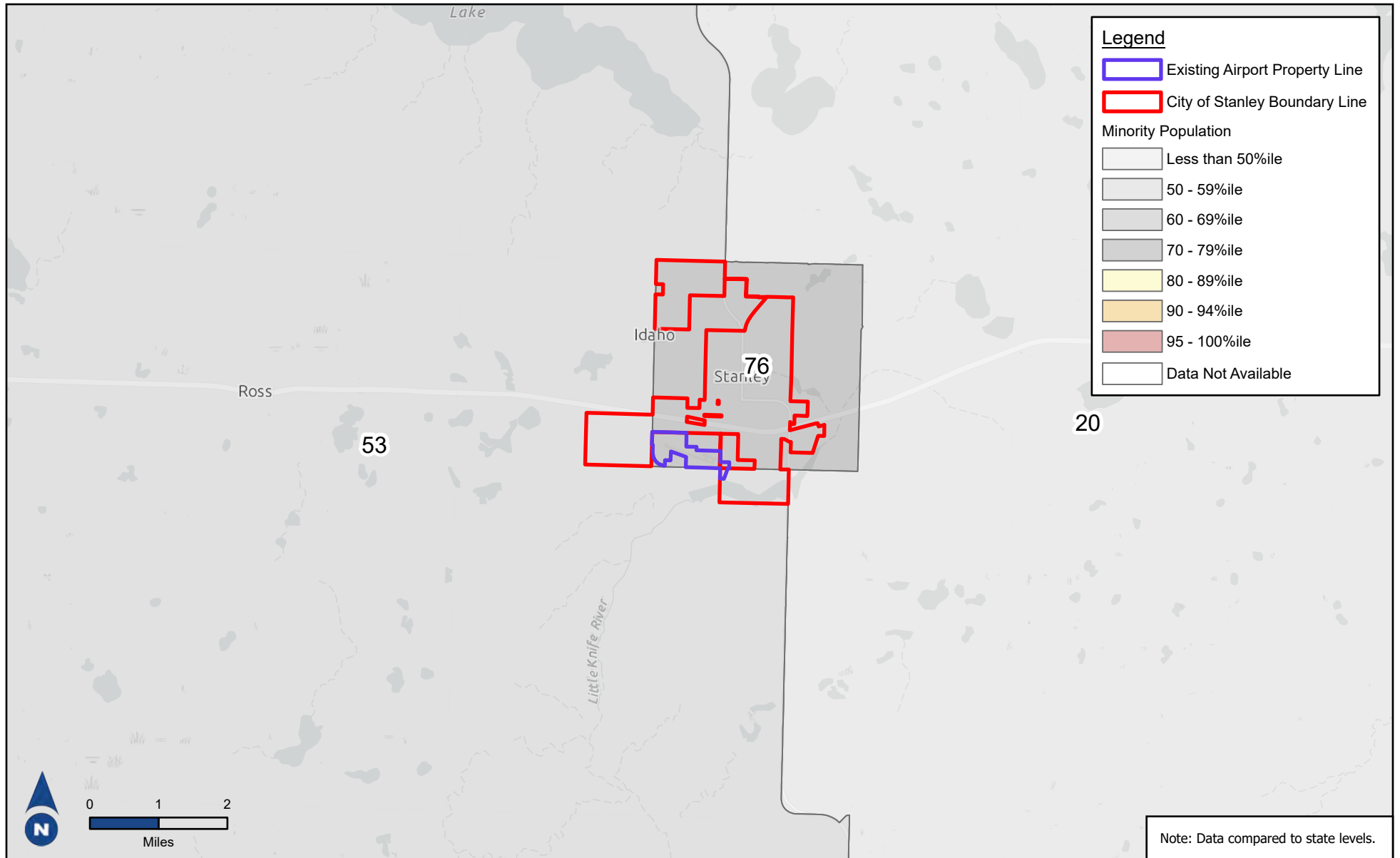
indigenous peoples. FAA Order 1050.1F and CEQ Guidance from 1997 further define minority as, “individuals who are members of the following population groups: American Indian or Alaskan Native; Asian or Pacific Islander; Black, not of Hispanic origin; or Hispanic.” A minority population exists if, “either (a) the minority population of the affected area exceeds 50 percent or (b) the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis.” Minority populations in the analyzed jurisdictions are summarized in **Table 3-4**.

Table 3-4: Population by Race					
Area	Black or African American	American Indian	Asian	Hispanic or Latino	Minority Population
North Dakota	3.4%	4.9%	1.6%	4.2%	17.1%
Mountrail County	1.2%	28.9%	1.0%	7.8%	33.6%
Stanley	0.8%	1.9%	0.8%	12.7%	7.3%
Minot	5.1%	2.8%	1.8%	6.8%	12.1%
Williston	6.7%	2.6%	1.9%	10.8%	15.9%
<p><i>Note: Total minority population may not be equal to the total of the previous columns due to overlap in Hispanic/Latino identifying respondents with other categories.</i> <i>Source: U.S. Census Bureau, 2019 American Community Survey 5-Year Estimates, and 2020 Decennial Census.</i></p>					

All jurisdictions analyzed, except Mountrail County, have minority populations similar to or lower than the state as a whole. As identified in **Table 3-4**, Stanley has a minority population of 7.3%, which does not exceed 50%, nor is it greater than the minority population percentage compared to the County at 33.6%, and the State at 17.1%. Mountrail County is the only analyzed jurisdiction that has a higher minority population, which can be attributed to the significantly higher percent of American Indian minorities in the county, which includes a portion of the Fort Berthold Reservation.

EJScreen, the US EPA environmental justice screening and mapping tool, was consulted to determine if there are any concentrations of communities of color or low-income populations near the project boundary. Similarly, as identified in the EJScreen Community Report, which is found in **Appendix A**, the minority population within a 1-mile boundary of the Airport was 21%, which does not exceed 50%, nor is it meaningfully greater than the minority population percentage compared to the state average of 16%, and the U.S. average of 39%.

Further, as identified in **Figure 3-7**, the minority population in the areas surrounding the Airport and project boundary were within the 50-79th percentile in the State (53rd and 76th percentile), which means that 24-47% of the State has a higher value. **Figures 3-7** shows the EJScreen Index for minority compared to state levels. The EJScreen Community Report can be found in **Appendix A**.



Sources: State of North Dakota, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/ NASA, USGS, EPA, NPS,

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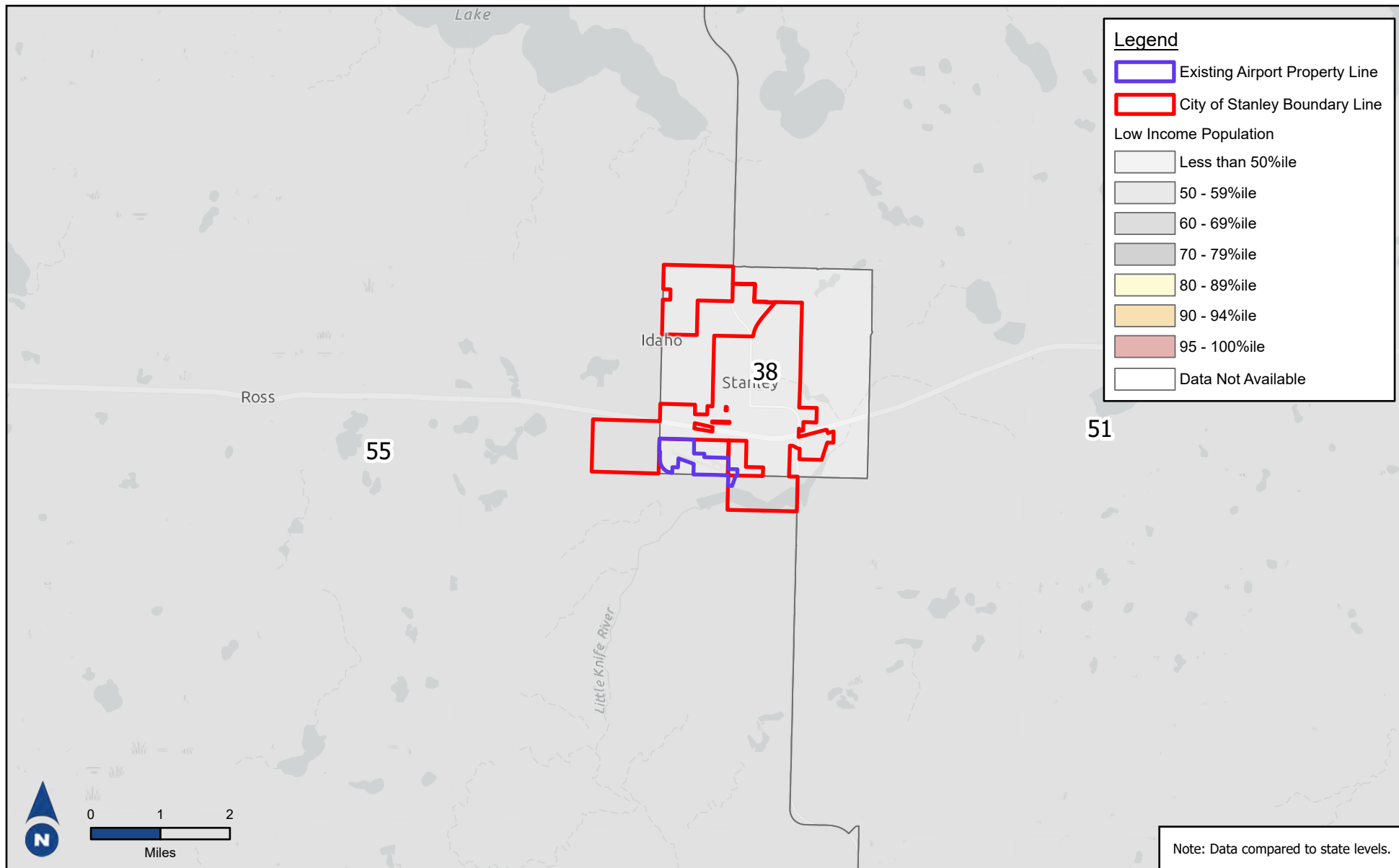
CENSUS MAP - MINORITY POPULATIONS



FIGURE 3-7

Compared to the state, all areas surrounding the Airport and project boundary were below the 60th percentile for low-income residents. **Figure 3-8** shows the EJScreen Index for low-income populations compared to state levels. The EJScreen Community Report can be found in **Appendix A**.

Area	Low Income Level
United States	31%
North Dakota	26%
Mountrail County	30%
Stanley	20%
<p><i>Note: EJSCREEN defines “low income” as individuals living with incomes below 200 percent of the federal poverty level, which differs from the DOT definition used by the FAA. As a result, when using this tool, practitioners should ensure that they can convert the results so that they can be compared to the DOT definition.</i></p> <p><i>Source: EJSCREEN Community Report</i></p>	



Sources: State of North Dakota, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/ NASA, USGS, EPA, NPS,

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CENSUS MAP - LOW-INCOME POPULATIONS



FIGURE 3-8

3.3.5.3 *Environmental Consequences*

Socioeconomics

Factors to consider when analyzing the context and magnitude of potential impacts include whether the proposed project has the potential to:

- Induce substantial economic growth in an area
- Disrupt or divide the physical arrangement of an established community
- Cause extensive relocation
- Disrupt traffic patterns and reduce the level of service of roads serving a surrounding community
- Substantially change a community's tax base.

The preferred alternative is not expected to significantly influence economic activity in the area, nor will it disrupt or cause any relocation of the established community. Additionally, the proposed project will not disrupt traffic patterns or change the community's tax base.

Land Acquisition

The Airport would purchase approximately 17 acres of land adjacent to the existing property for the RPZ required for Runway 20. Land purchased for the proposed project would comply with the Uniform Relocation Assistance and Real Property Acquisition Policy Act.

This land acquisition may slightly decrease the tax base; however, these impacts are not significant within the context of the activity occurring in the larger area.

Environmental Justice

A review of census information and EJScreen showed that all areas surrounding the Airport and project boundary were below the 50th percentile compared to the nation for minority populations and low-income residents. Based on this information, the no-action and the preferred alternative are not expected to result in a disproportionately high and adverse effect to environmental justice populations.

Children's Environmental Health and Safety

Areas affected by Airport noise do not include schools, playgrounds, or other facilities that would otherwise be primarily accessed by children. Under the preferred alternative, there are no significant impacts to air quality or water resources that may influence the health of the surrounding population, including children. There are no disproportionate safety risks associated with the proposed project, which will not occur near residential areas that may be home to children or public facilities such as parks that may attract children. No disproportionate health or safety risks to children are expected.

3.3.5.4 *Mitigation*

Because there are no disproportionately high or adverse impacts to socioeconomics, minority and/or low-income communities, or children's health and safety, mitigation efforts are not needed for the proposed project.

3.3.5.5 *Significance Determination*

The FAA has not established a significance threshold for socioeconomics, and the proposed project is not anticipated to impact the consideration factors listed above.

In most cases, the significance of environmental justice impacts is dependent on the significance of impacts in other environmental categories that may affect environmental justice populations. These categories can include noise, air and water quality, and Section 4(f) impacts, among others. Impacts to other resource categories are not considered significant, therefore, environmental justice impacts are also not anticipated to be significant.

In most cases, the significance of impacts to children's environmental health and safety is dependent on the significance of impacts in other environmental categories. The FAA has not established a significance threshold for this category but requires consideration of whether the proposed project will lead to disproportionate health or safety risks to children. Impacts in other resource categories are not considered significant.

No disproportionately high or adverse effects are anticipated on socioeconomics, environmental justice, or children's environmental health and safety for the preferred alternative and no-action alternative.

3.3.6 Water Resources

3.3.6.1 Regulatory Setting

Surface Waters

Surface waters include streams, rivers, lakes, ponds, estuaries, and oceans. The Clean Water Act (CWA) was established to "restore and maintain the chemical, physical, and biological integrity of the Nation's waters." The CWA allows states to adopt water quality standards. North Dakota has done so under Century Code 23.1-11 and Administrative Code 33.1-16, which is administered by the NDDEQ.

The North Dakota Century Code "establishes a degradation prevention program to protect ground water resources, encourages the wise use of agricultural chemicals, provides for public education regarding preservation of ground water resources, and provides for safe disposal of wastes in a manner that will not endanger the state's ground water resource." North Dakota Administrative Code 33.1-16-02.1 determines systems and standards for waters of the state. These standards assign beneficial uses, known as designated uses, for every water body. North Dakota waters and their assigned designated uses are to be protected whether for drinking water, recreation, fish consumption, or aquatic life. Not only do water quality standards establish designated uses, but they also establish criteria that must be met within the bodies of water, so water quality is maintained to support their designated uses.

So-called "impaired waters" are any bodies of water that do not meet water quality standards or fully support the water body's beneficial use. Section 303(d) of the CWA requires states to assess and list impaired waters and establish priority ranking by considering the water's uses and pollutant levels. The NDDEQ submits an Integrated Report to EPA every two years that includes Section 303(d) list of impaired waters and Section 305(b) water quality assessment report.

Stormwater

For stormwater and other activities, Article 33.1-16-01 of the Administrative Code describes the North Dakota Pollutant Discharge Elimination System (NDPDES) Program or Permits Program. The Permits Program is administered by the NDDEQ and provides a permitted structure to address wastewater discharged from point source facilities. Regulated activities include municipal/industrial wastewater,

stormwater, pretreatment, septic pumper, and concentrated animal feeding operations⁵. A stormwater permit for construction activity is required for activities disturbing 1 or more acres of soil. Permittees are required to control runoff from construction sites and develop a construction SWPPP that includes erosion prevention and sediment control BMPs.

3.3.6.2 *Affected Environment*

The Little Knife River is located approximately 0.3 miles south of the Airport and is a tributary of Lake Sakakawea (Missouri River). The Little Knife River Watershed is within the Upper Missouri River Basin, and, more specifically, within the Lake Sakakawea Subbasin⁶.

3.3.6.3 *Environmental Consequences*

Surface Waters

The most recent 2020-2022 Integrated Report from the NDDEQ determined that impaired waters are found in the James River Basin, Missouri River Basin, Red River of the North Basin, and Souris River Basins. The Little Knife River is listed as an impaired 303(d) waterbody in the NDDEQ's most recent report. Specifically, 44.6 miles of the Little Knife River from Stanley Reservoir moving downstream to Lake Sakakawea is impaired by the pollutant of Fecal Coliform. As required by CWA Section 303(d), the state is required to assign a priority for development of TMDLs based on the severity of the pollution and sensitivity of the uses of the waters. The Little Knife River is listed as a low priority to develop a Total Maximum Daily Load (TMDL)⁷. The proposed project is not anticipated to impact surface waters. On November 7, 2023, the NDDEQ provided the following comments on the proposed project related to surface waters:

“Care is to be taken during constructure activity near any water of the state to minimize adverse effects on a water body. This includes minimal disturbance of stream beds and banks to prevent excess siltation, and the replacement and revegetation of any disturbed area as soon as possible after work has been completed. Caution must also be taken to prevent spills of oil and grease that may reach the receiving water from equipment maintenance and/or the handling of fuels on the site.”

Stormwater

The proposed project includes minor drainage pattern changes, such as storm pipe installation and on-site excavation to meet FAA grading standards.

3.3.6.4 *Mitigation*

Surface Water

The NDDEQ letter includes guidelines (Construction and Environmental Disturbance Requirements) for minimizing degradation to waterways during construction, which can be found in **Appendix C**. The proposed project would follow all NDDEQ Construction and Environmental Disturbance Requirements, as applicable.

⁵ North Dakota Department of Environmental Quality (DEQ), NDPDES – Permits Program: https://deq.nd.gov/WQ/2_NDPDES_Permits/default.aspx

⁶ North Dakota Department of Environmental Quality, Interactive Watershed Mapping Tool: https://deq.nd.gov/WQ/3_Watershed_Mgmt/

⁷ North Dakota Department of Environmental Quality, North Dakota 2020-2022 Integrated Section 305(b) Water Quality Assessment Report and Section 303(d) List of Waters Needing Total Maximum Daily Loads: [2020_2022_Final_ND_Integrated_Report_20230824.pdf](https://deq.nd.gov/WQ/2020_2022_Final_ND_Integrated_Report_20230824.pdf)

Stormwater

During design, an Erosion Control plan will be developed to assist the contractor in submitting and completing their required SWPPP. Erosion control measures such as the use of straw wattles, staked silt fence, inlet protection, seeding and mulching will be utilized as needed. Best management practices for dust control will be utilized, which may include the use of water trucks or other approved methods. The contractor will be responsible for obtaining and maintaining an approved SWPPP. The project specific SWPPP, completed by the selected contractor prior to beginning construction, will identify all potential pollution sources that could come into contact with stormwater that is leaving the site, describe Best Management Practices and control measures for preventing pollution, and procedures for conducting inspections and monitoring to ensure the SWPPP measures are successful.

3.3.6.5 *Significance Determination*

Based on the above analysis and mitigation measures, there are no significant surface water or stormwater impacts anticipated with the preferred alternative or the no-action alternative.

3.3.7 **Cumulative Impacts and Cumulative Potential Effects**

3.3.7.1 *Regulatory Setting*

NEPA requires the analysis of “cumulative impacts.” Cumulative impacts are impacts on the environment that result from the incremental impact of the action when added to past, present, and reasonably foreseeable development in the area that is not directly associated with the preferred alternative, regardless of what agency or person undertakes such actions. According to FAA Order 5050.4B, reasonably foreseeable actions include those “on or off-airport that a proponent would likely complete and that has been developed with enough specificity to provide meaningful information to decision makers and the interested public.”

3.3.7.2 *Past, Present, and Reasonably Foreseeable Projects*

On-Airport Projects

Projects that have occurred at Stanley Municipal Airport in the last five years include 2018 PCC Apron Construction, 2019 Taxiway Asphalt Mill/Overlay, 2020/2021 Jet Fuel Farm Construction, and 2022 Runway 10/28 PAPI Installation. Additionally, pavement maintenance to seal coat and crack seal asphalt pavements have occurred in this timeframe.

The Airport is currently updating its Airport Layout Plan (ALP) to guide future on-Airport projects. A Capital Improvement Plan (CIP) meeting was held on August 31, 2023 to discuss current and future Airport needs and projects, along with other topics such as a sponsor report, environment and safety topics, and administrative items. Projects recommended in the CIP meeting included apron rehabilitation, jet fuel relocation, terminal building parking lot, medivac apron construction, seal coat pavement, access road pavement, and perimeter fence installation.

Off-Airport Projects

Current and future NDDOT projects near the Airport include preventative maintenance on US Highway 2, which is directly north of Airport property.

3.3.7.3 Cumulative Environmental Consequences

The recent and planned actions described above, when combined with the proposed project at the Airport, do not have significant cumulative effects on environmental impact categories within the project boundary.

Impacts of the proposed project when considered with past or future actions do not constitute a significant impact that cannot be mitigated. All future actions will be subject to avoidance and minimization studies and will undergo agency review and permitting as required. Every effort will be made to avoid or minimize impacts where feasible. No significant cumulative impacts or cumulative potential effects are associated with the preferred alternative.

3.4 Summary

A summary of the impacts presented in this section is presented in **Table 3-6**. The table includes the impacts from the no-action and preferred alternatives, as well as any required mitigation, permits, or associated actions.

Environmental Impact Category		No-Action Alternative	Preferred Alternative	Permitting/Mitigation & Associated Actions
Hazardous Materials, Solid Waste, and Pollution Prevention		No impact	No impact	Dispose of construction materials and solid waste in accordance with state and local laws.
Historical, Architectural, Archaeological, and Cultural Resources		No impact	No Historic Properties Affected	-
Land Use	Zoning	No impact	No impact	-
	Ground Transportation	No impact	No impact	-
	RPZ	No impact	No substantial impacts	Land acquisition would establish governing control of RPZ, except for the underground utilities. Project team to send grading design information to Minot AFB, when available.
	Utilities	No impact. Underground utilities on Airport property.	No impact	-
	Wildlife Attractants	No impact. Agricultural use within Airport property, for production of hay.	No impact	To minimize wildlife attractants, vegetation management post-construction would continue with regular mowing, unless the area would be cropland.
Natural Resources and Energy Supply		No impact	No impact	-

Socioeconomic, Environmental Justice, and Children's Health and Safety		No impact	No impact	Land acquisition in compliance with Uniform Relocation Assistance and Real Property Acquisitions.
Water Resources	Surface Waters and Stormwater	No impact	No impact	A project specific SWPPP would be developed. The proposed project would follow all NDDEQ Construction and Environmental Disturbance Requirements, as applicable.
Cumulative Impacts		No substantial impacts.	No substantial impacts.	-

Chapter 4: Preparers and Public Involvement

4.1 Introduction

The responsibility for the EA under the National Environmental Policy Act (NEPA) rests with the Federal Aviation Administration (FAA) Dakota-Minnesota Airports District Office (ADO). This EA was prepared by Mead & Hunt, Inc. under contract with Stanley Municipal Airport Authority.

4.2 Preparers and Qualifications

The following Mead & Hunt staff members and subconsultants were directly responsible for preparing the contents of this document.

Evan Barrett, AICP, CM – Midwest Aviation Planning Manager and Project Manager

Mr. Barrett has more than 15 years of experience with NEPA documentation, airfield planning studies, and airport master plans.

Sarah Emmel Tvedten, AICP – Airport Planner

Ms. Emmel is an airport planner with experience in land use planning and stakeholder engagement. She is routinely involved with airport inventory and aviation demand forecasts, as well as NEPA review documentation and state environmental review documentation.

Jenna Weigman, ENV SP – Aviation Sustainability Planner

Ms. Weigman is an airport planner who specializes in environmental, sustainability, and resiliency planning. She also has experience with NEPA review documentation, stakeholder engagement, and grant writing and management.

Arya Alizadeh – Airport Planner

Mr. Alizadeh is an airport planner with experience in terminal design, adaptive reuse, landside transportation access, and urban airports.

Danyce Camp – Planner

Ms. Camp is a planner with experience in aviation, environmental, and sustainability planning. She also has experience in permitting, NEPA review documentation, and GIS.

Michael Lewis – Transportation Planner

Mr. Lewis is a transportation planner with experience in Phase I Environmental Site Assessment development, as well as NEPA review documentation and municipal planning.

Cory Leemon – Graphic Designer and Planner

Mr. Leemon is an airport planner with experience in both aviation and transportation planning practices. His experience includes airport master plans, waste plans, noise studies, environmental assessments, and graphic design.

Jen Boehm, PE, LEED AP BD+C – Civil Engineer

Ms. Boehm is an airport engineer and project manager with over 16 years of experience in airport design and construction.

Jamison Kath, PE – Civil Engineer

Mr. Kath is a civil engineer experienced in airport design and construction of both new and reconstruction projects.

Todd Eroh – Senior Designer

Mr. Eroh has over 26 years of experience in technical GIS consulting and mapping. He is responsible for developing the full range of planning drawings for airport master plans and land use compatibility plans.

Greg Meyer – Moore Engineering, Inc.

Mr. Meyer from Moore Engineering, Inc., a subconsultant of Mead & Hunt, was responsible for conducting the aquatic resources delineation survey and preparing the aquatic resources delineation report.

John G. Morrison – Juniper, LLC

Mr. Morrison from Juniper, LLC, a subconsultant of Mead & Hunt, was responsible for conducting the Class III Cultural Resource Inventory survey and preparing the Class III Cultural Resource Inventory report.

4.3 SOV Letters and Coordination

Solicitation of Views (SOV) letters were distributed to relevant federal, state, and local governments and agencies identified in consultation with FAA. On October 31, 2023, Mead & Hunt solicited initial comments from the identified governments and agencies via electronic mail. Agencies were asked to submit comments for consideration during the environmental review process. Agencies receiving this correspondence included the following:

- North Dakota (ND) Game & Fish Department
- ND Department of Environmental Quality
- ND Department of Water Resources
- ND Parks & Recreation Department
- ND Department of Emergency Services
- ND Department of Health
- ND National Guard
- ND Geological Survey
- ND Soil Conservation Committee
- ND Public Service Commission
- ND Association of Counties
- United States Department of Agriculture (USDA)
- USDA Natural Resources Conservation Service
- US Army Corps of Engineers
- US Fish and Wildlife Service
- US Department of Energy
- US Environmental Protection Agency
- US Department of Housing & Urban Development
- Minot Air Force Base
- US Air Force Environmental Office
- Montana-Dakota Utilities Co. / WBI Energy
- Mountrail County Planning & Zoning
- Mountrail County Emergency Management
- Mountrail County Ag Agency/Weed Control
- Mountrail County Engineer
- Mountrail County Auditor
- City of Stanley Auditor / Deputy Auditor
- City of Stanley Assessor
- City of Stanley Planning & Zoning
- City of Stanley Public Works Director
- City of Stanley Park Board

The agency mail list and SOV letter template, as well as the agency responses to the SOV letters, can be found in **Appendices B and C**, respectively.

4.4 Public Involvement

4.4.1 EA

The EA will be made available for public review and comment from February 14, 2024 through March 22, 2024. The document will be available for viewing online at www.meadhunt.com/StanleyEA and in-person at the following locations:

- Stanley City Hall at 221 S Main St, Stanley, ND 58784
- Stanley Public Library at 116 S Main St, Stanley, ND 58784
- North Dakota Aeronautics Commission, 2301 University Dr, Ste 22, Bismarck, ND 58504

A public notice of the EA Availability and Public Meeting will be published in *Mountrail County Promoter* on February 14, 2024.

4.4.2 Public Meeting

An in-person public meeting will be held on Tuesday, March 5th, 2024. The public meeting will be located at Stanley City Hall in the Council Chamber room at 221 S Main St, Stanley, ND 58784. The meeting will be held in an open house format beginning at 6:30 p.m., with a brief informational presentation beginning at 7:00 p.m., including an opportunity for the public to ask questions. There is no set end time for the public meeting. The meeting will conclude once all who wish to leave written comments have had the opportunity to do so.

The public involvement process is inclusive of all residents and population groups in the study area and did not exclude any persons based on income, race, color, religion, national origin, age, or handicap.

DOCUMENTS APPENDED BY REFERENCE

CAN BE MADE AVAILABLE ON REQUEST THROUGH THE AIRPORT:

- Aquatic Resources Delineation Report, Stanley Municipal Airport, December 21, 2020
- Aquatic Resources Delineation Report, Stanley Municipal Airport, July 2023
- Phase I Environmental Site Assessment, Turf Crosswind Runway 2/20 Construction, Stanley Municipal Airport, January 2024
- Stanley Municipal Airport ALP Update: Class III Cultural Resource Inventory in Mountrail County, North Dakota Report

APPENDIX A: BACKGROUND INFORMATION

- USFWS Official Species List – 12/7/2023
- USFWS Consistency Letter – 12/7/2023
- Threatened, Endangered, Proposed, Candidate Species and Critical Habitat Affect Determination Table
- NRCS Web Soil Survey Farmland Classification Exhibit – 12/12/2023
- EJScreen Community Report – 12/2023



United States Department of the Interior



FISH AND WILDLIFE SERVICE
North Dakota Ecological Services Field Office
3425 Miriam Avenue
Bismarck, ND 58501-7926
Phone: (701) 250-4481 Fax: (701) 355-8513

In Reply Refer To:

December 07, 2023

Project Code: 2024-0023967

Project Name: Stanley Municipal Airport - Proposed New Turf Crosswind Runway

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.*).

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 IPaC 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 [Migratory Bird Permit | What We Do | U.S. Fish & Wildlife Service \(fws.gov\)](#).

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. Please include the Consultation Code in the header of this letter 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:

North Dakota Ecological Services Field Office

3425 Miriam Avenue

Bismarck, ND 58501-7926

(701) 250-4481

PROJECT SUMMARY

Project Code: 2024-0023967
Project Name: Stanley Municipal Airport - Proposed New Turf Crosswind Runway
Project Type: Airport - New Construction
Project Description: The project proposes to build a new turf crosswind runway. The purpose of the proposed project is to provide adequate wind coverage for all aircraft that use the Airport on a regular basis, to satisfy near-term user needs, and to meet FAA airport design standards. Without a new crosswind runway, the Airport is not able to provide the recommended 95 percent wind coverage for the aircraft that regularly use the Airport.

The proposed project would include land acquisition. The runway would be located entirely on existing Airport property; however, the Runway Protection Zone (RPZ) would be partially located in the proposed land acquisition parcel. Federal guidance includes trapezoidal areas called RPZs located off each end of a runway. The purpose of an RPZ is to protect people and property on the ground in the event of an aircraft accident, and to provide ready access for emergency vehicles responding to an accident.

The project is proposed to begin construction in late spring/early summer 2024. Specific project components would include earthwork (excavation and placement of on-site borrow), storm pipe installation, asphalt pavement and aggregate base course for the primary runway intersection, modification of existing electrical, installation of crosswind runway hold position signs, topsoil, and seeding/mulching. No additional lighting would be added with the proposed project.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@48.30454975,-102.41299143115052,14z>



Counties: Mountrail County, North Dakota

ENDANGERED SPECIES ACT SPECIES

There is a total of 5 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.

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.

-
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.

BIRDS

NAME	STATUS
Piping Plover <i>Charadrius melodus</i> Population: [Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered. There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6039	Threatened
Rufa Red Knot <i>Calidris canutus rufa</i> There is proposed critical habitat for this species. Species profile: https://ecos.fws.gov/ecp/species/1864	Threatened
Whooping Crane <i>Grus americana</i> Population: Wherever found, except where listed as an experimental population There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/758	Endangered

INSECTS

NAME	STATUS
Dakota Skipper <i>Hesperia dacotae</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/1028	Threatened
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

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: Federal Aviation Administration
Name: Jenna Weigman
Address: 1702 Lawrence Dr
City: De Pere
State: WI
Zip: 54115
Email: jenna.weigman@meadhunt.com
Phone: 9205936869

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Aviation Administration
Name: Sheri Lares
Email: sheri.lares@faa.gov



United States Department of the Interior



FISH AND WILDLIFE SERVICE
North Dakota Ecological Services Field Office
3425 Miriam Avenue
Bismarck, ND 58501-7926
Phone: (701) 250-4481 Fax: (701) 355-8513

In Reply Refer To:

December 07, 2023

Project code: 2024-0023967

Project Name: Stanley Municipal Airport - Proposed New Turf Crosswind Runway

Subject: Consistency letter for 'Stanley Municipal Airport - Proposed New Turf Crosswind Runway' for specified federally threatened and endangered species and designated critical habitat that may occur in your proposed project area consistent with the North Dakota Determination Key (DKey) for project review and guidance for federally listed species.

Jenna Weigman:

The U.S. Fish and Wildlife Service (Service) received on **December 07, 2023** your effects determination for the 'Stanley Municipal Airport - Proposed New Turf Crosswind Runway' (the Action) using the North Dakota DKey for project review and guidance for federally-listed species within the Information for Planning and Consultation (IPaC) system. The Service developed this system in accordance with the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.).

Based on your answers and the assistance of the Service’s North Dakota DKey, you made the following effect determination(s) for the proposed Action:

Species	Listing Status	Determination
Dakota Skipper (<i>Hesperia dacotae</i>)	Threatened	No effect
Piping Plover (<i>Charadrius melodus</i>)	Threatened	No effect
Rufa Red Knot (<i>Calidris canutus rufa</i>)	Threatened	No effect
Whooping Crane (<i>Grus americana</i>)	Endangered	No effect

Thank you for informing the Service of your “No Effect” determinations for this project. No further consultation/coordination for this project is required for these species.

In addition to the species listed above, the following species and/or critical habitats may also occur in your project area and **are not** covered by this conclusion:

- Monarch Butterfly *Danaus plexippus* Candidate

The Service recommends that your agency contact the North Dakota Ecological Services Field Office or re-evaluate the project in IPaC if: 1) the scope, timing, duration, or location of the proposed project changes, 2) new information reveals the action may affect listed species or designated critical habitat; 3) a new species is listed or critical habitat designated. If any of the above conditions occurs, additional consultation with the North Dakota Ecological Services Field Office should take place before project changes are final or resources committed.

Bald and Golden Eagle Protection Act(BGEPA): The following resources are provided to project proponents and consulting agencies as additional information. Bald and golden eagles are not included in this section 7(a)(2) consultation and this information does not constitute a determination of effects by the Service.

The Service developed the National Bald Eagle Management Guidelines to advise landowners, land managers, and others who share public and private lands with Bald Eagles when and under what circumstances the protective provisions of the BGEPA may apply to their activities. The guidelines should be consulted prior to conducting new or intermittent activity near an eagle nest. This document may be downloaded from the following site: <https://www.fws.gov/media/national-bald-eagle-management-guidelines-0>

To determine if your proposed activity is likely to take or disturb Golden or Bald Eagles, please call our office at 702-250-4481 for further review.

If the recommendations detailed in the National Bald Eagle Management Guidelines cannot be followed, you may apply for a permit to authorize removal or relocation of an eagle nest in certain instances. The application form is located at <http://www.fws.gov/forms/3-200-72.pdf>.

Action Description

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

1. Name

Stanley Municipal Airport - Proposed New Turf Crosswind Runway

2. Description

The following description was provided for the project 'Stanley Municipal Airport - Proposed New Turf Crosswind Runway':

The project proposes to build a new turf crosswind runway. The purpose of the proposed project is to provide adequate wind coverage for all aircraft that use the Airport on a regular basis, to satisfy near-term user needs, and to meet FAA airport design standards. Without a new crosswind runway, the Airport is not able to provide the recommended 95 percent wind coverage for the aircraft that regularly use the Airport.

The proposed project would include land acquisition. The runway would be located entirely on existing Airport property; however, the Runway Protection Zone (RPZ) would be partially located in the proposed land acquisition parcel. Federal guidance includes trapezoidal areas called RPZs located off each end of a runway. The purpose of an RPZ is to protect people and property on the ground in the event of an aircraft accident, and to provide ready access for emergency vehicles responding to an accident.

The project is proposed to begin construction in late spring/early summer 2024. Specific project components would include earthwork (excavation and placement of on-site borrow), storm pipe installation, asphalt pavement and aggregate base course for the primary runway intersection, modification of existing electrical, installation of crosswind runway hold position signs, topsoil, and seeding/mulching. No additional lighting would be added with the proposed project.

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@48.30454975,-102.41299143115052,14z>



QUALIFICATION INTERVIEW

1. Is your project a federal project or have a federal nexus (funded, permitted or other authorization by a federal agency)?

Yes

2. Does your project consist solely of interior or exterior rehabilitation and renovations of existing residential, commercial buildings and public facilities?

Note: These activities may involve exterior painting, replacement of doors, windows, siding or roofing.

No

3. Does your project consist solely of work done within the existing footprint of a building such as electrical, heating plumbing, basement and foundation repairs?

No

4. Does your project consist solely of additions onto an existing structure?

No

5. Does your project consist solely of renting or purchasing existing buildings?

No

6. Does your project consist solely of demolition of structures within Incorporated City Boundaries?

No

7. Does your project consist solely of repair or replacement of existing parking lots, sidewalks, roads or other paved or graveled surfaces?

No

8. Does your project consist solely of repair or replacement or upgrading playground equipment?

No

9. Is your project a wind farm?

No

10. Is your project a new construction on an existing residential infill lot within Incorporated City Boundaries?

No

11. Are you building overhead power lines?

No

12. Are you constructing a communication tower or other permanent structure over 200 feet above ground line without guy wires?

No

13. Are there any wetlands in your project area?

Yes

14. Will the project impact a wetland?

Note: Common impacts to wetlands include filling, grading, removal of vegetation, building construction and changes in water levels and drainage patterns.

No

15. Is your project located entirely within a developed area?

Note: A developed area is an area that is already paved or supports structures and the only vegetation is limited to frequently mowed grass or conventional landscaping.

Yes

16. [Semantic] Does the action area intersect the Dakota Skipper area of influence?

Automatically answered

Yes

17. [Semantic] Does the action area intersect the Whooping Crane area of influence?

Automatically answered

Yes

18. [Semantic] Does the action area intersect the Piping Plover area of influence?

Automatically answered

Yes

19. [Semantic] Does the action area intersect the Rufa Red Knot area of influence?

Automatically answered

Yes

IPAC USER CONTACT INFORMATION

Agency: Federal Aviation Administration
Name: Jenna Weigman
Address: 1702 Lawrence Dr
City: De Pere
State: WI
Zip: 54115
Email: jenna.weigman@meadhunt.com
Phone: 9205936869

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Aviation Administration
Name: Sheri Lares
Email: sheri.lares@faa.gov

Threatened, Endangered, Proposed, Candidate Species and Critical Habitat Affect Determination Table

Threatened, Endangered, Proposed, Candidate Species and Critical Habitat Affect Determination Table							
Airport:		Grant:	Description:	County:		State:	
08D Stanley Municipal Airport			Building new turf crosswind runway to provide adequate crosswind coverage and comply with FAA airport design standards.	Mountrail		North Dakota	
Species	Listing	Guidance	FAA Review Required?		Determination		Additional Documentation Included
			Yes	No	Not Present	No Effect	
Eskimo Curlew (Bird)	E	The likelihood that the Eskimo curlew remains extant is extremely low, therefore the USFWS do not recommend further conservation or management actions at this time; no further review required. ¹					
Whooping Crane (Bird)	E	FAA Review required for the adjustment (raising, relocating) of existing above-ground utility lines; or for newly placed poles/towers (including beacons) and those that require overhead lines/guy wires; unless the adjustments or new installations are located in a highly developed or urban area. Review also required for projects requiring major earthwork (.e. runway extension, RSA grading) in rural areas within ½ mile of suitable stopover habitat that are located within the whooping crane migration corridor.		X		X	USFWS IPAC Consistency Letter found No Effect on 12/7/23
Pallid Sturgeon/ Shovelnose Sturgeon ² (Fish)	E/T	FAA Review required for work in or along the shoreline of the Missouri River (including reservoirs) and Yellowstone River Systems. Review also required for in-water work for any direct tributary (within ½ mile) to the Missouri River (including reservoirs) and Yellowstone River systems.			X		
Topeka Shiner (Fish)	E	FAA review required for work in or along the shoreline of prairie (or former prairie) streams with pools containing clear, clean water (non-turbid), and have clean gravel, rock or sand bottoms, specifically in one or more of the three known inhabited watersheds (the James, Vermillion, and Big Sioux).			X		
Poweshiek Skipperling (Insect)	E	FAA Review required for work occurring in undisturbed native tall grass prairie and wet swales.			X		
Rusty Patched Bumblebee (Insect)	E	Species is not known to exist in the Dakotas at this time. Until more information becomes available for this species, no review is required.					

¹ Eskimo Curlew 5-Year Review: Summary and Evaluation. USFWS Fairbanks Fish and Wildlife Office, December 14, 2016.

² Shovelnose sturgeon has been listed as threatened due to similarity of appearance to the endangered pallid sturgeon.

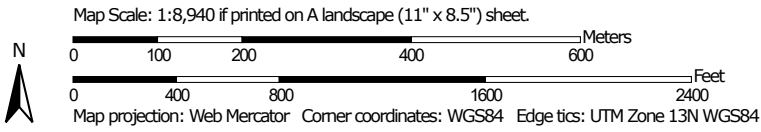
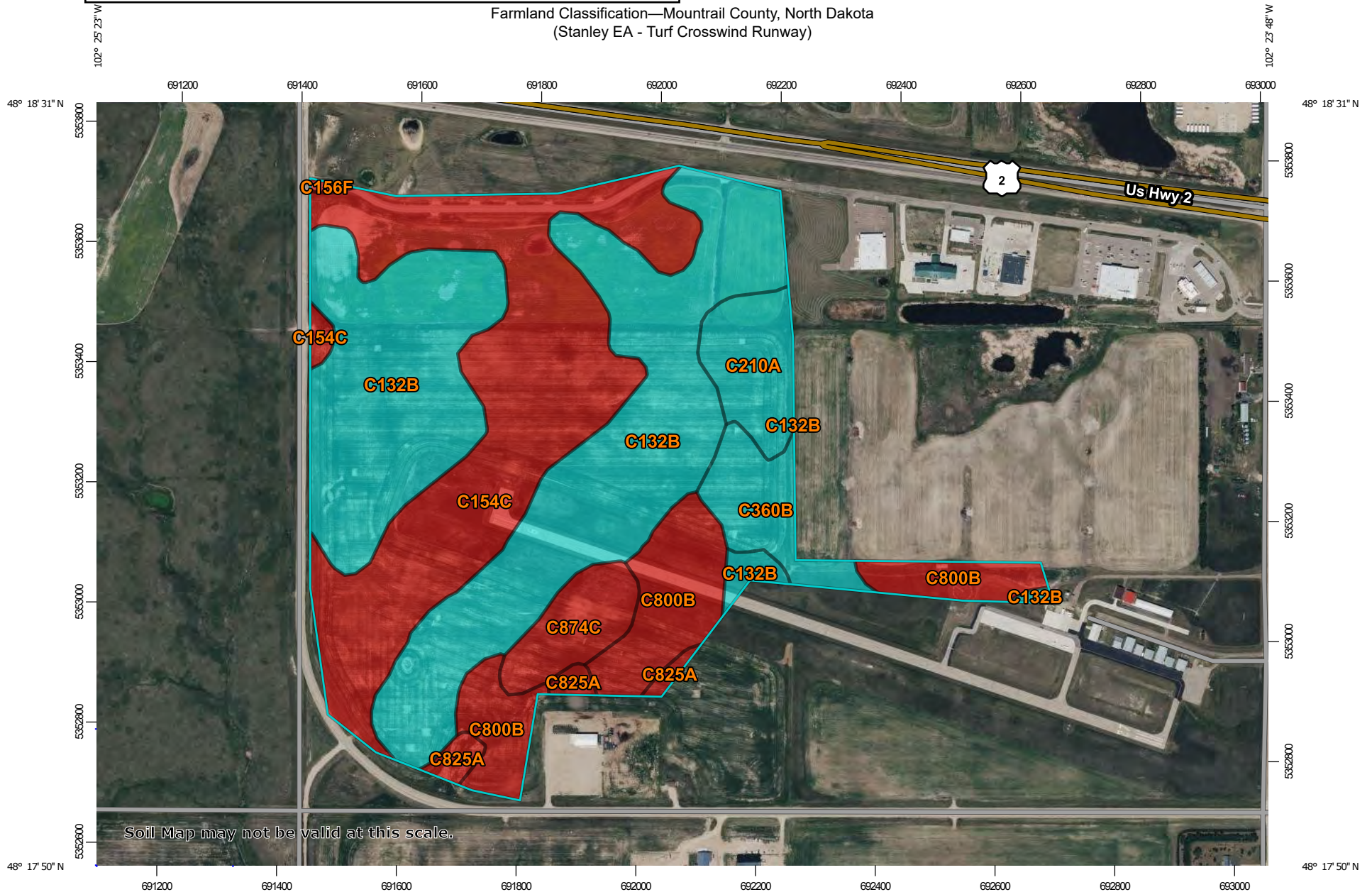
Species	Listing	Guidance	FAA Review Required?		Determination		Additional Documentation Included
			Yes	No	Not Present	No Effect	
Black-footed Ferret (Mammal)	E	FAA Review required for ground disturbing activities within 100 feet of prairie dog towns of at least 80 acres in size. Projects within the existing airport property will not require FAA review.					
Gray Wolf (Mammal)	E	FAA Review required for projects on a new location (i.e. construction of a new airport).			X		
Northern Long-Eared Bat (Mammal)	E	FAA Review required for work involving the removal of trees or buildings, ground disturbance in areas with caves, mines, and rock crevices, or work on structures.			X		
Higgin's Eye Mussel (Mollusc)	E	FAA review required for work in deep water with moderate currents in large rivers with sand/gravel bottoms.			X		
Scaleshell Mussel (Mollusc)	E	FAA review required for work in or along the shoreline of river habitat with stable channels and good water quality.			X		
Piping Plover (Bird)	T	FAA Review required for ground disturbing activities within ½ mile of designated piping plover critical habitat or known nesting sites from April 15 through August 31.		X		X	IPAC found No Effect on 12/7/23
Rufa Red Knot (Bird)	T	FAA Review required for work activities within ½ mile of designated Piping Plover Critical Habitat or known nesting sites.		X		X	IPAC found No Affect on 12/7/23
American Burying Beetle (Insect)	T	FAA review required for work in undisturbed grassland prairie, forest edge, and scrubland areas where significant humus or topsoil, suitable for burying carrion, occurs.			X		
Dakota Skipper (Insect)	T	FAA Review required for work occurring in high quality native prairie containing a high diversity of wildflowers and grasses.		X		X	IPAC found No Affect on 12/7/23
Leedy's Roseroot (Plant)	T	FAA Review required for work along cool wet groundwater-fed limestone cliffs, as well as cliffs characterized by the presence of cracks in the rocks.			X		
Western Prairie Fringed Orchid (Plant)	T	FAA Review required for all ground disturbing activities on non-flooded, undisturbed ground, known habitat, and native prairie. High probability of species in or near the Sheyenne National Grassland or the Big Sioux River Valley.			X		

November 2023

Piping Plover Critical Habitat	D	FAA Review required for ground disturbing activities within ½ mile of designated piping plover critical habitat or known nesting sites.			X		USFWS Official Species List
Poweshiek Skipperling Critical Habitat	D	FAA Review required for ground disturbing activities within 0.6 mile of designated Poweshiek Skipperling critical habitat. This includes Richland County, ND; and Brookings, Day, Deuel, Grant, Marshall, Moody, and Roberts Counties, SD.			X		
Dakota Skipper Critical Habitat	D	FAA Review required for ground disturbing activities within 0.6 mile of designated Dakota Skipper critical habitat. This includes McHenry, McKenzie, Ransom, Richland, and Rolette Counties ND; and Brookings, Day Deuel, Grant, Marshall, and Roberts Counties, SD			X		USFWS Official Species List
Monarch Butterfly (Insect)	C	Candidate Species for listing December 15, 2020; warranted but precluded at this time by higher priority listing actions. Section 7 consultation is not required for the candidate species. Monarchs can be found in fields and other open areas where milkweed and flowering plants are available for habitat. Adult monarchs feed on the nectar of many flowers during breeding and migration but only lay eggs on milkweed plants. Airport environment is mowed and maintained to manage grass height to reduce wildlife attractants; habitat availability is low.					
Tri-colored Bat (Mammal)	P	Proposed for listing as Endangered. Section 7 consultation is not required. Tri-colored bats roost primarily among leaf clusters of live or recently dead deciduous hardwoods and among the bearded lichen during the spring, summer, and fall months. During winter the tri-colored bats hibernate in caves, abandoned mines, and abandoned tunnels.					

NRCS Web Soil Survey Farmland Classification Exhibit


Farmland Classification—Mountrail County, North Dakota
(Stanley EA - Turf Crosswind Runway)



Farmland Classification—Mountrail County, North Dakota
(Stanley EA - Turf Crosswind Runway)









MAP LEGEND








Area of Interest (AOI)






 Area of Interest (AOI)








Soils



Soil Rating Polygons

-  Not prime farmland
-  All areas are prime farmland
-  Prime farmland if drained
-  Prime farmland if protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated
-  Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated and drained
-  Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season









-  Prime farmland if subsoiled, completely removing the root inhibiting soil layer
-  Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
-  Prime farmland if irrigated and reclaimed of excess salts and sodium
-  Farmland of statewide importance
-  Farmland of statewide importance, if drained
-  Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if irrigated

-  Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if irrigated and drained
-  Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer
-  Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60





































-  Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium
-  Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if warm enough
-  Farmland of statewide importance, if thawed
-  Farmland of local importance
-  Farmland of local importance, if irrigated

-  Farmland of unique importance
-  Not rated or not available






















Soil Rating Lines

-  Not prime farmland
-  All areas are prime farmland
-  Prime farmland if drained
-  Prime farmland if protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated
-  Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated and drained
-  Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season

Farmland Classification—Mountrail County, North Dakota
(Stanley EA - Turf Crosswind Runway)

	Prime farmland if subsoiled, completely removing the root inhibiting soil layer		Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium		Farmland of unique importance		Prime farmland if subsoiled, completely removing the root inhibiting soil layer
	Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60		Farmland of statewide importance, if irrigated and drained		Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season		Not rated or not available		Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
	Prime farmland if irrigated and reclaimed of excess salts and sodium		Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season		Soil Rating Points		Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
	Farmland of statewide importance		Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if warm enough		Prime farmland if drained		Prime farmland if irrigated and reclaimed of excess salts and sodium
	Farmland of statewide importance, if drained		Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer		Farmland of statewide importance, if thawed		Prime farmland if protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance
	Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60		Farmland of local importance		Prime farmland if irrigated		Farmland of statewide importance, if drained
	Farmland of statewide importance, if irrigated				Farmland of local importance, if irrigated		Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season
							Prime farmland if irrigated and drained		Farmland of statewide importance, if irrigated
							Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season		

Farmland Classification—Mountrail County, North Dakota
(Stanley EA - Turf Crosswind Runway)

<ul style="list-style-type: none">  Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season  Farmland of statewide importance, if irrigated and drained  Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season  Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer  Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60 	<ul style="list-style-type: none">  Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium  Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season  Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season  Farmland of statewide importance, if warm enough  Farmland of statewide importance, if thawed  Farmland of local importance  Farmland of local importance, if irrigated 	<ul style="list-style-type: none">  Farmland of unique importance  Not rated or not available <p>Water Features</p> <ul style="list-style-type: none">  Streams and Canals <p>Transportation</p> <ul style="list-style-type: none">  Rails  Interstate Highways  US Routes  Major Roads  Local Roads <p>Background</p> <ul style="list-style-type: none">  Aerial Photography 	<p>The soil surveys that comprise your AOI were mapped at 1:24,000.</p> <div style="border: 1px solid black; padding: 5px; margin: 5px 0;"> <p>Warning: Soil Map may not be valid at this scale.</p> <p>Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.</p> </div> <p>Please rely on the bar scale on each map sheet for map measurements.</p> <p>Source of Map: Natural Resources Conservation Service Web Soil Survey URL: Coordinate System: Web Mercator (EPSG:3857)</p> <p>Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.</p> <p>This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.</p> <p>Soil Survey Area: Mountrail County, North Dakota Survey Area Data: Version 27, Sep 7, 2023</p> <p>Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.</p> <p>Date(s) aerial images were photographed: Jun 29, 2021—Jul 1, 2021</p> <p>The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.</p>
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Farmland Classification

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
C132B	Williams-Zahl loams, 3 to 6 percent slopes	Farmland of statewide importance	79.6	44.7%
C154C	Zahl-Williams-Bowbells loams, 3 to 9 percent slopes	Not prime farmland	52.7	29.6%
C156F	Zahl-Max-Bowbells loams, 6 to 35 percent slopes	Not prime farmland	0.3	0.1%
C210A	Williams-Bowbells loams, 0 to 3 percent slopes	Farmland of statewide importance	8.2	4.6%
C360B	Livona fine sandy loam, 0 to 6 percent slopes	Farmland of statewide importance	7.8	4.4%
C800B	Appam sandy loam, 2 to 6 percent slopes	Not prime farmland	20.1	11.3%
C825A	Divide loam, 0 to 2 percent slopes	Not prime farmland	2.6	1.5%
C874C	Wabek-Appam complex, 6 to 9 percent slopes	Not prime farmland	6.9	3.8%
Totals for Area of Interest			178.1	100.0%

Description

Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops. NRCS policy and procedures on prime and unique farmlands are published in the "Federal Register," Vol. 43, No. 21, January 31, 1978.

Rating Options

Aggregation Method: No Aggregation Necessary

Tie-break Rule: Lower

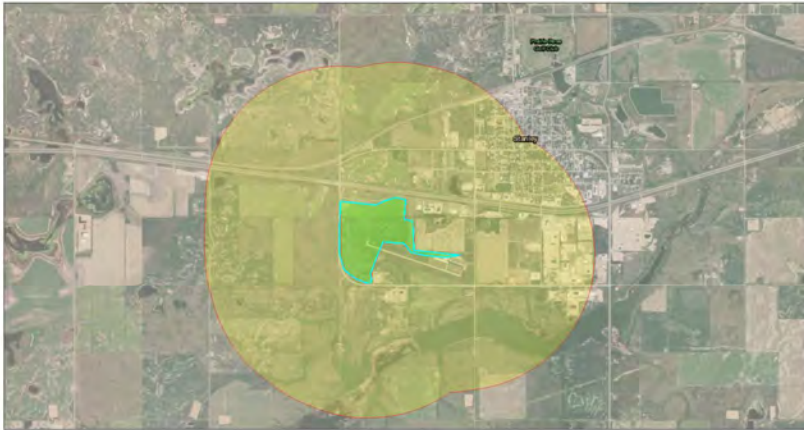
EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

Mountrail County, ND

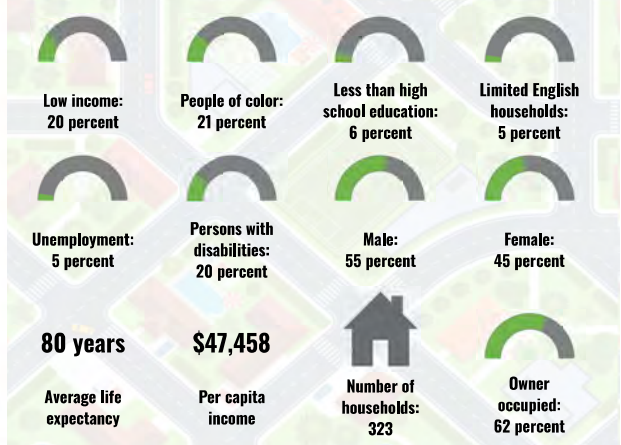
1 mile Ring around the Area
 Population: 832
 Area in square miles: 5.99

A3 Landscape

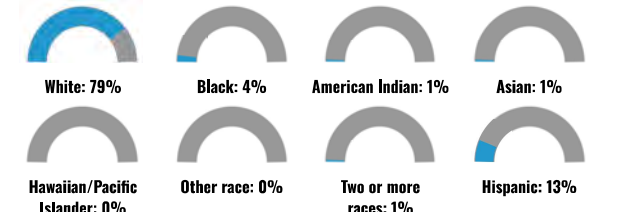


December 4, 2023
 Stanley EA
 People of Color (National Percentiles)
 Less than 50 percentile
 1:30,112
 0 0.3 0.6 1.2 mi
 0 0.47 0.95 1.9 km
 Esri, HERE, DeLorme, Mapbox

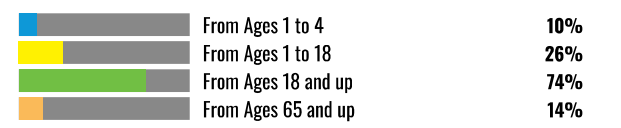
COMMUNITY INFORMATION



BREAKDOWN BY RACE



BREAKDOWN BY AGE



LIMITED ENGLISH SPEAKING BREAKDOWN



LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
No language data available.	

Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race. Source: U.S. Census Bureau, American Community Survey (ACS) 2017-2021. Life expectancy data comes from the Centers for Disease Control.

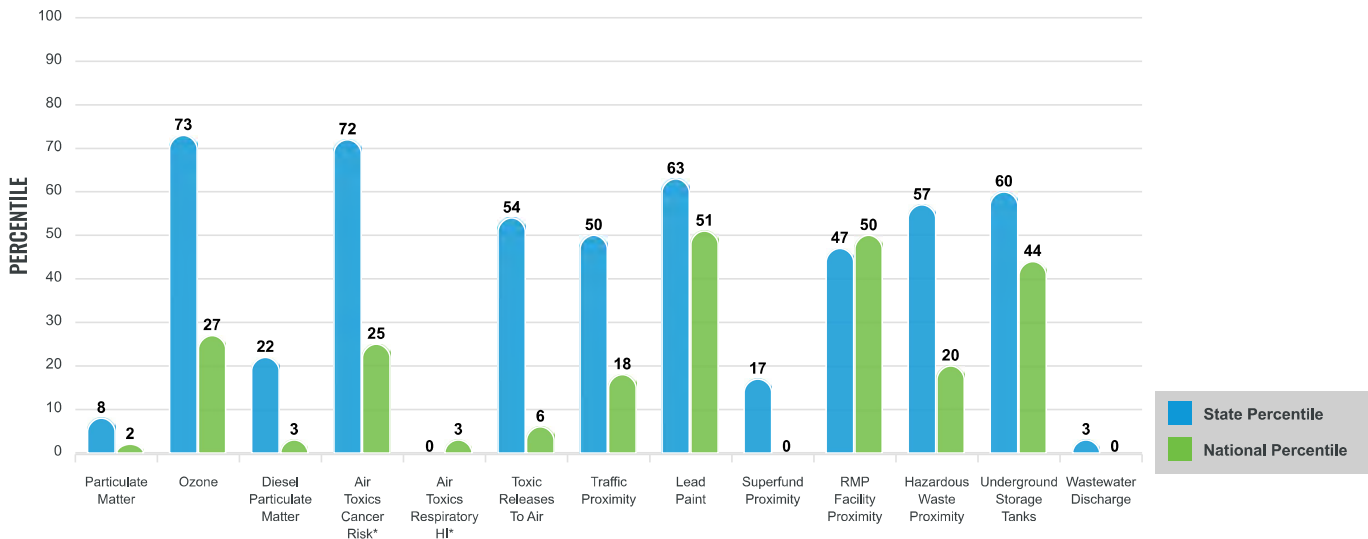
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the [EJScreen website](#).

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

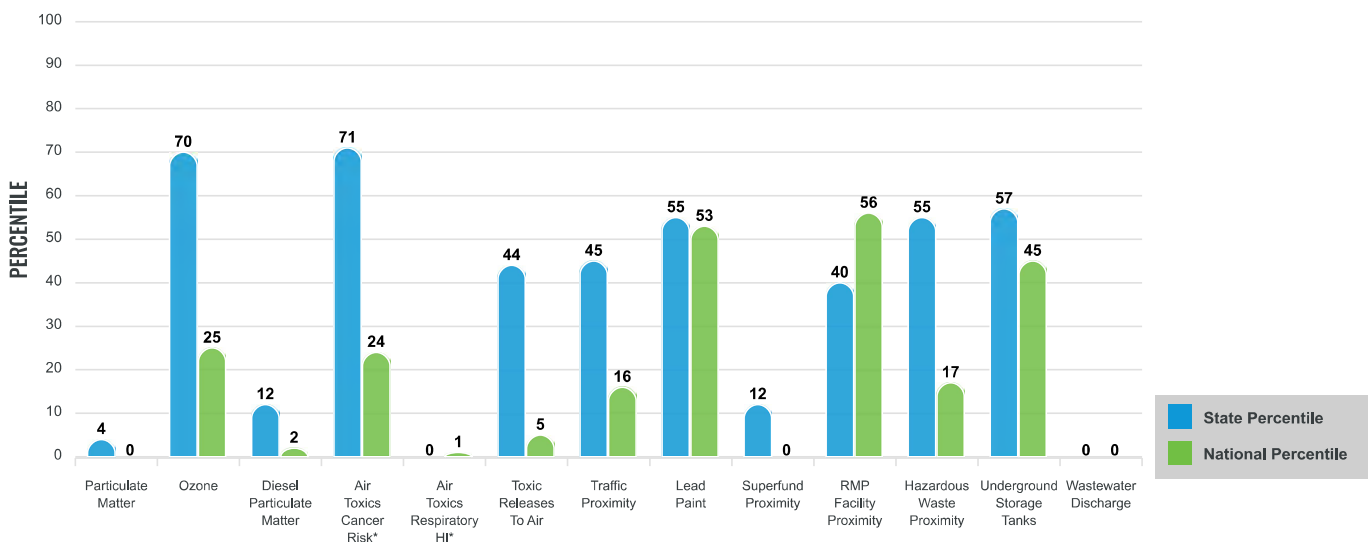
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for 1 mile Ring around the Area

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
POLLUTION AND SOURCES					
Particulate Matter ($\mu\text{g}/\text{m}^3$)	4.14	5.41	4	8.08	1
Ozone (ppb)	58.2	57.3	58	61.6	25
Diesel Particulate Matter ($\mu\text{g}/\text{m}^3$)	0.0363	0.157	12	0.261	2
Air Toxics Cancer Risk* (lifetime risk per million)	20	16	41	25	5
Air Toxics Respiratory HI*	0.1	0.16	0	0.31	1
Toxic Releases to Air	1.3	460	36	4,600	5
Traffic Proximity (daily traffic count/distance to road)	8	85	36	210	14
Lead Paint (% Pre-1960 Housing)	0.32	0.29	54	0.3	60
Superfund Proximity (site count/km distance)	0.0022	0.0049	10	0.13	0
RMP Facility Proximity (facility count/km distance)	0.22	0.64	34	0.43	60
Hazardous Waste Proximity (facility count/km distance)	0.08	0.37	42	1.9	16
Underground Storage Tanks (count/km ²)	0.68	2.1	52	3.9	43
Wastewater Discharge (toxicity-weighted concentration/m distance)	2.8E-06	8.9	12	22	12
SOCIOECONOMIC INDICATORS					
Demographic Index	20%	21%	62	35%	33
Supplemental Demographic Index	11%	11%	51	14%	38
People of Color	21%	16%	75	39%	39
Low Income	20%	26%	38	31%	37
Unemployment Rate	5%	3%	77	6%	56
Limited English Speaking Households	5%	1%	91	5%	74
Less Than High School Education	6%	7%	49	12%	39
Under Age 5	10%	7%	84	6%	87
Over Age 64	14%	17%	42	17%	45
Low Life Expectancy	18%	18%	50	20%	40

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at <https://www.epa.gov/haps/air-toxics-data-update>.

Sites reporting to EPA within defined area:

Superfund	0
Hazardous Waste, Treatment, Storage, and Disposal Facilities	0
Water Dischargers	4
Air Pollution	0
Brownfields	0
Toxic Release Inventory	1

Other community features within defined area:

Schools	2
Hospitals	0
Places of Worship	0

Other environmental data:

Air Non-attainment	No
Impaired Waters	Yes

Selected location contains American Indian Reservation Lands*	No
Selected location contains a "Justice40 (CEJST)" disadvantaged community	No
Selected location contains an EPA IRA disadvantaged community	No

Report for 1 mile Ring around the Area

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	18%	18%	50	20%	40
Heart Disease	7	6.4	60	6.1	69
Asthma	8.5	9.3	4	10	13
Cancer	7.1	6.8	52	6.1	72
Persons with Disabilities	17%	11.8%	89	13.4%	75

CLIMATE INDICATORS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	3%	9%	27	12%	29
Wildfire Risk	5%	19%	62	14%	80

CRITICAL SERVICE GAPS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	22%	17%	72	14%	78
Lack of Health Insurance	13%	8%	87	9%	78
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access	Yes	N/A	N/A	N/A	N/A
Food Desert	No	N/A	N/A	N/A	N/A

Footnotes

Report for 1 mile Ring around the Area

APPENDIX B: AGENCY MAIL LIST AND SOV LETTERS

- Agency Mail List
- SOV Letter Template

Agency Mail List

Agency	c/o	Subdivision/Role
STATE		
ND Game & Fish Department	Bruce Kreft	Supervisor (Conservation & Communication Division)
ND Department of Environmental Quality	David Glatt	Director
ND Department of Water Resources	Project Review	
ND Parks & Recreation Department	Cody Schulz	Director
ND Parks & Recreation Department	Kathy Dutton	Natural Resources Division Chief
ND Department of Emergency Services	Justin Messner	Disaster Recovery Chief
ND Department of Health	Dirk Wilke	Executive Director
ND National Guard	Alan Dohrmann	Adjutant General
ND Geological Survey	Edward Murphy	State Geologist
ND Geological Survey	Clint Boyd	Senior Paleontologist
ND Soil Conservation Committee	Jodi Delozier	State Soil Specialist
NRCS	Wade Bott	State Soil Scientist
ND Public Service Commission		
ND Association of Counties	Aaron Birst	Executive Director
FEDERAL		
U.S. Army Corps of Engineers	Benjamin Soiseth	Manager, ND Regulatory Office
U.S. Army Corps of Engineers	Ben Reile	Senior Project Manager
U.S. Fish and Wildlife Service	Kory Richardson	Manager, Lostwood Wetland Management District
U.S. Fish and Wildlife Service	Luke Toso	Ecologist
U.S. Department of Energy	Marc Kress	North Dakota Maintenance Manager
U.S. Environmental Protection Agency	Melissa McCoy	Chief, NEPA Branch
U.S. Department of Agriculture	Dan Hovland	State Conservationist, NRCS
U.S. Department of Housing & Urban Development	Erik Amundson	Regional Administrator
Minot Air Force Base	Cy Munos	Cable Affairs Officer
Minot Air Force Base	Daniel Lewis	Chief Missile Engineering
US Air Force Environmental Office	Thomas Filkins	Chief, Environmental Management
US Air Force Environmental Office	Drew Groves	General Engineer
UTILITIES		
Montana-Dakota Utilities Co./WBI Energy	Monica Zeltinger	Senior Field Operations Coordinator
Montana-Dakota Utilities Co./WBI Energy	Bill Dutton	
Montana-Dakota Utilities Co./WBI Energy	Owen Medlang	
LOCAL		

Mountrail County Planning & Zoning	Melissa Vachal	P&Z Administrator
Mountrail County Emergency Management	Warren Bogert	Disaster Emergency Coordinator
Mountrail County Ag Agency	James Hennessy	County Agent/Weed Control Officer
Mountrail County Engineer	Jana Hennenssy	
Mountrail County Auditor	Stephanie Pappa	
City of Stanley Auditor	Allyn Sveen	
City of Stanley Deputy Auditor	Ada Arneson	
City of Stanley Assessor	Briana Dazell	
City of Stanley Planning & Zoning	Amanda Dennis	
City of Stanley Public Works Director	Marquel Sauber	
City of Stanley Park Board	Cassie Fjeldahl	

SOV Letter Template

October 31, 2023

Mr/s. Recipient

Job Title, Office of XXX

123 Main Street

Bismarck, ND 12345

Subject: Stanley Municipal Airport –Environmental Assessment (EA)
Agency Solicitation of Views

Dear Mr/s. Recipient:

The Stanley Municipal Airport Authority (SMAA), in cooperation with the Federal Aviation Administration (FAA) and the North Dakota State Aeronautics Commission (NDAC), is preparing an Environmental Assessment (EA) for a new turf crosswind runway at the Stanley Municipal Airport in Stanley, North Dakota. In accordance with the National Environmental Policy Act (NEPA), the EA will evaluate potential physical, environmental, and social impacts of the proposed action.

The SMAA has determined that a turf crosswind runway is needed to provide adequate wind coverage for aircraft that use the Airport on a regular basis. The proposed runway would be 1,185 feet long and 120 feet wide, as shown on the enclosed exhibit. Land acquisition will be needed to build the runway as proposed.

To ensure that all social, economic, and environmental effects are considered in development of this project, you are invited to provide initial comments and share information on any proposed projects your organization is considering near the airport. Please send your comments for us to consider in evaluation of this project to the following address by November 30, 2023:

Mead & Hunt, Inc.
Attn: Jenna Weigman
1702 Lawrence Dr
De Pere, WI 54115
Or Jenna.Weigman@meadhunt.com

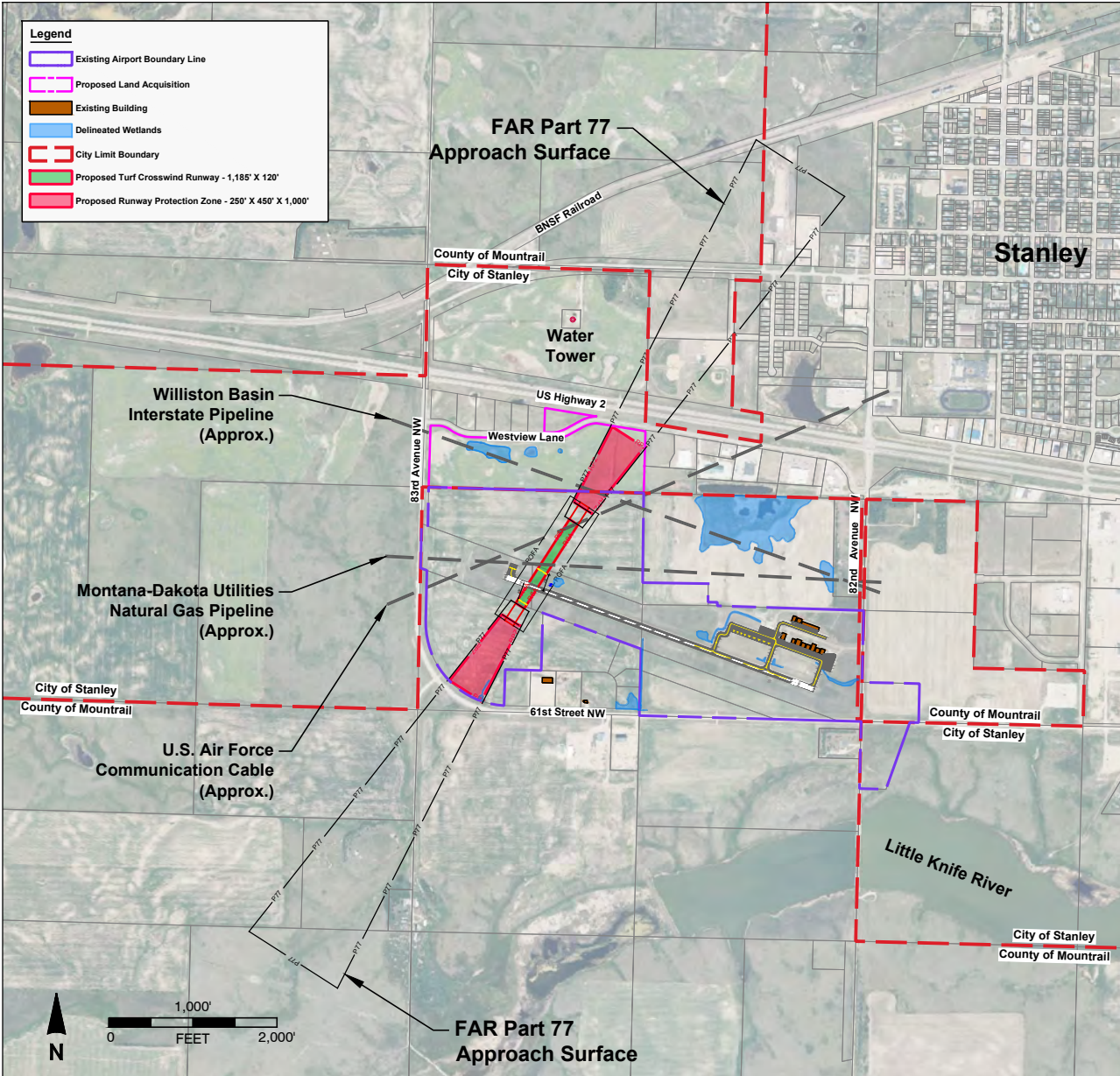
If you have questions or comments regarding this letter, please contact me at 920.593.6869, or by email at Jenna.Weigman@meadhunt.com.

Sincerely,

MEAD & HUNT, Inc.

Jenna Weigman, ENV SP

Enclosures – Exhibit



STANLEY MUNICIPAL AIRPORT
STANLEY, ND

PROPOSED TURF CROSSWIND RUNWAY 3/21



APPENDIX C: AGENCY RESPONSES TO SOV LETTER

- U.S. Army Corps of Engineers – 11/2/2023
- U.S. Fish and Wildlife Service – 10/31/2023
- USDA Natural Resources Conservation Service – 11/7/2023
- Minot Air Force Base – 11/1/2023
- North Dakota Game and Fish Department – 11/24/2023
- North Dakota Department of Environmental Quality 11/7/2023
- North Dakota Department of Water Resources – 11/17/2023
- North Dakota Parks and Recreation Department – 12/8/2023
- North Dakota Geological Survey – 10/31/2023
- Mountrail County Division of Emergency Services – 11/1/2023
- Mountrail County Planning & Zoning – 10/31/2023
- Mountrail County Department of Roads & Bridges – 11/15/2023
- Montana-Dakota Utilities Co. / WBI Energy – 10/31/2023

Jenna Weigman

From: Jenna Weigman
Sent: Friday, November 3, 2023 10:18 AM
To: Reile, Benjamin D CIV USARMY CENWO (USA)
Cc: Buechler, Casey R (FAA); Lares, Sheri (FAA); Evan Barrett
Subject: RE: Stanley Airport Jurisdictional Determination; Corps ID: NWO-2015-01322-BIS
Attachments: 22710E_AquaticDelineationReport_StanleyAirport_20230725_Final_revised20231103.pdf

Follow Up Flag: Follow up
Due By: Tuesday, January 9, 2024 12:00 PM
Flag Status: Flagged

Good morning Ben,

Attached is the revised delineation report. Please let me know if you need anything else to continue your review.

Thanks

From: Jenna Weigman <Jenna.Weigman@meadhunt.com>
Sent: Thursday, November 2, 2023 10:24 AM
To: Reile, Benjamin D CIV USARMY CENWO (USA) <Benjamin.D.Reile@usace.army.mil>
Subject: RE: Stanley Airport Jurisdictional Determination; Corps ID: NWO-2015-01322-BIS

Hi Ben,

Thanks for letting me know. I'll ask Casey for a status update.

Best

Jenna Weigman, ENV SP (She, Her, Hers)

Aviation Sustainability Planner
Direct: 920-593-6869 | Transfer Files

Mead&Hunt

LinkedIn | Facebook | Instagram | My LinkedIn

From: Reile, Benjamin D CIV USARMY CENWO (USA) <Benjamin.D.Reile@usace.army.mil>
Sent: Thursday, November 2, 2023 10:11 AM
To: Jenna Weigman <Jenna.Weigman@meadhunt.com>
Subject: FW: Stanley Airport Jurisdictional Determination; Corps ID: NWO-2015-01322-BIS

Jenna,

Just FYI, last correspondence I had with this project in regards to the Jurisdictional Determination was the email below. I have not received a response to my request yet.

v/r

Benjamin D. Reile
Senior Project Manager
North Dakota Regulatory Office
3319 University Drive
Bismarck ND 58504
Phone: 701-255-0015 Ext.2013
Fax: 701-255-4917

From: Reile, Benjamin D CIV USARMY CENWO (USA)
Sent: Monday, August 28, 2023 9:45 AM
To: greg.meyer@mooreengineeringinc.com
Cc: Casey.R.Buechler@faa.gov
Subject: Stanley Airport Jurisdictional Determination; Corps ID: NWO-2015-01322-BIS

Mr. Meyer,

Looking at the delineation report, the delineated aquatic resources table (Table 2) has Wetlands 1-7, but the report only talks about Wetlands 1-6. Please update and submit.

v/r

Benjamin D. Reile
Senior Project Manager
North Dakota Regulatory Office
3319 University Drive
Bismarck ND 58504
Phone: 701-255-0015 Ext.2013
Fax: 701-255-4917

Jenna Weigman

From: Jenna Weigman
Sent: Thursday, November 2, 2023 10:03 AM
To: CENWO-OD-RND
Cc: Reile, Benjamin D CIV USARMY CENWO (USA)
Subject: RE: Stanley Municipal Airport - Environmental Assessment (EA) - Agency Solicitation of Views

Hi Jeremy,

Thanks for your quick response. I appreciate the status update and information. I will update my coordination list with Ben instead of Amber so he will be on all future correspondences.

Best

Jenna Weigman, ENV SP

Direct: 920-593-6869 | Transfer Files

meadhunt.com | Experience Exceptional

From: CENWO-OD-RND <cenwo-od-rnd@usace.army.mil>
Sent: Thursday, November 2, 2023 9:53 AM
To: Jenna Weigman <Jenna.Weigman@meadhunt.com>
Cc: Reile, Benjamin D CIV USARMY CENWO (USA) <Benjamin.D.Reile@usace.army.mil>
Subject: RE: Stanley Municipal Airport - Environmental Assessment (EA) - Agency Solicitation of Views

Hi Jenna,

Our office received a jurisdictional determination request for this project from Casey Buechler at the FAA, Dakota-Minnesota Airports District Office on July 27, 2023 and this request is currently in the queue to be worked on (Corps project # NWO-2015-01322-BIS). Ben Reile was assigned as the project manager (not Amber Inman) and he can be contacted at 701-255-0015 ext 2013 and he is cc'd on this email if you have any questions.

v/r

Jeremy Nygard
Regulatory Program Assistant
U.S. Army Corps of Engineers
North Dakota Regulatory Office
3319 University Drive
Bismarck, ND 58504
701-255-0015 ext. 2006

The North Dakota Regulatory office prefers that all submissions are sent electronically to the following email address: CENWO-OD-RND@usace.army.mil instead of a hard copy by mail. Please split large attachments (>25 MB) into multiple emails if needed.

From: Inman, Amber L CIV USARMY CENWO (USA) <Amber.L.Inman@usace.army.mil>
Sent: Tuesday, October 31, 2023 11:00 AM

To: CENWO-OD-RND <cenwo-od-rnd@usace.army.mil>

Subject: FW: Stanley Municipal Airport - Environmental Assessment (EA) - Agency Solicitation of Views

From: Jenna Weigman <Jenna.Weigman@meadhunt.com>

Sent: Tuesday, October 31, 2023 10:06 AM

To: Inman, Amber L CIV USARMY CENWO (USA) <Amber.L.Inman@usace.army.mil>

Subject: [Non-DoD Source] Stanley Municipal Airport - Environmental Assessment (EA) - Agency Solicitation of Views

Dear Ms. Inman,

Attached for your review is information about an Environmental Assessment for a new turf crosswind runway at the Stanley Municipal Airport in Stanley, North Dakota. If you have questions or comments regarding this letter, please contact me at 920.593.6869, or by email at Jenna.Weigman@meadhunt.com.

Thank you

Jenna Weigman, ENV SP (She, Her, Hers)

Aviation Sustainability Planner

Direct: 920-593-6869 | Transfer Files

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Jenna Weigman

From: Richardson, Kory <kory_richardson@fws.gov>
Sent: Tuesday, October 31, 2023 11:33 AM
To: Jenna Weigman
Subject: Re: [EXTERNAL] Stanley Municipal Airport - Environmental Assessment (EA) - Agency Solicitation of Views

Hi Jenna,

Thanks for the information regarding the proposed crosswind runway at the Stanley Airport. This office is responsible for managing Fish & Wildlife Service (FWS) property interests including National Wildlife Refuges, Waterfowl Production Areas, and a variety of conservation easements. There are no FWS property interests within the project area. I do not have any concerns or comments regarding the proposed project.

If you haven't already, please contact Luke Toso (luke_toso@fws.gov) at the Ecological Services field office in Bismarck, ND. Luke may want to provide comments and technical assistance regarding mitigation of potential impacts to migratory birds and/or endangered species.

If you have any other questions for me please don't hesitate to call.

Kory

From: Jenna Weigman <Jenna.Weigman@meadhunt.com>
Sent: Tuesday, October 31, 2023 9:58 AM
To: Richardson, Kory <kory_richardson@fws.gov>
Subject: [EXTERNAL] Stanley Municipal Airport - Environmental Assessment (EA) - Agency Solicitation of Views

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Dear Mr. Richardson,

Attached for your review is information about an Environmental Assessment for a new turf crosswind runway at the Stanley Municipal Airport in Stanley, North Dakota. If you have questions or comments regarding this letter, please contact me at 920.593.6869, or by email at Jenna.Weigman@meadhunt.com.

Thank you

Jenna Weigman, ENV SP (She, Her, Hers)

Aviation Sustainability Planner

Direct: 920-593-6869 | Transfer Files

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Jenna Weigman

From: Johnson, Jessica N <jessica_n_johnson@fws.gov>
Sent: Thursday, November 30, 2023 8:26 AM
To: Jenna Weigman
Subject: Stanley airport letter
Attachments: Stanley airport EA comments.pdf

You don't often get email from jessica_n_johnson@fws.gov. [Learn why this is important](#)

Hello Jenna,
Please see our attached comments on the Stanley airport. No hard copy to follow.
Thank you,
Jessica

Jessica Johnson
Environmental Contaminants Specialist
U.S. Fish and Wildlife Service
3425 Miriam Avenue
Bismarck, ND 58501
Phone: 701-355-8507
Cell: 720-626-5250



United States Department of the Interior



FISH AND WILDLIFE SERVICE

North Dakota Ecological Services
3425 Miriam Avenue
Bismarck, North Dakota 58501

In reply, please refer to:
Stanley Municipal Airport

November 29, 2023

Ms. Jenna Weigman
Aviation Sustainability Planner
Mead and Hunt, Incorporated
1702 Lawrence Drive
De Pere, Wisconsin 54115

Dear Ms. Weigman:

Thank you for your email on October 28, 2023, requesting comments for an Environmental Assessment (EA) for a proposed new turf crosswind runway at the Stanley Municipal Airport in Stanley, North Dakota. The EA will be prepared by the Stanley Municipal Airport Authority with the cooperation of the Federal Aviation Administration and the North Dakota State Aeronautics Commission. The U.S. Fish and Wildlife Service (Service) has the following comments.

Section 7 of the Endangered Species Act

Section 7 of the Endangered Species Act of 1973 (ESA) (16 U.S.C. 1531 *et seq.*) requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service *if they determine their project and associated actions “may affect” listed species or critical habitat*. If Federal agencies or their non-federal representatives determine their project and associated actions will have “no effect” on listed species, their habitats, or designated critical habitat, consultation is not required. However, if a “no effect” is determined, we recommend that you maintain a written record in support of your conclusion.

Consultations on IPaC

We invite you to use a new tool the Service has designed to help with the consultation process – the Information for Planning and Consultation (IPaC) database (<http://ecos.fws.gov/ipac>). The database provides guidance to help you determine where your action area is, whether endangered species may be found within the action area, and if your project and associated actions may affect listed species. Additionally, the North Dakota Ecological Services webpage (<https://www.fws.gov/office/north-dakota-ecological-services/library>) contains step-by-step guidance for navigating IPaC and determination keys that you may choose to use.

Bald and Golden Eagle Protection Act and Migratory Bird Treaty Act

Additionally, while not all are listed as threatened or endangered, eagles and migratory birds have protections under the Bald and Golden Eagle Protection Act (BGEPA) and the Migratory Bird Treaty Act (MBTA). The BGEPA prohibits take which is defined as, “pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, destroy, molest, or disturb” (50 CFR 22.3). Disturb is defined in regulations as, “to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause, based on the best scientific information available, 1) injury to an eagle, 2) decrease in its productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior, or 3) nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior”. The MBTA makes it unlawful without a waiver to pursue, hunt, take, capture, kill, or sell birds listed as migratory birds, including eagles. The statute does not discriminate between live or dead birds and also grants full protection to any bird parts including feathers, eggs, and nests.

Conclusion

These comments provide technical assistance only and do not constitute the report of the Secretary of the Interior on the project within the meaning of Section 2(b) of the Fish and Wildlife Coordination Act, do not fulfill the requirements under the Endangered Species Act, the Bald and Golden Eagle Protection Act, or the Migratory Bird Treaty Act, nor do they represent the review comments of the U.S. Department of the Interior on any forthcoming environmental statement. Thank you for the opportunity to provide comments early in the planning process. If you have any additional questions or concerns, please contact Jessica Johnson at (701) 355-8507 or via email at jessica_n_johnson@fws.gov or contact me at (701) 355-8528 or luke_toso@fws.gov.

Sincerely,

LUKE
TOSO

Digitally signed
by LUKE TOSO
Date: 2023.11.29
17:20:35 -06'00'

Luke Toso
North Dakota Field Office Supervisor



November 7, 2023

Natural Resources
Conservation Service

Bismarck State Office
PO Box 1458
Bismarck, ND
58502-1458

Voice 701.530.2000
Fax 855-813-7556

Jenna Weigman
Mead & Hunt, Inc.
1702 Lawrence Drive
De Pere, WI 54115

Dear Ms. Weigman:

The Natural Resources Conservation Service (NRCS) has reviewed your letter dated October 31, 2023, concerning the acquisition of land for the new Turf Crosswind Runway at the Stanley Municipal Airport in Stanley, North Dakota.

NRCS has a major responsibility with the Farmland Protection Policy Act (FPPA) in documenting conversion of farmland (i.e., prime, statewide importance and local importance) to non agriculture use when projects utilize federal funds. You are anticipating land acquisition around the Stanley Municipal Airport, therefore the form AD-1006 will need to be completed. Please follow the instruction below on its completion.

Please utilize a fillible web based form at http://www.nrcs.usda.gov/Programs/fppa/pdf_files/AD1006.PDF to record the following. Complete Part I and Part III for those areas outside the current airport property and return to Wade Bott, State Soil Scientist, NRCS at wade.bott@usda.gov. We will also need a list of important farmland acres by soil survey map unit which are outside the current airport property. This list will ensure an accurate assessment of the relative value for the site. If the farmland (i.e., Prime Farmland, Statewide Importance, and/or Local Importance) is determined to be subject to the FPPA, we will then complete Parts II and IV. NRCS will measure the relative value of the site as farmland on a scale of 0 to 100 according to the information sources listed in CFR 658.5(a). The form AD-1006 will be returned to your agency for completion of Part VI, Site Assessment Criteria. NRCS would appreciate a copy of the completed form for year-end reporting purposes.

Wetlands

The Wetland Conservation Provisions of the 1985 Food Security Act, as amended, provide that if a USDA participant converts a wetland for the purpose or to have the effect of making agricultural production possible, loss of USDA benefits could occur. The Natural Resources Conservation Service has developed the following guidelines to help avoid impacts to wetlands and possible loss of USDA benefits for producers. If these guidelines are followed the impacts to the wetland will be considered minimal allowing USDA participants to continue to receive USDA benefits. Following are the requirements:

- Disturbance to the wetland must be temporary.

Helping People Help the Land

- No drainage of wetland is allowed (temporary or permanent).
- Mechanized landscaping necessary for installation is kept to a minimum and preconstruction contours are maintained.
- Temporary side cast material must be placed in such a manner not to be dispersed in the wetland.
- All trenches in a wetland must be backfilled to the original elevation.

Potentially impacted USDA participants that wish to request a certified wetland determination can be directed to the USDA Farm Service Agency (FSA) to request a Highly Erodible Land Conservation (HELC) and Wetland Conservation (WC) Certification (AD-1026) or they may contact Darrick Ystaas, Designated Conservationist, NRCS, Minot, North Dakota at (701) 852-5434, Ext. 125, for information about conservation compliance provisions related to the project.

NRCS recommends that impacts to wetlands be avoided.

If you have additional questions pertaining to FPPA, please contact Wade Bott, State Soil Scientist, NRCS, Bismarck, North Dakota, at (701) 530-2021.

LANCE DUEY Digitally signed by LANCE DUEY
Date: 2023.11.08 11:07:09 -06'00'

WADE D. BOTT *Acting for*
State Soil Scientist

Jenna Weigman

From: Jenna Weigman
Sent: Thursday, December 7, 2023 3:27 PM
To: wade.bott@usda.gov
Cc: dan.hovland@usda.gov; lance.duey@usda.gov
Subject: Stanley Municipal Airport - FPPA Eligibility
Attachments: NRCS Letter - Stanley Municipal Airport.pdf; Figure 3-3 Zoning.pdf

Follow Up Flag: Follow up
Due By: Friday, January 5, 2024 11:00 AM
Flag Status: Completed

Good afternoon Wade,

Thank you for providing comments (1st attachment) on the proposed project to construct a turf crosswind runway at Stanley Municipal Airport. In consultation with the FAA and after reviewing the proposed project area in relation to FPPA requirements, we believe that the Airport property and proposed land acquisition are not subject to the provisions of the FPPA for the following reasons:

1. The existing Airport property is exempt because construction of the proposed project will occur within an existing right-of-way purchased on or before August 4, 1984. The existing Airport property was purchased in 1970.
2. The proposed land acquisition is exempt because the parcel is situated entirely within an urbanized area (the City of Stanley) – see 2nd attachment for zoning map.

Please let us know if you concur with this determination or have additional questions or comments.

Thank you

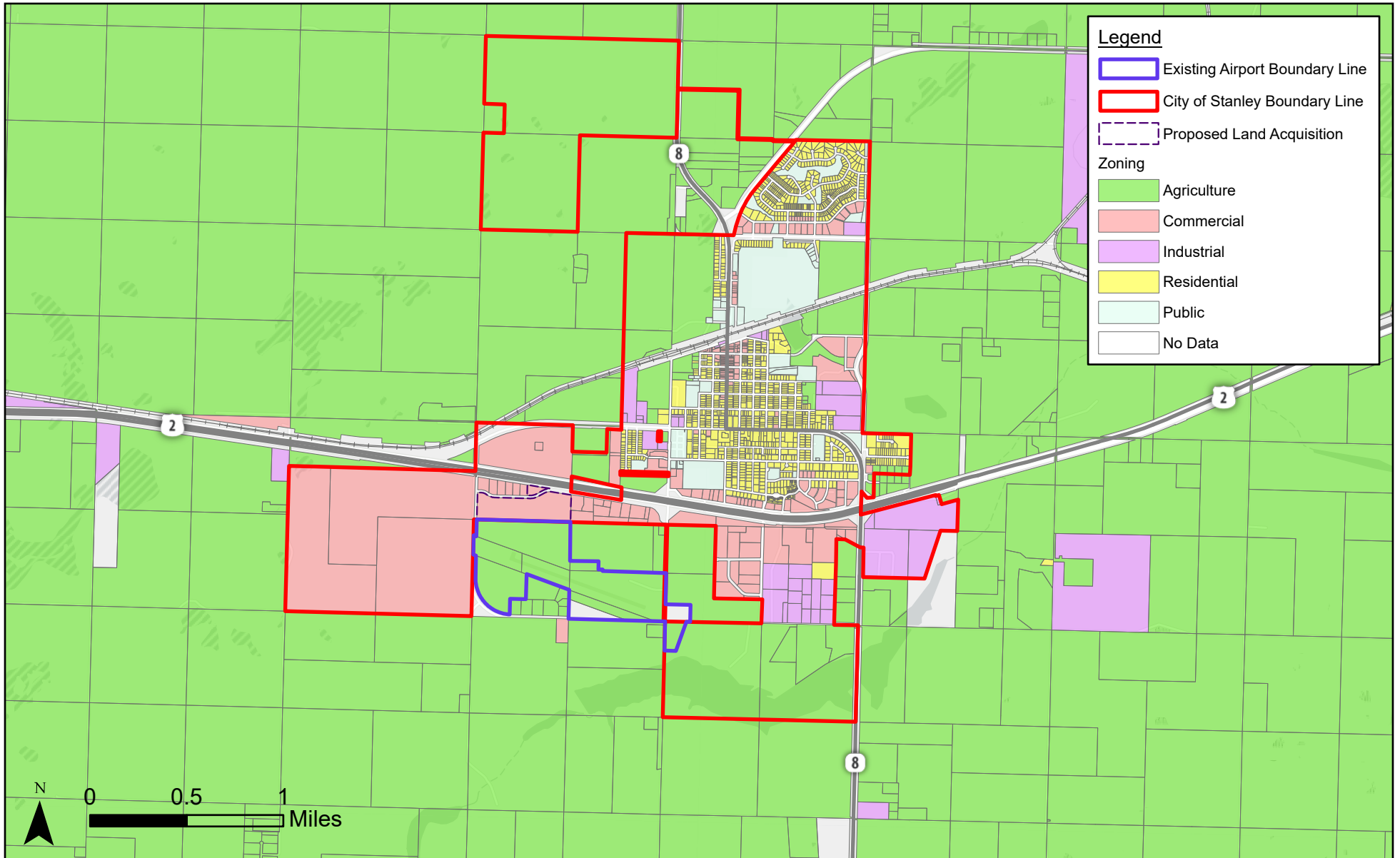
Jenna Weigman, ENV SP (She, Her, Hers)

Aviation Sustainability Planner

Direct: 920-593-6869 | Transfer Files

Mead&Hunt

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Sources: State of North
Dakota, Esri, HERE, Garmin,
SafeGraph, GeoTechnologies,
Inc, METI/NASA, USGS, EPA,
NPS, USDA, Mountrail County,
City of Stanley

**STANLEY MUNICIPAL AIRPORT
STANLEY, ND**

4545300-231980.01
12/7/2023

ZONING MAP



FIGURE 3-3



Natural Resources
Conservation Service

Bismarck State Office
PO Box 1458
Bismarck, ND
58502-1458

Voice 701.530.2000
Fax 855-813-7556

December 11, 2023

Jenna Weigman
Mead & Hunt, Inc.
1702 Lawrence Drive
De Pere, WI 54115

Dear Ms. Weigman:

The Natural Resources Conservation Service (NRCS) has reviewed your email dated December 7, 2023, providing additional information on the land acquisition for the new Turf Crosswind Runway at the Stanley Municipal Airport in Stanley, North Dakota.

As previously stated, NRCS has a major responsibility with the Farmland Protection Policy Act (FPPA) in documenting conversion of farmland (i.e., Prime, Statewide Importance and/or Local Importance) to non-agricultural use when federal funding is used. With the new information you provided, NRCS is revising its letter dated November 7, 2023. The Turf Crosswind Runway project is within the city limits of Stanley, North Dakota where FPPA does not apply; therefore, no further action is needed.

If you have additional questions pertaining to FPPA, please contact Wade Bott, State Soil Scientist, NRCS, Bismarck, North Dakota, at (701) 530-2021.

Sincerely,

WADE BOTT

Digitally signed by WADE BOTT
Date: 2023.12.11 08:29:26 -06'00'

WADE D. BOTT
State Soil Scientist

Jenna Weigman

From: Jenna Weigman
Sent: Monday, November 20, 2023 4:28 PM
To: FILKINS, THOMAS A CIV USAF AFGSC 5 CES/CEIE
Subject: RE: Stanley Municipal Airport - Environmental Assessment (EA) - Agency Solicitation of Views

Good afternoon Thomas,

Thanks for your response. That sounds good to me. Consolidating Minot AFB's comments will be more efficient, which is much appreciated.

Have a good Thanksgiving!

Jenna Weigman, ENV SP

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From: FILKINS, THOMAS A CIV USAF AFGSC 5 CES/CEIE <thomas.filkins.3@us.af.mil>
Sent: Friday, November 17, 2023 8:01 AM
To: Jenna Weigman <Jenna.Weigman@meadhunt.com>
Subject: RE: Stanley Municipal Airport - Environmental Assessment (EA) - Agency Solicitation of Views

Ms. Weigman,

Thank you for sending. Mr. Groves will be consolidating any of Minot AFB's comments on your project into one response.

Regards,

Thomas Filkins, GS-13, DAF
Chief, Environmental Management
Comm: 701.723.1964

From: Jenna Weigman <Jenna.Weigman@meadhunt.com>
Sent: Tuesday, October 31, 2023 9:52 AM
To: FILKINS, THOMAS A CIV USAF AFGSC 5 CES/CEIE <thomas.filkins.3@us.af.mil>
Subject: [Non-DoD Source] Stanley Municipal Airport - Environmental Assessment (EA) - Agency Solicitation of Views

Dear Mr. Filkins,

Attached for your review is information about an Environmental Assessment for a new turf crosswind runway at the Stanely Municipal Airport in Stanely, North Dakota. If you have questions or comments regarding this letter, please contact me at 920.593.6869, or by email at Jenna.Weigman@meadhunt.com.

Thank you

Jenna Weigman, ENV SP (She, Her, Hers)

Aviation Sustainability Planner

Direct: 920-593-6869 | Transfer Files

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Jenna Weigman

From: JOHNSON, BRUCE A CIV USAF AFGSC 5 CES/CENP <bruce.johnson.25@us.af.mil>
Sent: Thursday, November 9, 2023 12:44 PM
To: Jenna Weigman
Subject: RE: Stanley Municipal Airport - Environmental Assessment (EA) - Agency Solicitation of Views

Good afternoon Ms. Weigman,

Thanks for the response.

Respectfully,
Bruce

From: Jenna Weigman <Jenna.Weigman@meadhunt.com>
Sent: Thursday, November 9, 2023 10:44 AM
To: JOHNSON, BRUCE A CIV USAF AFGSC 5 CES/CENP <bruce.johnson.25@us.af.mil>
Cc: Melissa Vachal <melissav@co.mountrail.nd.us>; amanda@stanleynd.us; ALBRIGHT, TREV A CIV USAF AFGSC 5 CES/CEN <trev.albright@us.af.mil>; LONNING, GARY G CIV USAF AFGSC 5 CES/CEM <gary.lonning@us.af.mil>; EGGERS, BRIAN E CIV USAF AFGSC 5 CES/CEIAP <brian.eggers.2@us.af.mil>; GROVES, DREW C CIV USAF AFGSC 5 CES/CENP <drew.groves@us.af.mil>; WARREN, SAMUELE M CIV USAF AFGSC 5 CES/CENP <samuele.warren.1@us.af.mil>
Subject: [Non-DoD Source] RE: Stanley Municipal Airport - Environmental Assessment (EA) - Agency Solicitation of Views

Hello Mr. Johnson,

Mead & Hunt's responses to your questions are below. As noted, we are still in the design process, so we can share more information once the design has been finalized.

1. Will there be excavation below the runway to improve the soil base or add drainage? **There will be on-site excavation to meet grading standards. No underdrain system is anticipated. Excavation will be limited to areas with no impacts to the surveyed Comm line alignment. It is anticipated that various haul routes will cross over the comm line. Additional safeguards can be implemented to ensure the comm line is protected.**
2. Is any additional lighting proposed? Has the lighting been located? **No additional lighting is proposed for this project.**
3. Is there any underground electric or other utilities? **No.**
4. Is any additional signage proposed? Has the signage been located? **No.**
5. Will the RPZ be graded? **The RPZ will be graded if necessary to meet applicable grading requirements of Part 77, extended RSA, etc. No grading design has been completed to date.**
6. Can the borrow area on the attached Survey Exhibit be finalized and depth of excavation defined? **No grading design has been completed to date. M&H can share information when the design is finalized.**
7. Can Mead & Hunt provide GIS files of the runway, RPZ, borrow area, and anything that may require excavation, so Minot AFB can overlay the information on it's documents? **See the attached shapefiles, as requested, for the proposed runway, RPZ, and current roughed out borrow area. Please note that the borrow area may be refined, moved, etc. during design and is subject to potential change. Let me know if you have issues accessing or importing the shapefiles.**

Feel free to reach out with any further questions.

Thank you

Jenna Weigman, ENV SP

Direct: 920-593-6869 | Transfer Files

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From: Jenna Weigman <Jenna.Weigman@meadhunt.com>

Sent: Thursday, November 2, 2023 5:47 AM

To: JOHNSON, BRUCE A CIV USAF AFGSC 5 CES/CENP <bruce.johnson.25@us.af.mil>

Cc: Melissa Vachal <melissav@co.mountrail.nd.us>; amanda@stanleynd.us; ALBRIGHT, TREV A CIV USAF AFGSC 5 CES/CEN <trev.albright@us.af.mil>; LONNING, GARY G CIV USAF AFGSC 5 CES/CEM <gary.lonning@us.af.mil>; EGGERS, BRIAN E CIV USAF AFGSC 5 CES/CEIAP <brian.eggers.2@us.af.mil>; GROVES, DREW C CIV USAF AFGSC 5 CES/CENP <drew.groves@us.af.mil>; WARREN, SAMUELE M CIV USAF AFGSC 5 CES/CENP <samuele.warren.1@us.af.mil>

Subject: RE: Stanley Municipal Airport - Environmental Assessment (EA) - Agency Solicitation of Views

Good morning Mr. Johnson,

Thank you for sharing that information. I will compile responses to your questions with my team and get back to you as soon as possible.

Best

Jenna Weigman, ENV SP

Direct: 920-593-6869 | Transfer Files

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From: JOHNSON, BRUCE A CIV USAF AFGSC 5 CES/CENP <bruce.johnson.25@us.af.mil>

Sent: Wednesday, November 1, 2023 4:54 PM

To: Jenna Weigman <Jenna.Weigman@meadhunt.com>

Cc: Melissa Vachal <melissav@co.mountrail.nd.us>; amanda@stanleynd.us; ALBRIGHT, TREV A CIV USAF AFGSC 5 CES/CEN <trev.albright@us.af.mil>; LONNING, GARY G CIV USAF AFGSC 5 CES/CEM <gary.lonning@us.af.mil>; EGGERS, BRIAN E CIV USAF AFGSC 5 CES/CEIAP <brian.eggers.2@us.af.mil>; GROVES, DREW C CIV USAF AFGSC 5 CES/CENP <drew.groves@us.af.mil>; WARREN, SAMUELE M CIV USAF AFGSC 5 CES/CENP <samuele.warren.1@us.af.mil>

Subject: FW: Stanley Municipal Airport - Environmental Assessment (EA) - Agency Solicitation of Views

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Good afternoon Ms. Weigman,

Thank you for reaching out to Minot AFB for comments on the Stanley Airport Expansion.

After a quick review of the proposed expansion, a comment came back that the RPZ crossed an easement held by the US Government. The easement states: ...agree that they will not permanently remove or shift the soil or rearrange the contour or permanently change the surface of said 16 1/2 foot strip of land, by terracing or otherwise, unless 120-day advance written notice is given to the Base Commander, Minot Air Force Base, North Dakota..."

Minot AFB requests the following information:

1. Will there be excavation below the runway to improve the soil base or add drainage?
2. Is any additional lighting proposed? Has the lighting been located?
3. Is there any underground electric or other utilities?

4. Is any additional signage proposed? Has the signage been located?
5. Will the RPZ be graded?
6. Can the borrow area on the attached Survey Exhibit be finalized and depth of excavation defined?
7. Can Mead & Hunt provide GIS files of the runway, RPZ, borrow area, and anything that may require excavation, so Minot AFB can overlay the information on it's documents?

This information will help to determine if there are conflicts with the proposal.

Please contact me with any questions.

Respectfully,
Bruce

Bruce Johnson
Chief of Portfolio Optimization
Comm: 701-723-4693

From: GROVES, DREW C CIV USAF AFGSC 5 CES/CENP <drew.groves@us.af.mil>
Sent: Tuesday, October 31, 2023 10:18 AM
To: JOHNSON, BRUCE A CIV USAF AFGSC 5 CES/CENP <bruce.johnson.25@us.af.mil>; WARREN, SAMUELE M CIV USAF AFGSC 5 CES/CENP <samuele.warren.1@us.af.mil>; FILKINS, THOMAS A CIV USAF AFGSC 5 CES/CEIE <thomas.filkins.3@us.af.mil>
Subject: FW: Stanley Municipal Airport - Environmental Assessment (EA) - Agency Solicitation of Views

All,

Please see below and attached. Share with anyone else that would need to be aware of this. The letter states MAFB comments are due to Jenna Weigman by November 30, 2023 for review. I can collect all comments and forward for MAFB for one email. Please have your comments back to me by COB November 21, 2023.

v/r,
Drew

From: Jenna Weigman <Jenna.Weigman@meadhunt.com>
Sent: Tuesday, October 31, 2023 9:52 AM
To: GROVES, DREW C CIV USAF AFGSC 5 CES/CENP <drew.groves@us.af.mil>
Subject: [Non-DoD Source] Stanley Municipal Airport - Environmental Assessment (EA) - Agency Solicitation of Views

Dear Mr. Groves,

Attached for your review is information about an Environmental Assessment for a new turf crosswind runway at the Stanely Municipal Airport in Stanely, North Dakota. If you have questions or comments regarding this letter, please contact me at 920.593.6869, or by email at Jenna.Weigman@meadhunt.com.

Thank you

Jenna Weigman, ENV SP (She, Her, Hers)
Aviation Sustainability Planner
Direct: 920-593-6869 | Transfer Files



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Jenna Weigman

From: Schumacher, John D. <jdschumacher@nd.gov>
Sent: Friday, November 24, 2023 3:55 PM
To: Jenna Weigman
Subject: RE: Stanley Municipal Airport - Environmental Assessment (EA) - Agency Solicitation of Views
Attachments: 08D Agency Solicitation of Views Letter - Bruce Kreft.pdf

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Jenna Weigman, ENV SP
Aviation Sustainability Planner
Mead & Hunt, Inc.

RE: Stanley Municipal Airport – Proposed New Turf Crosswind Runway

The North Dakota Game and Fish Department has reviewed this project for wildlife concerns. We do not believe it will have significant adverse effects on wildlife or wildlife habitat based on the information provided.

J.D. Schumacher
Resource Biologist

701.328.6321 • jdschumacher@nd.gov • gf.nd.gov



From: Jenna Weigman <Jenna.Weigman@meadhunt.com>
Sent: Tuesday, October 31, 2023 9:59 AM
To: Kreft, Bruce L. <bkreft@nd.gov>
Subject: Stanley Municipal Airport - Environmental Assessment (EA) - Agency Solicitation of Views

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******* CAUTION:** This email originated from an outside source. Do not click links or open attachments unless you know they are safe. *********

Dear Mr. Kreft,

Attached for your review is information about an Environmental Assessment for a new turf crosswind runway at the Stanley Municipal Airport in Stanley, North Dakota. If you have questions or comments regarding this letter, please contact me at 920.593.6869, or by email at Jenna.Weigman@meadhunt.com.

Thank you

Jenna Weigman, ENV SP (She, Her, Hers)

Aviation Sustainability Planner

Direct: 920-593-6869 | Transfer Files

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November 7, 2023

Jenna Weigman
Mead & Hunt
1702 Lawrence Dr.
De Pere, WI 54115

Re: Stanley Airport Turf Crosswind Runway Environmental Assessment in Mountrail County

Dear Ms. Weigman:

The North Dakota Department of Environmental Quality has reviewed the information concerning the above-referenced project received at the department on October 31, 2023, with respect to possible environmental impacts.

1. All necessary measures must be taken to minimize fugitive dust emissions created during construction activities. Any complaints that may arise are to be dealt with in an efficient and effective manner.
2. Care is to be taken during construction activity near any water of the state to minimize adverse effects on a water body. This includes minimal disturbance of stream beds and banks to prevent excess siltation, and the replacement and revegetation of any disturbed area as soon as possible after work has been completed. Caution must also be taken to prevent spills of oil and grease that may reach the receiving water from equipment maintenance and/or the handling of fuels on the site. Guidelines for minimizing degradation to waterways during construction are attached.
3. Projects disturbing one or more acres are required to have a permit to discharge stormwater runoff until the site is stabilized by the re-establishment of vegetation or other permanent cover. Further information on the stormwater permit may be obtained from the department's website or by calling the Division of Water Quality at 701-328-5210. Also, cities may impose additional requirements and/or specific best management practices for construction affecting their storm drainage system. Check with the local officials to be sure any local stormwater management considerations are addressed.
4. All solid waste materials must be managed and transported in accordance with the state's solid and hazardous waste rules. Appropriate efforts to reduce, reuse and/or recycle waste materials are strongly encouraged. As appropriate, segregation of inert waste from non-inert waste can generally reduce the cost of waste management. Further information on waste management and recycling is available from the department's Division of Waste Management at 701-328-5166.

These comments are based on the information provided about the project in the above-referenced submittal. The U.S. Army Corps of Engineers may require a water quality certification from this department for the project if the project is subject to their Section 404 permitting process. Any additional information which may be required by the U.S. Army Corps of Engineers under the process will be considered by this department in our determination regarding the issuance of such a certification.

The department owns no land in or adjacent to the proposed improvements, nor does it have any projects scheduled in the area. In addition, we believe the proposed activities are consistent with the State Implementation Plan for the Control of Air Pollution for the State of North Dakota.

If you have any questions regarding our comments, please feel free to contact this office.

Sincerely,

A handwritten signature in blue ink, appearing to read "L. David Glatt".

L. David Glatt, P.E., Director
North Dakota Department of Environmental Quality

LDG:ll
Attach.

Construction and Environmental Disturbance Requirements

The following are the minimum requirements of the North Dakota Department of Environmental Quality for projects that involve construction and environmental disturbance in or near waters of the State of North Dakota. They ensure that minimal environmental degradation occurs as a result of construction or related work which has the potential to affect waters of the state. All projects must be constructed to minimize the loss of soil, vegetative cover, and pollutants (chemical or biological) from a site.

Soils

Prevent the erosion and sediment loss using erosion and sediment controls. Fragile and sensitive areas such as wetlands, riparian zones, delicate flora, and land resources must be prohibited against compaction, vegetation loss and unnecessary damage.

Surface Waters

All construction must be managed to minimize impacts to aquatic systems. Follow safe storage and handling procedures to prevent the contamination of water from fuel spills, lubricants, and chemicals. Stream bank and stream bed disturbances must be contained to minimize silt movement, nutrient upsurges, plant dislocations, and any physical chemicals, or biological disruption. The use of pesticides or herbicides in or near surface waters is allowed under the department's pesticide application permit with notification to the department.

Fill Material

Any fill material placed below the ordinary high-water mark must be free of topsoil, decomposable materials, and persistent synthetic organic compounds, including, but not limited to, asphalt, tires, treated lumber, and construction debris. The department may require testing of fill material. All temporary fills must be removed. Debris and solid waste must be properly disposed or recycled. Impacted areas must be restored to near original condition.



November 17, 2023

Jenna Weigman
Mead & Hunt, Inc.
1702 Lawrence Drive
De Pere, WI 54115

Dear Ms. Weigman:

This is in response to your request for a review of the environmental impacts associated with the Stanley Municipal Airport project.

The proposed project has been reviewed by Department of Water Resources, and the following comments are provided:

- There are no FEMA National Flood Insurance Program (NFIP) floodplains identified or mapped where the proposed project is to take place. No permit relative to the NFIP are likely required based on the current effective Flood Insurance Rate Map and State minimum standards. However, flood risk has been identified through the North Dakota Risk Assessment Mapservice and Base Level Engineering (BLE) (ndram.dwr.nd.gov). In the absence of FEMA NFIP data, BLE is often considered best available data and is recommended to be considered in the design process. The State of North Dakota has no formal NFIP permitting authority as all NFIP permitting decisions are considered by impacted NFIP participating communities, the community with zoning authority for the area in question. Please work directly with the local floodplain administrators of the zoning authorities impacted.
- Initial review indicates the project does not require a conditional or temporary permit for water appropriation. However, if surface water or groundwater will be diverted for construction of the project, a water permit will be required per North Dakota Century Code § 61-04-02. Please consult with the Department of Water Resources Water Appropriation Division if you have any questions at (701) 328-2754 or appropinfo@nd.gov.

Thank you for the opportunity to provide review comments. Should you have further questions, please contact me at 701-328-4970 or vdavila@nd.gov.

Sincerely,

A handwritten signature in cursive script that reads "Vanessa Davila".

Vanessa Davila
Water Resource Planner

VD:dm/1570

Jenna Weigman

From: Martin, Dawn A. <damartin@nd.gov>
Sent: Friday, November 17, 2023 2:18 PM
To: Jenna Weigman
Subject: Stanley - Municipal Airport
Attachments: Jenna Weigman - Municipal Airport[49].pdf

Follow Up Flag: Follow up
Due By: Tuesday, November 21, 2023 9:00 AM
Flag Status: Completed

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Dawn Martin

Administrative Assistant

701.328.4989(d) • 701.328.3696 (f) • damartin@nd.gov • www.dwr.nd.gov



701.328.2750 • dwr@nd.gov • 1200 Memorial Highway • Bismarck, ND 58504



December 8, 2023

Jenna Weigman
Mead and Hunt
1702 Lawrence Dr.
DePere, WI 54115

Re: Stanley Municipal Airport EA

Dear Jenna,

The North Dakota Parks and Recreation Department (NDPRD) has reviewed the above-proposed Municipal Airport project in Stanley, North Dakota.

NDPRD's scope of authority and expertise covers properties that NDPRD owns, leases, or manages; properties protected under Section 6(f) of the Land and Water Conservation Fund (LWCF); rare plants; and ecological communities established through the Natural Heritage Program.

The project does not appear to affect properties NDPRD owns, leases, or manages.
The projects does not appear to affect properties protected under Section 6(f) of the LWCF.

A North Dakota Natural Heritage biological conservation database query determines if any current or historical plant or animal species of concern or other significant ecological communities are known to occur within an approximate one-mile radius of the project area. Based on this review, no known plant or animal species of concern or significant ecological communities are documented within or immediately adjacent to the project site.

We appreciate your commitment to rare plant, animal, and ecological community conservation, management, and inter-agency cooperation. For additional information, contact Natural Resources Division Chief Kathy Duttenhefner at 701-328-5370, 701-220-3377 (cell), or kgduttenhefner@nd.gov.

Thank you for the opportunity to comment on the proposed project.

Sincerely,


Kathy Duttenhefner, Chief Natural Resources Division

Jenna Weigman

From: Jenna Weigman
Sent: Monday, December 11, 2023 9:32 AM
To: Duttenhefner, Kathleen G.
Subject: RE: Stanley Municipal Airport EA

How weird, now it is showing up correctly. Thanks for passing it along again!

Best

From: Duttenhefner, Kathleen G. <kgduttonhefner@nd.gov>
Sent: Monday, December 11, 2023 9:24 AM
To: Jenna Weigman <Jenna.Weigman@meadhunt.com>
Subject: RE: Stanley Municipal Airport EA

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That's strange; my version doesn't show that reference. I have attached the letter in our file.

Kathy Duttenhefner

Natural Resources Division Chief

701.328.5370 • 701.220.3377 • parkrec.nd.gov



From: Jenna Weigman <Jenna.Weigman@meadhunt.com>
Sent: Monday, December 11, 2023 8:07 AM
To: Duttenhefner, Kathleen G. <kgduttonhefner@nd.gov>
Subject: RE: Stanley Municipal Airport EA

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Good morning Kathy,

Thank you for providing comments on the proposed project (new turf crosswind runway) at Stanley Municipal Airport in Mountrail County.

I have one follow-up question: the letter you provided has the subject line “BRJ-0007)059), PCN 23969– Structure Replacement – Burke County” but the text of the letter references the proposed project at Stanley Municipal Airport. I’m guessing this is a simple text error in the subject line. Can you clarify that the correct project area has been reviewed and the findings stated in your letter are for the proposed turf crosswind runway project? I’ve attached the project location map, for your reference.

We appreciate you taking time to review the project.

Best

Jenna Weigman, ENV SP (She, Her, Hers)

Aviation Sustainability Planner

Direct: 920-593-6869 | Transfer Files

Mead&Hunt

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From: Duttenhefner, Kathleen G. <kgduttonhefner@nd.gov>

Sent: Friday, December 8, 2023 2:25 PM

To: Jenna Weigman <jenna.weigman@meadhunt.com>

Subject: Re: Stanley Municipal Airport EA

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Re: Stanley Municipal Airport EA

North Dakota Parks and Recreation Department’s Environmental Review Response letter is attached.

Kathy Duttenhefner

Natural Resources Division Chief

701.328.5370 • 701.220.3377 • parkrec.nd.gov



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Jenna Weigman

From: Anderson, Fred J. <fjanderson@nd.gov>
Sent: Tuesday, October 31, 2023 1:21 PM
To: Jenna Weigman
Subject: N.D. Geological Survey: Stanley Municipal Airport EA Comments

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Ms. Weigman,

We appreciate the opportunity to review and comment on the proposed air transportation improvement project.

We do not have any properties of interest or ownership in the area and would not note any geologic concerns with the project as proposed.

Regards,

Fred J. Anderson

Geologist, North Dakota Geological Survey

701.328.8000 (Survey Main Office) • 701.328.8037 (Office Direct) • fjanderson@nd.gov • www.dmr.nd.gov/ndgs



701.328.8020 (Front Office) • oilandgasinfo@nd.gov • www.dmr.nd.gov • 600 E Boulevard Ave, Dept. 405 • Bismarck, ND 58505

Jenna Weigman

From: Warren Bogert <wbogert@co.mountrail.nd.us>
Sent: Wednesday, November 1, 2023 7:51 AM
To: Jenna Weigman
Subject: RE: Stanley Municipal Airport - Environmental Assessment (EA) - Agency Solicitation of Views

I have no concerns about the project.

Warren Bogert Jr.
Mountrail County Sheriff's Office Division of Emergency Services
Emergency Manager
PO Box 309
101 North Main Street
Stanley, North Dakota 58784
Office: 701-628-2975
Cell: 701-629-5052

From: Jenna Weigman <Jenna.Weigman@meadhunt.com>
Sent: Tuesday, October 31, 2023 9:55 AM
To: Warren Bogert <wbogert@co.mountrail.nd.us>
Subject: (Caution External Email) Stanley Municipal Airport - Environmental Assessment (EA) - Agency Solicitation of Views

Dear Mr. Bogert,

Attached for your review is information about an Environmental Assessment for a new turf crosswind runway at the Stanley Municipal Airport in Stanley, North Dakota. If you have questions or comments regarding this letter, please contact me at 920.593.6869, or by email at Jenna.Weigman@meadhunt.com.

Thank you

Jenna Weigman, ENV SP (She, Her, Hers)

Aviation Sustainability Planner
Direct: 920-593-6869 | Transfer Files

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Jenna Weigman

From: Jenna Weigman
Sent: Wednesday, November 1, 2023 11:00 AM
To: Melissa Vachal
Subject: RE: Stanley Municipal Airport - Environmental Assessment (EA) - Agency Solicitation of Views

Thank you for your comments, Melissa. We did pass along a letter to Amanda as well, but wanted to include Mountrail County due to the project location within County boundaries. Good to know that the County has no concerns, and I appreciate your timely response!

Best

Jenna Weigman, ENV SP

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From: Melissa Vachal <melissav@co.mountrail.nd.us>
Sent: Tuesday, October 31, 2023 11:18 PM
To: Jenna Weigman <Jenna.Weigman@meadhunt.com>
Subject: RE: Stanley Municipal Airport - Environmental Assessment (EA) - Agency Solicitation of Views

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Jenna,

Thank you for submitting this into my office. The only thing is Mountrail County has nothing to do with this zoning area its within the City limits of Stanley and they do their own zoning. Amanda Denis would be who you need to visit with

Melissa Vachal

MOUNTRAIL COUNTY PLANNING & ZONING
PO Box 248
Stanley ND 58784
701-628-2909
Melissav@co.mountrail.nd.us

From: Jenna Weigman <Jenna.Weigman@meadhunt.com>
Sent: Tuesday, October 31, 2023 9:56 AM
To: Melissa Vachal <melissav@co.mountrail.nd.us>
Subject: (Caution External Email) Stanley Municipal Airport - Environmental Assessment (EA) - Agency Solicitation of Views

Dear Ms. Vachal,

Attached for your review is information about an Environmental Assessment for a new turf crosswind runway at the Stanely Municipal Airport in Stanely, North Dakota. If you have questions or comments regarding this letter, please contact me at 920.593.6869, or by email at Jenna.Weigman@meadhunt.com.

Thank you

Jenna Weigman, ENV SP (She, Her, Hers)

Aviation Sustainability Planner

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8103 61st ST NW
PO Box 275
Stanley, ND 58784

Phone: 701-628-2390
Fax: 701-628-1676
www.co.mountrail.nd.us

November 15, 2023

Ms. Jenna Weigman
Mead & Hunt, Inc.
1702 Lawrence Drive
De Pere, WI 54115

RE: Stanley Municipal Airport – Environmental Assessment

Dear Ms. Weigman,

Mountrail County Route 18 encompasses 83rd Ave and 61st Street, both adjacent to the Stanley Municipal Airport. Our concerns are related to the roadway and road right of way.

How will the expansion impact the current and future ability of our department to perform any / all of the following:

- Ditch / Culvert maintenance – will our physical access be revoked or obstructed for any of our roadway or culvert maintenance operations such as: snow removal, culvert replacement or clean out, mowing, ect.
- Lights and Signs – will there be any future restrictions regarding current or future signage or roadway lights? Specifically, size, height, or brightness?
- Future roadway improvements – will there be any **additional** restrictions regarding access or infrastructure improvements due to this new runway, as the airport is adjacent to our roadway.

Thank you for your time and attention to our immediate concerns regarding this improvement. Our department hopes to continue to work in support of the community and improvement projects, while also maintaining safe and efficient travel on our roadway network.

I look forward to discussing the above items.

Sincerely,


Jana Hennessy
Mountrail County Engineer

Jenna Weigman

From: Jenna Weigman
Sent: Thursday, December 7, 2023 6:58 AM
To: mountrailroadbridge@co.mountrail.nd.us
Subject: Stanley Municipal Airport - Response to Questions
Attachments: Mountrail County Dept of Roads & Bridges.pdf

Good morning Ms. Hennessy,

Thank you for your interest in the proposed project at Stanley Municipal Airport. After discussing with the project team, I can provide you with responses to your questions listed in the attached letter.

1. Ditch/Culvert maintenance – will our physical access be revoked or obstructed for any of our roadway or culvert maintenance operations such as: snow removal, culvert replacement or clean out, mowing, etc.
Existing access to the 83rd Ave and 61st St ROW for maintenance, etc... will not be obstructed as a result of the proposed runway.
2. Lights and Signs – will there be any future restrictions regarding current or future signage or roadway lights? Specifically, size, height, or brightness?
No meaningful impacts.
3. Future roadway improvements – will there be any additional restrictions regarding access or infrastructure improvements due to this new runway, as the airport is adjacent to our roadway.
No meaningful impacts.

Please let me know if you have additional questions.

Thank you,

Jenna Weigman, ENV SP (She, Her, Hers)

Aviation Sustainability Planner

Direct: 920-593-6869 | Transfer Files

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Jenna Weigman

From: Jana Hennessy <janah@co.mountrail.nd.us>
Sent: Thursday, December 7, 2023 8:25 AM
To: Jenna Weigman
Subject: RE: Stanley Municipal Airport - Response to Questions

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Thank you, I will pass that information along to our Board of Mountrail County Commissioners.

Jana Hennessy

Mountrail County Engineer



Email: janah@co.mountrail.nd.us

Website: <http://www.co.mountrail.nd.us/road.html>

P.O. Box 275

8103 61st Street NW

Stanley, ND 58784

Phone: (701) 628-2390

Jenna Weigman

From: Jana Hennessy <janah@co.mountrail.nd.us>
Sent: Wednesday, December 20, 2023 8:21 AM
To: Jenna Weigman
Cc: Scott Duerre; Mary Trahan
Subject: RE: Stanley Municipal Airport - Response to Questions

Follow Up Flag: Follow up
Due By: Thursday, December 21, 2023 2:00 PM
Flag Status: Completed

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Good morning Jenna,

Our Board of Mountrail County Commissioners would like you to define “meaningful impact”. They would like to know if there will be or won’t be any future restrictions (questions #2 and #3). If there will be future restrictions, can you please elaborate on that topic and provide a detailed explanation.

Thank you.

Jana Hennessy

Mountrail County Engineer



Email: janah@co.mountrail.nd.us

Website: <http://www.co.mountrail.nd.us/road.html>

P.O. Box 275

8103 61st Street NW

Stanley, ND 58784

Phone: (701) 628-2390

Jenna Weigman

From: Jenna Weigman
Sent: Wednesday, December 20, 2023 1:33 PM
To: Jana Hennessy
Cc: Scott Duerre; Mary Trahan
Subject: RE: Stanley Municipal Airport - Response to Questions
Attachments: Stanley Crosswind Part 77 Exhibit.pdf

Good afternoon Jana,

Sure thing, apologies for not making it more clear. We now have more details as design has progressed over the last few weeks.

2. Lights and Signs – will there be any future restrictions regarding current or future signage or roadway lights? Specifically, size, height, or brightness?

Any lights and signs that the County would want to place in the roadways that fall within the Part 77 approach surface would be limited in height as to not penetrate the approach surface. Given the current elevation of the runway threshold and distance from the threshold to the roadway, any obstructions would need to be limited as follows:

For 61st St: approximately 85' in height

For Westview Lane: approximately 50' in height

See the attached exhibit.

3. Future roadway improvements – will there be any additional restrictions regarding access or infrastructure improvements due to this new runway, as the airport is adjacent to our roadway.
No impacts from this project.

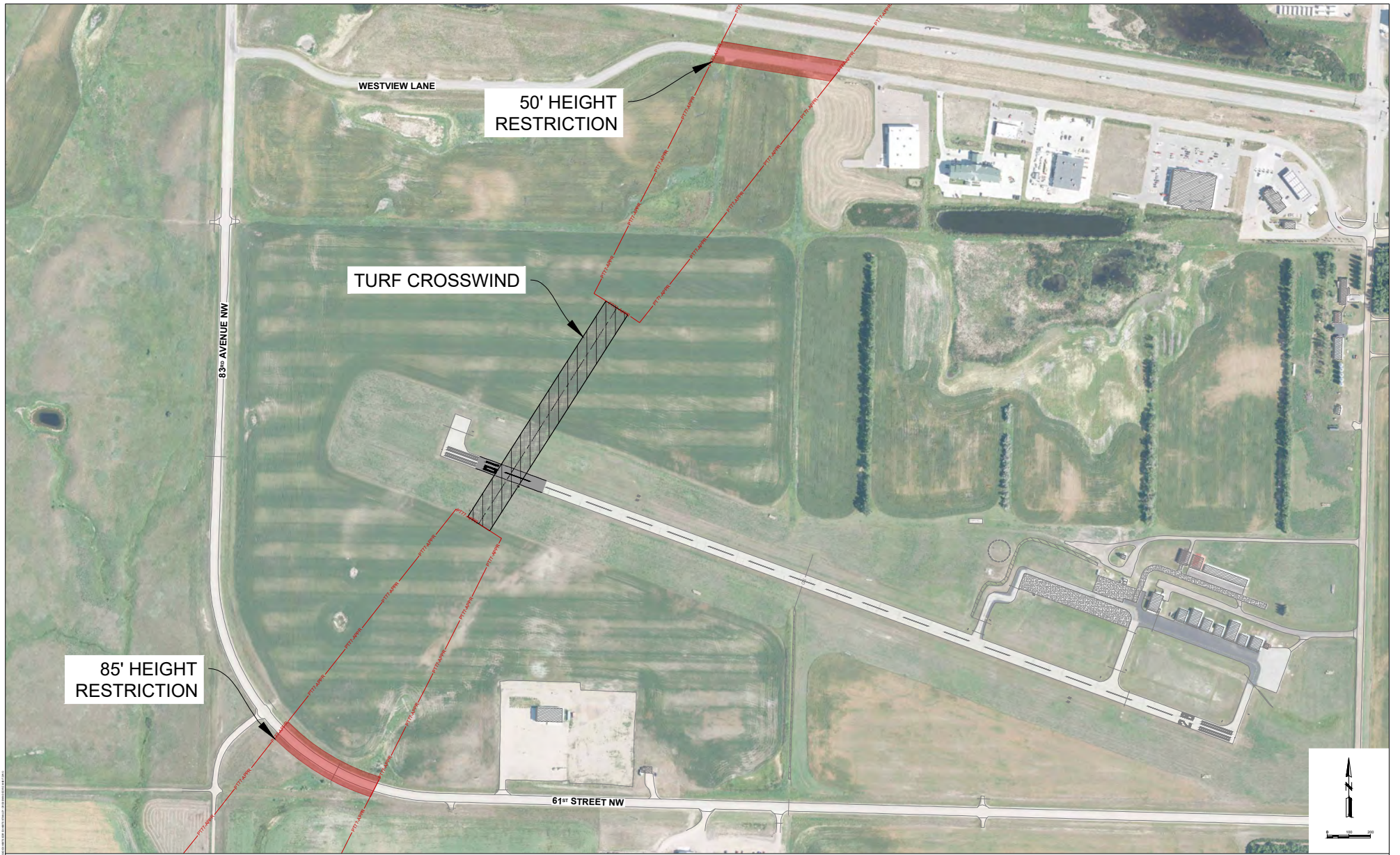
Let me know if you have further questions.

Thank you and happy holidays!

Jenna Weigman, ENV SP

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WESTVIEW LANE

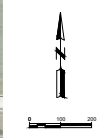
50' HEIGHT RESTRICTION

TURF CROSSWIND

85' HEIGHT RESTRICTION

83rd AVENUE NW

61st STREET NW



Jenna Weigman

From: Medlang, Owen <owen.medlang@mdu.com>
Sent: Wednesday, November 1, 2023 7:59 AM
To: Jenna Weigman
Subject: RE: Stanley Municipal Airport - Environmental Assessment (EA) - Agency Solicitation of Views

We have no power or gas in the shown area we do have utilities to the east of that area right on the north side of 61st st. n.w. which would not affect your project. Thanks

From: Jenna Weigman <Jenna.Weigman@meadhunt.com>
Sent: Tuesday, October 31, 2023 9:56 AM
To: Medlang, Owen <owen.medlang@mdu.com>
Subject: Stanley Municipal Airport - Environmental Assessment (EA) - Agency Solicitation of Views

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Dear Mr. Medlang,

Attached for your review is information about an Environmental Assessment for a new turf crosswind runway at the Stanley Municipal Airport in Stanley, North Dakota. If you have questions or comments regarding this letter, please contact me at 920.593.6869, or by email at Jenna.Weigman@meadhunt.com.

Thank you

Jenna Weigman, ENV SP (She, Her, Hers)
Aviation Sustainability Planner
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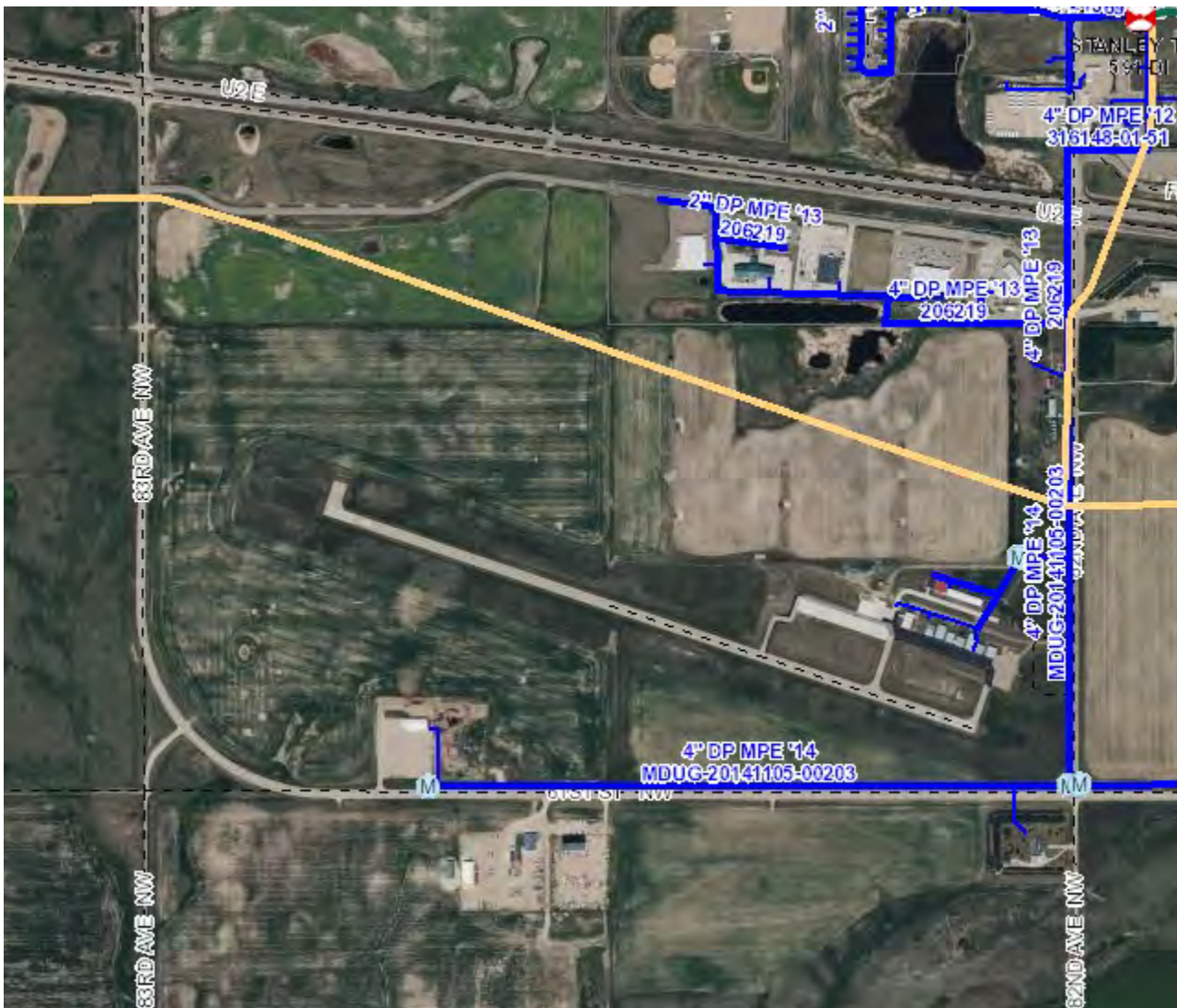
Jenna Weigman

From: Zeltinger, Monica <monica.zeltinger@mdu.com>
Sent: Tuesday, October 31, 2023 10:09 AM
To: Jenna Weigman
Subject: RE: Stanley Municipal Airport - Environmental Assessment (EA) - Agency Solicitation of Views

Follow Up Flag: Follow up
Flag Status: Flagged

Good morning Jenna.

Below is a snapshot of our gas services and mains in the area of the airport (blue indicates gas) the yellow orange color is WBI.



Monica Zeltinger

Senior Field Operations Coordinator - Gas

121 8th Ave W, Williston ND 58801
701.572.1610
701.571.1146 (cell)



From: Jenna Weigman <Jenna.Weigman@meadhunt.com>
Sent: Tuesday, October 31, 2023 9:57 AM
To: Zeltinger, Monica <monica.zeltinger@mdu.com>
Subject: Stanley Municipal Airport - Environmental Assessment (EA) - Agency Solicitation of Views

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Dear Ms. Zeltinger,

Attached for your review is information about an Environmental Assessment for a new turf crosswind runway at the Stanely Municipal Airport in Stanely, North Dakota. If you have questions or comments regarding this letter, please contact me at 920.593.6869, or by email at Jenna.Weigman@meadhunt.com.

Thank you

Jenna Weigman, ENV SP (She, Her, Hers)

Aviation Sustainability Planner

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APPENDIX D: CULTURAL RESOURCES, TRIBAL, AND SHPO CORRESPONDENCE

- Letter to SHPO
- SHPO Concurrence Letter Ref. #24-5123 – 11/30/2023
- Tribal Mail List
- FAA Tribal Notification Letter – 11/1/2023
- Tribal Responses – 11/2/2023 & 11/6/2023



U.S. Department
of Transportation
**Federal Aviation
Administration**

Federal Aviation Administration
Dakota-Minnesota Airports District Office
Bismarck Office
2301 University Drive, Building 23B
Bismarck, ND 58504

Federal Aviation Administration
Dakota-Minnesota Airports District Office
Minneapolis Office
6020 28th Avenue South, Suite 102
Minneapolis, MN 55450

November 1, 2023

Ms. Lisa Steckler
Review and Compliance Coordinator
North Dakota State Historic Preservation Office
State Historical Society of North Dakota
North Dakota Heritage Center
612 East Boulevard Avenue
Bismarck ND 58505-0830

*This letter transmitted via email on
November 1, 2023 to lsteckler@nd.gov*

Stanley Municipal Airport
Mountrail County, North Dakota
Determination of Effect
Construct Turf Crosswind Runway and Future Infrastructure Projects

Stanley Municipal Airport is proposing the following undertaking(s):

1. Construct a turf crosswind runway that measures 1,185 feet long and 120 feet wide

Please refer to the attached sketch depicting the proposed undertakings.

A Class III Cultural Resource Inventory was completed on June 29-30, 2023 by John G. Morrison of Juniper Environmental Consulting and a Traditional Cultural Specialist (TCS) representing the Fort Peck Assiniboine & Sioux Tribes (FPAST) Tribal Historic Preservation Office (THPO). Juniper encountered one new cultural resource during the inventory. Site 32MN1718 is an historic period trash dump within a field pile. The TCS representatives expressed no concerns. Site 32MN1718 was recommended *not eligible* for inclusion in the National Register of Historic Places because it lacks significant aspects of physical and spatial integrity and does not meet the guidelines to be eligible under Criterion A-D.

The FAA is initiating consultation as the lead Federal Agency on the above mentioned undertaking. The FAA has determined that a Section 106 finding of **No Historic Properties Affected** is applicable for the undertaking. Therefore, the FAA respectfully requests the North Dakota State Historic Preservation Office to provide written concurrence with the Section 106 determination of *No Historic Properties Affected* specifically for the above referenced undertaking at Fargo Hector International Airport.

If you have any questions, comments, or concerns regarding the analysis and conclusions use to determine the potential effects of the proposed undertaking on historic, cultural, and archaeological resources, please contact me at casey.r.buechler@faa.gov.

Sincerely,

Casey R Buechler

Casey R. Buechler
Environmental Protection Specialist



November 30, 2023

Casey Buechler
Federal Aviation Administration
Dakota-Minnesota Airports District Office
2301 University Drive, Building 23B
Bismarck, ND 58504

ND SHPO Ref.: 24-5123 “Stanley Municipal Airport ALP Update: Class III Cultural Resource Inventory in Mountrail County, North Dakota” in portions of [T156N R91W Section 29] Juniper 836

Dear Casey,

We reviewed ND SHPO Ref.: 24-5123 “Stanley Municipal Airport ALP Update: Class III Cultural Resource Inventory in Mountrail County, North Dakota” in portions of [T156N R91W Section 29] Juniper 836 as submitted to our office on November 1, 2023 and find the report by John Morrison acceptable. We concur with a determination of “No Historic Properties Affected” for this project provided it takes place in the location and in the manner described in the documentation and provided all borrow comes from an approved source.

We further concur that 32MN1718 is *Not Eligible* for listing in the National Register of Historic Places.

Thank you for the opportunity to review this project. Please include the ND SHPO Reference number listed above in further correspondence for this specific project. If you have any questions please contact Lisa Steckler, Historic Preservation Specialist at (701) 328-3577 or lsteckler@nd.gov

Sincerely,

for William D. Peterson, PhD
State Historic Preservation Officer
(North Dakota)

24-5123

Tribal Mail List

Tribal Mail List

Assiniboine and Sioux Tribes of the Fort Peck Indian Reservation
Cheyenne River Sioux Tribe (of the Cheyenne River Reservation, South Dakota)
Crow Creek Sioux Tribe (of the Crow Creek Reservation, South Dakota)
Crow Tribe of Montana
Flandreau Santee Sioux Tribe of South Dakota
Fort Belknap Indian Community of the Fort Belknap Reservation
Lower Brule Sioux Tribe of the Lower Brule Reservation
Northern Cheyenne Tribe of the Northern Cheyenne Indian Reservation
Oglala Sioux Tribe
Rosebud Sioux Tribe of the Rosebud Indian Reservation
Santee Sioux Nation, Nebraska
Sisseton-Wahpeton Oyate of the Lake Traverse Reservation
Spirit Lake Tribe
Standing Rock Sioux Tribe of North & South Dakota
Three Affiliated Tribes of the Berthold Reservation, North Dakota (Mandan, Hidatsa and Arikara Nation)
Turtle Mountain Band of Chippewa Indians of North Dakota
Upper Sioux Community, Minnesota
Yankton Sioux Tribe of South Dakota



U.S. Department
of Transportation
**Federal Aviation
Administration**

Federal Aviation Administration
Dakota-Minnesota Airports District Office
Bismarck Office
2301 University Drive, Building 23B
Bismarck, ND 58504

Federal Aviation Administration
Dakota-Minnesota Airports District Office
Minneapolis Office
6020 28th Avenue South, Suite 102
Minneapolis, MN 55450

November 1, 2023 *via email*

**Notice of Federal Undertaking
Stanley Municipal Airport (08D)
New Turf Crosswind Runway 3/21
Stanley, North Dakota
Mountrail County**

The Stanley Municipal Airport Authority, in cooperation with the Federal Aviation Administration (FAA) and the North Dakota State Aeronautics Commission (NDAC), is preparing an Environmental Assessment (EA) for the project. The Airport's proposed action is a new Turf Crosswind Runway, which is needed to provide adequate wind coverage for aircraft that use the Airport on a regular basis. The proposed runway would be 1,185 feet long and 120 feet wide. Land acquisition will be needed to build the runway as proposed.

Please refer to the Study Area Map.

The purpose of the Airport's proposed action is to provide adequate wind coverage for all aircraft that use the Airport on a regular basis, to satisfy near-term user needs, and to meet FAA airport design standards. Without a new crosswind runway, the Airport is not able to provide the recommended 95 percent wind coverage for the aircraft that regularly use the Airport.

Purpose of Government-to-Government Consultation

The primary purpose of government-to-government consultation as described in Federal Executive Order 13175 "Consultation and Coordination with Indian Tribal Governments" and FAA's Order 1210.120 "American Indian and Alaska Native Tribal Consultation Policy and Procedures" is to ensure the Federally Recognized Tribes are given the opportunity to provide meaningful and timely input regarding proposed FAA actions that uniquely or significantly affect Tribes. Further, President Biden issued a Memorandum on Tribal Consultation and Strengthening Nation-to-Nation Relationships on January 26, 2021 that states "it is a priority [...] to make respect for Tribal sovereignty and self-governance, commitment to fulfilling Federal trust and treaty responsibilities to Tribal Nations, and regular, meaningful, and robust consultation with Tribal Nations cornerstones of Federal Indian policy." Lastly, on August 10, 2023 Transportation Secretary Pete Buttigieg signed the US Department of Transportation (DOT) Order 5301.1A, Department of Transportation, Tribal Consultation Policy and Procedures.

This initial scoping letter is being provided to both the Tribal Chair/President and the Tribal Historic Preservation Officer vial email.

Surveys

An intensive cultural resource inventory was conducted June 29-30, 2023. Approximately 210 acres were surveyed by Juniper Environmental Consulting, John G. Morrison was the principal investigator and archaeologist, with one Traditional Cultural Specialist (TCS) from Fort Peck Assiniboine & Sioux Tribes (FPAST) Tribal Historic Preservation Office (THPO). Juniper noted 50 previously recorded cultural resources and 30 previous cultural resource investigations located within a one-mile radius of the location of the proposed undertaking. None of the previously recorded cultural resources lie within the inventory block and none will be impacted by the proposed development.

Juniper encountered one new cultural resource during the inventory. Site 32MN1718 is an historic period trash dump within a field pile. The TCS representatives expressed no concerns. Site 32MN1718 is recommended **not eligible** for inclusion in the National Register of Historic Places because it lacks significant aspects of physical and spatial integrity and does not meet the guidelines to be eligible under Criterion A-D. No previously recorded cultural resources will be impacted by the proposed action.

Consultation

During the early stages of the project, information related to the project was presented at the Tribal Consultation Committee Meeting held in the Spring 2023.

Request for Comments

The FAA is seeking comments on the proposed action and concerns that uniquely or significantly affect your Tribe related to proposed airport improvements. Early identification of Tribal concerns allows the FAA and the airport owner and operator to consider ways to avoid and minimize potential impacts to Tribal resources and practices as project planning and alternatives are developed and refined. We would be pleased to discuss details of the proposed project with you.

Confidentiality

We understand that you may have concerns regarding the confidentiality of information on areas or resources of religious, traditional and cultural importance to the Tribe. In accordance with Section 9 of the Archaeological Resources Protection Act of 1979, 16 USC 470hh(a), *Confidentiality of Information Concerning the Nature and Location of Archaeological Resources and Traditional Cultural Properties*, and its implementing regulations at 43 CFR 7.18, detailed information regarding specific locations of archaeological and cultural resources will not be included in any public documents.

FAA Contact Information

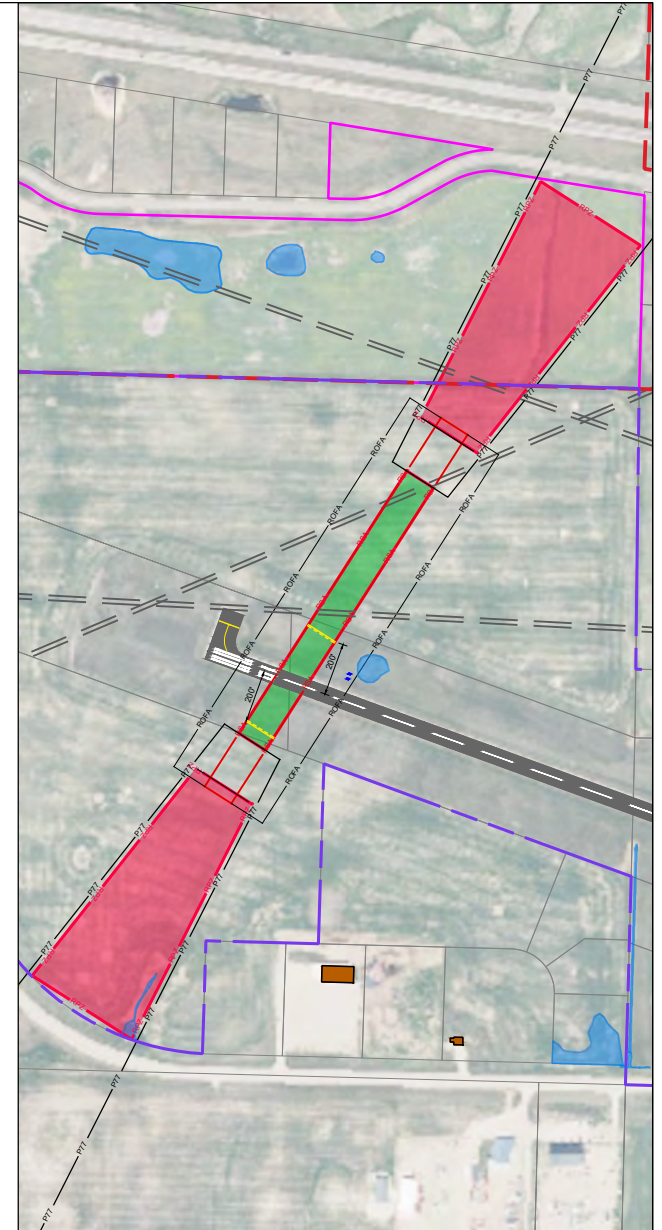
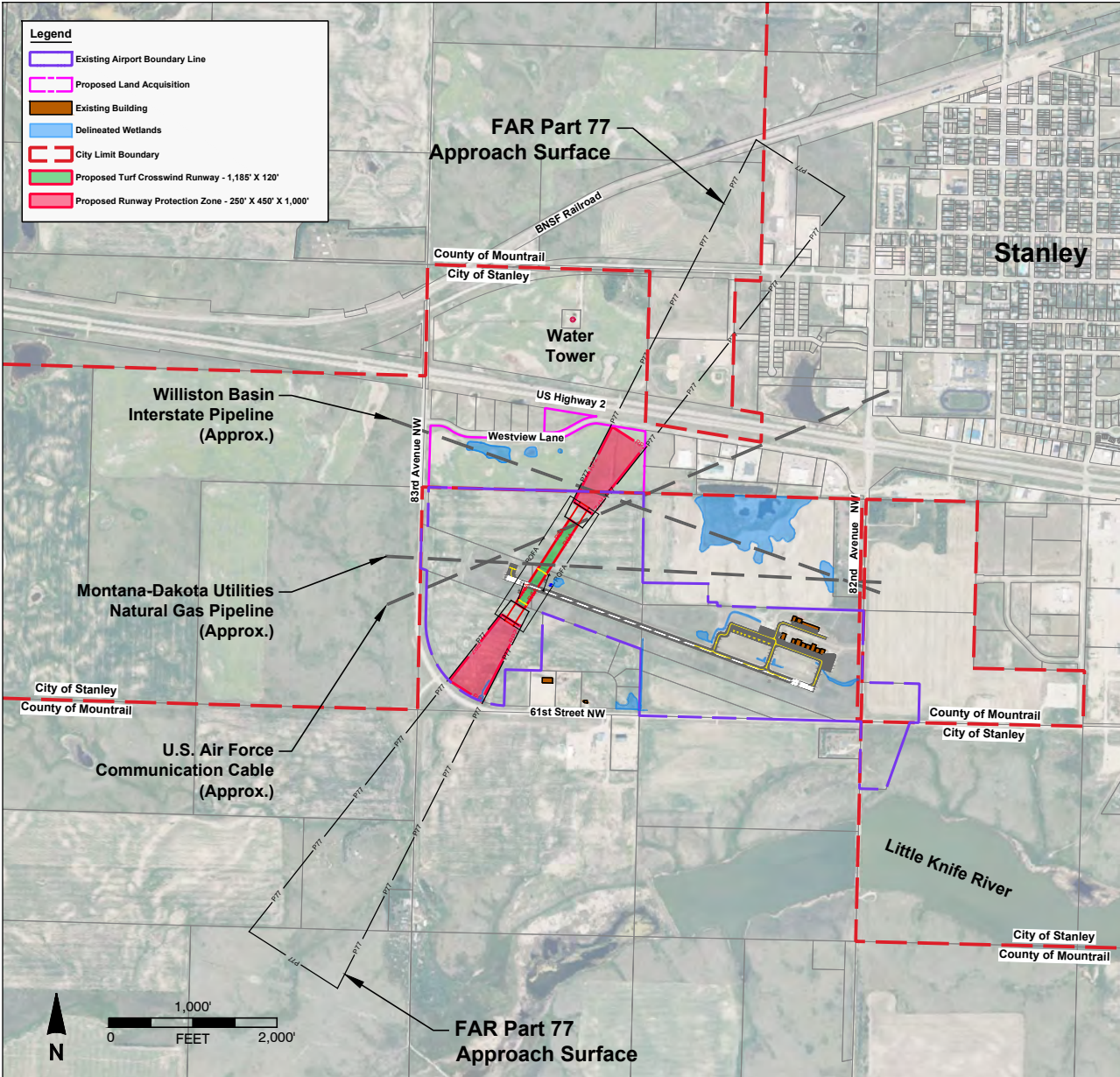
If you wish to provide comments related to this proposed project, please contact me at casey.r.buechler@faa.gov.

Sincerely,

Casey R. Buechler

Casey R. Buechler
Environmental Protection Specialist

Enclosure: Study Area Map and Alternatives



STANLEY MUNICIPAL AIRPORT
 STANLEY, ND

PROPOSED TURF CROSSWIND RUNWAY 3/21



Tribal Responses

From: [Larus Longie](#)
To: [Buechler, Casey R \(FAA\)](#)
Subject: RE: 2023-11-01 Stanley ND Airport - Environmental Assessment Scoping Letter
Date: Thursday, November 2, 2023 9:42:39 AM

Based on the reports of TCSs and THPO on site we con concur no affect or ground disturbance will occur on historic or cultural resources. Larus Longie THPO

From: Buechler, Casey R (FAA) <Casey.R.Buechler@faa.gov>
Sent: Wednesday, November 1, 2023 3:10 PM
To: Jamie S. Azure <jamie.azure@tmbci.org>
Cc: Larus Longie <larus.longie@tmbci.org>; Lares, Sheri (FAA) <sheri.lares@faa.gov>
Subject: 2023-11-01 Stanley ND Airport - Environmental Assessment Scoping Letter

Good afternoon –

Attached please find the Stanley Airport Environmental Assessment scoping letter.

Thanks –
Casey

Casey R. Buechler
Environmental Protection Specialist

Federal Aviation Administration (FAA)
Dakota - Minnesota Airports District Office
Bismarck, North Dakota
(701) 323-7358

From: cchistory@midstatesd.net
To: [Buechler, Casey R \(FAA\)](mailto:Buechler_Casey_R@faa.gov)
Subject: Re: 2023-11-01 Stanley ND Airport - Environmental Assessment Scoping Letter
Date: Thursday, November 2, 2023 10:52:03 AM

Hello Casey, The Crow Creek Sioux THPO has deferred project review and comments to the local North Dakota tribes.

Merle Marks
Crow Creek Sioux Tribe
THPO - Director
605.245.2221

From: "Buechler, Casey R (FAA)" <Casey.R.Buechler@faa.gov>
To: "peterlengkeek" <peterlengkeek@yahoo.com>
Cc: cchistory@midstatesd.net, "Lares, Sheri (FAA)" <sheri.lares@faa.gov>
Sent: Wednesday, November 1, 2023 2:41:50 PM
Subject: 2023-11-01 Stanley ND Airport - Environmental Assessment Scoping Letter

Good afternoon –

Attached please find the Stanley Airport Environmental Assessment scoping letter.

Thanks –
Casey

Casey R. Buechler
Environmental Protection Specialist

Federal Aviation Administration (FAA)
Dakota - Minnesota Airports District Office
Bismarck, North Dakota
(701) 323-7358

From: [Sara Childers](#)
To: [Buechler, Casey R \(FAA\)](#)
Subject: RE: [EXT] 2023-11-01 Stanley ND Airport - Environmental Assessment Scoping Letter
Date: Monday, November 6, 2023 4:42:41 PM

Hello,

The Flandreau Santee Sioux Tribe has no issues with the proposed project at this site.

If any cultural material and or human remains are disturbed please stop and contact us ASAP.

Thank you,

Sara Childers

Confidentiality Notice: This information contained in this message may be privileged and/or confidential and protected from disclosure. If the reader of this message is not the intended recipient or an employee or agent responsible for delivering this message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by replying to this message and deleting the material from any computer.

From: Garrie Kills-A-Hundred <garrie.killsahundred@FSST.org>
Sent: Wednesday, November 1, 2023 3:58 PM
To: Sara Childers <sara.childers@FSST.org>
Subject: FW: [EXT] 2023-11-01 Stanley ND Airport - Environmental Assessment Scoping Letter



Garrie Kills-A-Hundred

Tribal Historic Preservation Officer

Flandreau Santee Sioux Tribe

603 W Broad Ave | Flandreau, SD 57028

p. 605.997.3891 x1226 | www.fsst-nsn.gov

From: Buechler, Casey R (FAA) <Casey.R.Buechler@faa.gov>
Sent: Wednesday, November 1, 2023 2:46 PM
To: Tony Reider <tony.reider@fsst.org>
Cc: Garrie Kills-A-Hundred <garrie.killsahundred@FSST.org>; Lares, Sheri (FAA) <sheri.lares@faa.gov>
Subject: [EXT] 2023-11-01 Stanley ND Airport - Environmental Assessment Scoping Letter

CAUTION: This message originated from an external source. If you believe this message is malicious in nature, please report it by using the Phish Alert button.

Good afternoon –

Attached please find the Stanley Airport Environmental Assessment scoping letter.

Thanks –
Casey

Casey R. Buechler
Environmental Protection Specialist

Federal Aviation Administration (FAA)
Dakota - Minnesota Airports District Office
Bismarck, North Dakota
(701) 323-7358